



2026 NTK Competition

Rulebook

Sprint Competition Rules

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100 The Basics

101 GENERAL

101.1 Unless specified in this rulebook that you can do it, you cannot do it.

101.2 Spirit and Intent

101.2.1 The idea of “spirit and intent” goes to heart of enforcing fair and honest competition. In that light, racers and their tuners must be viewed with regards to the integrity with which they follow not only the letter of the rules, but also the spirit. Race officials must look at the situation and determine if the competitor was trying to skirt, abuse, or ignore a rule for a gain on the track.

101.2.2 In classes where a national set of rules are used (SKUSA, ROK, TAG, Rotax, IKF, K.A.R.T., etc.), the intent of the national rules needs to be followed even if the exact procedural processes are not followed at the club races (i.e., one set of tires for qualifying, pre- final, and final, even if tires are not marked at the club race).

101.2.3 The phrase “it is just a club race” should never be used as justification to deviate from rules. The “bottom line” could be viewed as: (1) Did the competitor do something that is not allowed, or he would not have done, at a national or regional event; (2) Was the event in question done in an attempt to enhance or improve his on-track performance; (3) Was a part out of limits because of wear, or was it modified.

101.3 Rule Compliance

101.3.1 Participants should be aware of, and must adhere to, the NTK Rulebook.

101.3.2 North Texas Karters, Inc. adheres to current IKF, Rotax, SKUSA, TAG, Briggs and Stratton and AKRA rules and regulations unless specified herein. Any other organization’s regulations will be enforced at those organizations sanctioned events.

101.3.3 All members are responsible for adhering to and enforcing the rules contained within and are at risk of membership rejection by BOD as deemed appropriate.

101.4 NTK is a Private Track

101.4.1 NTK is a not-for-profit, member-owned and member-run club. Club membership is available for interested individuals and families at a monthly or annual rate.

101.4.2 Only NTK member owned karts are allowed on the track on non-race days. Non-members are welcome at NTK for practice and racing on race days only. *See the NTK Procedures Manual 105 for more information about Facilities Use.*

~~101.4.3~~——The North Texas Karters annual rules meeting must occur before February 1st of each year. Rules will take effect at the beginning of the first club

points race of each year. *See NTK Procedure Manual 504.*

101.4.4 Class weights will be proposed annually by the Board of Directors, based on national and regional organizations, to be voted on by the members prior to the start of the racing season.

101.4.5 The Competition Rulebook may be changed only during the annual Rules Meeting. Only safety rules may be changed as necessary. All other rules formulated and approved at the rules meeting shall stand unless otherwise specified for a particular rule. Those rules that may be reviewed are designated in appropriate sections and marked with an asterisk (*).

102 GENERAL CONDUCT

102.1 Responsibility

102.1.1 The Master Member or Driver of Record, or guardian if participant is a minor, is responsible for all actions of his/her pit and support crew and non-member guests.

102.2 Liability

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

102.3 Controlled Substances and Alcoholic Beverages

102.3.1 No drinking of alcoholic beverages is allowed at North Texas Kartway before or during practice or racing. No use of controlled substances is allowed at North Texas Kartway at any time including non-race days. The Race Director or an official of North Texas Karters, Inc. will remove anyone drinking or appearing to be under the influence of alcohol or an illegal controlled substance. The driver for who that person is responsible for will be disqualified for the event and lose all points for the event and will not be able to use that race as a drop and work points may not be used as replacement points.

102.4 Firearms

102.4.1 Pursuant to Section 30.07 of the Texas Penal Code, open carry of a firearm by a permit holder is not permitted on North Texas Karters Property.

102.5 Disorderly Conduct

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

102.5.2 Any disorderly conduct, including fighting, bad language, unusual behavior, obscene gestures, verbal abuse, threats, unsportsmanlike conduct, or reckless driving with the intent of causing harm, will cause disqualification, loss of points, and loss of Pit Pass for the event. Immediate removal from NTK property for remainder of the event (including multi-day races) will be at the Race

Director's discretion. Disqualification for the event will not be allowed to count as a drop and work points may not be used as replacement points. Any further action will be determined by a board hearing with all involved parties notified and given the option of appearing. Disqualification forms will be completed by the Race Director and placed in a file maintained by the NTK secretary and shall be subject to future use by the NTK Board of Directors.

102.6 No Dumping

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

102.7 Vandalism, Theft

102.7.1 Any person who causes willful damage, destruction, or theft of NTK property, or another's private property while on NTK premises, MAY be immediately removed from NTK property at the sole discretion of the President. Further action shall be determined by a Board of Directors. Criminal and civil charges may also be filed. *See 104.2 of the Procedure Manual for additional information.*

102.8 Smoking

102.8.1 No smoking in the interior of any building, or near the fuel pumps. Participants and family members should exercise extreme caution when smoking in the pit area.

102.9 Pit Runner Use

102.9.1 All trailers and vehicles must park in established posted pit and parking areas. (Trailers and/or vehicles must not exceed the designated pit size or extend into roadways or impede the flow of traffic.) One pit space per paid driver entry, maximum of two total pit spaces. No chase cars allowed on pit runner.

102.9.2 Only tow vehicles and kart trailers (within the designated pit size) are allowed to park along the pit runner. Other vehicles, trailers, motor homes must park in spaces designated by the race officials.

102.9.3 Electrical outlets on the pit runner will be activated at all times and unplug when not at the track. Availability is on a first come, first serve basis. Only low-draw items, such as battery chargers or fans for air circulation. Outlets are NEVER to be used for air conditioners.

102.9.4 The designated pit sizes are not to exceed more than 55' from the pit runner on the bathroom side, and no more than 50' on the track side.

102.10 Social Media

102.10.1 With respect to NTK sponsored social media sites/pages, any content (e.g. text, image, audio, or video) submitted on the NTK sponsored pages should not contain material that could be objectively deemed to be threatening, harassing,

bullying, illegal, obscene, or defamatory. If any individual believes a violation of this policy has occurred, he/she should bring the issue to the attention of the NTK Board of Directors. The NTK Board of Directors will take up potential violations of the social media policy at the next scheduled Board meeting and report back to the individual. If the NTK Board of Directors, by majority vote, determines a violation of the social media policy has occurred, procedures shall be taken as detailed in the NTK Bylaws. *See NTK Procedures Manual 104.2.1 for the complete Social Media Policy*

103 SAFETY

103.1 Protective Driver Gear

- 103.1.1 Per IKF rules, all drivers must wear protective clothing, driving suit or jacket and long pants, constructed of leather, heavy vinyl, or other abrasion resistant material, approved full face helmet with face shield, approved functional neck brace (optional for all Senior drivers), enclosed shoes, and gloves while driving on North Texas Kartway AT ALL TIMES. This excludes clothing such as nylon wind suits, sweatpants, etc. Safety equipment is subject to inspection and possible rejection.
- 103.1.2 Helmets must be Snell certified in accordance with IKF rules, or have current FIA or FIM certification. If hair extends appreciably from beneath helmet, competitor must wear a hooded shirt, balaclava, or “head sock” to retain hair from extending outside helmet.
- 103.1.3 Chest protectors, SFI specification 20.1 certification, are required for all racers under the age of 13.

103.2 Restricted Areas

- 103.2.1 No one will be allowed without permission in the Scoring Tower during practice or races except officials.
- 103.2.2 Only authorized persons are allowed in the track area during controlled practices and races.
- 103.2.3 Everyone, except officials, must be behind the fence enclosing the racing area during controlled practice and races.

103.3 Pit and Paddock Safety

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

103.3.2.1 The practice of running engines at high rpms for extended periods is not allowed in pits, pre-grid or grid areas.

103.3.2.2 We realize that it is frequently necessary to run the engine after maintenance; this will only be permitted at modest RPM levels for limited periods of time. Extended running at RPMs above clutch stall speeds to preheat motors prior to racing is not permitted.

103.3.2.3 At events where fuel is supplied, competitors will be allowed to run engines at low RPM to ensure the fuel has reached the carburetor. This will only be allowed when under the direct supervision of a designated race official.

103.3.3 Fire extinguisher

103.3.3.1 A fire extinguisher provided by NTK, is required at the starting grid and scales before the start of each day's racing.

103.3.3.2 It is required that each entrant have a fire extinguisher in their pit area. During safety tech the fire extinguisher shall be shown to the person conducting safety tech.

103.4 Entering and Exiting the track

103.4.1 Traffic on the starting grid is one way only. Karts may enter the track only from the grid area.

103.4.2 Except during clockwise races when exiting the track, no driving through the Grid to the Tech Building entrance will be allowed, and engines must be killed at the Tech Building entrance. Karts must be pushed through while in the Tech building.

103.4.3 During clockwise races drivers will line up by the turn 2 fence and may move towards the Tech Building entrance under power at the Grid Steward's discretion.

103.4.4 During practice all karts must be shut down in the grid and pushed to the Tech Building or to the pit area. Driving under power to exit the grid to the track will be limited to the grid/track exit areas only.

103.5 Stopping and Slowing on Course

103.5.1 If for any reason a competitor is forced to stop on or near the course during a practice or event, it is the responsibility of the competitor to remove the kart to a safety zone as quickly as possible.

103.5.2 If a competitor is forced to stop the kart on the racing surface during a practice or event, the competitor must raise both hands to signal approaching competitors that they are immobile. DO NOT raise both arms until the kart is safely stopped. When a Kart slows from racing speed on course, the driver must signal such to approaching competitors by raising a hand high enough to be clearly visible from behind. This requirement includes slowing to enter a pit entrance lane during an event or practice or exiting the track. Unless signaling as stated above, hands should remain on the steering wheel until kart is safely stopped in the pit area.

103.5.3 Corner workers may assist a Kid Kart to allow them to return to racing provided the conditions are safe to do so.

103.5.4 The penalty for exiting the track in an unruly manner is 2 positions.

103.6 Minimum Lap Time

103.6.1 Kid Karts, in the interest of safety of all drivers, must be able to run a 65 second lap minimum to have their rookie card signed for that race. If a new racer shows up at the track to race the child's parent will have to notify the race director for that race day and the race director will have the opportunity to watch the driver in practice. If the race director feels that the child is not running at a fast enough pace to be able to meet the minimum, they can request that the parent place a transponder on the kart for the remainder of the practice sessions to verify the lap times. If the child is not able to run the minimum speed the entry fee for that racer will be refunded.

103.7 Prohibited Vehicles / Toys / Drones / Pets

103.7.1 No participant or non-participant will be allowed on the track during any controlled practice and/or race event on equipment that he/she is not qualified to operate (for a race) without the permission of the Race Director or a Board Member.

103.7.2 No tow vehicles (cars, pickups, vans, etc.) or other motorized vehicles are to be driven in the fenced concrete area, on the track, or across the concrete pit runner, except approved vehicles operating during an official race specifically to tow or pick up disabled karts.

103.7.3 Skates, Skateboards, bicycles, scooters, balls, and ANY like vehicles are not permitted on the pit runner, pits, grid or track at any time. The person of record with the disability is the only person allowed to operate motorized devices on the pit runner.

103.7.4 Helicopters, cars, or any other remote-controlled device operation is prohibited on NTK property while karts are on the track. On Race Days, the Race Director has the exclusive discretion to permit a licensed operator to fly up to one (1) drone or other remote-controlled devices with video capabilities. The drone may not be flown over the racing surface while karts are on the track. Drones are not permitted on non-race days. Drone use is only permitted if acceptable to track insurance.

103.7.5 During practice or race activities, pets are allowed at NTK if leashed on a 6' or less line or secured within a climate-controlled vehicle. Pets are not allowed in the hot grid, tech barn or track on race days. Any injury to a member or non-member at the track due to a pet becoming unrestrained shall be the owner's responsibility and NTK shall redirect any liabilities incurred to said owner.

104 DRIVER INFORMATION

104.1 Rookie and First Time Drivers

104.1.1 All novice drivers (NTK Member, family, friends, guests, any novice kart driver) must have an orange number plate on the back of his/her kart at all

times. This rule applies to non-race days as well as race days and to practice before and after races.

104.1.2 In accordance with IFK Rule 206.1.4, all new competitors (Rookies) shall display an orange number panel with a black "X" affixed on the rear of their kart in addition to regular number panels. The black "X" shall be displayed for the first 3 race days. The Rookie shall start at the rear of all heats and finals for their first 3 race days. The orange number panel must remain in place for the remaining calendar racing year of karting competition.

104.1.3 All new drivers shall complete new driver orientation which includes watching the NTK safety video before they can race. They will be required to sign an agreement that this has been completed.

104.1.4 A review of the rookie status may be requested by a competitor with sufficient karting experience in excess of 3 sanctioned karting races. To request review, the competitor may seek approval from the NTK President, Vice President, and/or Race Director who will establish specific criteria to bypass this provisional status. The Membership Chairperson will maintain a record of Rookie status to be provided to the Registration/Scoring Chairperson and Race Director prior to each race.

104.2 Driver Age, Competition Age, and Option Year

104.2.1 Driver age for all drivers shall be per NTK specifications, pending insurance coverage. All Kid Kart drivers must have attained the age of five (5). ALL MINORS UNDER THE AGE OF 18 must provide proof of age and parent/guardian completes the "Minor Release and Waiver of Liability and Indemnity Agreement" prior to participation at North Texas Kartway.

104.2.2 Competition age is the highest age of the driver during the calendar year (January 1 through December 31).

104.2.3 Option year: The NTK option year is designed to give young drivers (ages 12 - 16) flexibility of class due to the varying degree of driver weight and driving ability. Drivers in their option year may drive in either the lower age class or the higher age class. Once a driver competes in a higher age class, they cannot move back to the lower age class. A driver may not compete in both the lower age and the higher age class at the same event.

104.2.4 The Board of Directors also has the authority grant or revoke the privilege of a driver to compete in a higher driver classification. These waiver requests will be evaluated on an individual basis and may take into consideration: size of driver, experience of driver, and local class conditions. The BOD shall grant a waiver automatically upon receipt of proof of regional or national organization's waiver; however, the BOD retains all rights and authority to revoke the driver's club waiver if the driver's abilities create a safety risk.

104.3 Race Entry Fees

104.3.1 Race entry fee will be \$55.00 per entry for NTK Members and \$90.00 for non-members. From each entry, \$10.00 will be designated for awards (\$3.50 for current series and \$6.50 for year-end). Any money not used for series awards will be added to the year-end awards.

- 104.3.2 Late Fee registration: Registering after Thursday night at 10pm to Friday night at 10pm there will be a \$20.00 late fee. Registering at the track the day of the race will have an additional \$10.00 fee.
- 104.3.3 Pit Pass fees (\$10 per Driver Pit Pass) will be in addition to the normal entry fees, Spectator fees will be \$10 for adults, \$8 for kids ages 5-17, and free for kids under 5. (*) Pit Pass fees are subject to change as necessary.
- 104.3.4 Family Plan Entries: Under the "family plan" the regular entry fee will be charged for the first two entrants of a family (as defined in the NTK bylaws) registering to race at a club race. Next two entries, from the same family membership, will be registered free. (That is: pay for first and second entries, third and fourth will be free; pay for fifth and sixth, seventh and eighth will be free. Note: this rule is not applicable to sanctioned events.
- 104.3.5 Any checks returned for Insufficient Funds (NSF) must be taken care off at the next scheduled race or you will not be allowed to race that day and will not be allowed to race until the NSF is taken care of. There is also a fee of \$25.00 for the NSF check.

200 Chassis, Tire, Fuel Standards

201 CHASSIS/KART

201.1 Purpose-Built Race Karts

- 201.1.1 NTK is a racetrack and only purpose-built race karts able to pass pre-season safety inspection are allowed on the track. No fun karts, yard karts, 4-wheelers, ATVS, UTV, motorcycles or another type of vehicle is allowed on the track on race days or non-race days. Exceptions to these rules are organized events when the track is rented to other organizations such as the TX Mini Grand Prix and official track maintenance vehicles.

201.2 Safety Tech

- 201.2.1 All karts must be safety tech'd with the proper safety tech indicator attached to the chassis in order to be allowed on the track at any time.
- 201.2.2 Karts must pass safety tech according to NTK and IKF specifications. Any NTK member observing an unsafe condition should report it to a track official. All first-time racers must be safety teched by Tech Inspector prior to competing. (The Race Director may appoint a Tech Inspector.)

201.3 NTK Owned Karts

- 201.3.1 The NTK owned karts are not to be used in any racing situation, including powder puff races. They are to be used for demonstration purposes only, not racing situations.

201.4 Number Panels

- 201.4.1 Kart numbers must be displayed on all four sides of the kart. Numbers

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

201.4.2 All NTK Members will be allowed to keep his/her kart number from season to season as long as he/she remains a Member by paying renewal fees by Feb 28th/29th of succeeding year. The exception is the number "1" (or "01") in each class, structured classes as well as the bracket class, will be reserved for the winner of each class from the previous season. Winner does not have to run the #1 and may retain his/her previous number. However, no other drivers may run the number #1. A class winner may not run #1 in any class other than the class he/she won the previous year. Season means racing season or year. NTK members have their first choice of numbers. If a non-member is in conflict with a Member's number, the non-member will have to change numbers.

201.5 Onboard Cameras

201.5.1 The following mounting procedures must be followed at all times; camera must be securely mounted to the kart; all cameras shall be subject to inspection and removal at any time by tech personnel. Competitors in violation will be subject to penalties, including loss of positions, loss of points, or monetary fines.

201.5.2 Under no circumstances are cameras allowed on the driver's person or helmet.

201.6 Transponders

201.6.1 All participants at a North Texas Karters, Inc. sanctioned races must use the AMB transponders. If they do not own one, they must rent one from NTK. All rented transponders will be mounted in an AMB bracket. A personal (non-rented) transponder must be safely mounted to the rear of the seat.

201.6.2 The transponder must be mounted on the rear of the driver seat regardless of class. The location must be 25 cm +/- 5 cm from ground level. Minor offset from the center of the seat is permitted. Nothing must be installed between the transponder and the ground (perpendicular line) to avoid signal blocking (absolutely no battery, no lead). The transponder has to be mounted vertically with the AMB letters in the bottom (readable position). Transponder may not be located forward of the tangent point defined by the radius transitioning to side of the seat and seat back.

201.6.3 Kid Karts require transponders. Kid Karts with Rookie plates will be provided transponders at no charge.

201.7 Prohibited

201.7.1 The oiling of chains or clutches on the track is prohibited. NO ANTIFREEZE is allowed in karts. Non-glycol lubricant products, Red Line "Water Wetter" or equivalent, may be added to plain water unless prohibited by

another set of rules.

201.7.2 Remote carb adjusters and "triggers" are not allowed for C division karts.

201.7.3 No projection from the kart, which constitutes a hazard to other vehicles or drivers, will be permitted.

202 TIRES

202.1 NTK Club tire rule

202.1.1 All Kid Kart, Cadet, Junior and Senior classes will run Evinco tires for club sprint races at NTK, including Winter Series races. Tire compounds are open, unless an exception is made in the Structured Class section of this rule book. This rule is subject to review each year depending on sponsor availability.

202.1.2 Rain tires are open compound.

203 FUEL AND OIL

203.1 NTK Club fuel

203.1.1 All 4-cycle classes shall use only 87 octane Ethanol Free fuel from Buc-ee's in Denton, pumps #241 or #242. Samples for tech based on fuel will be taken within 24 hours of race start.

203.1.2 All 2-cycle classes will use VP C12, except for Rotax 2-cycle engines will use ethanol free fuel from Buc-ee's in Denton, pumps #43 or #42 (92 octane).

203.2 Fuel Sale

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

203.3 NTK Club Oil

203.3.1 Motul 2T Oil will be used for all 2-cycle engines.

300 Class Standards

301 GENERAL

301.1 See *Attachment A* for Class Standards Overview

301.2 Structured Class Changes

301.2.1 Structured classes may be added or dropped, due to increase interest or lack of participation, on an annual basis.

301.3 Combining Classes

301.3.1 Classes of five (5) or less must race with another compatible class if a

compatible class is racing and the Race Director agrees to do so. The intent is for there to never be five (5) or fewer karts on track during a session on a race day. All combined classes will be gridded and scored separately but on the track at the same time. Kid Karts and Cadet karts are not permitted to race with the senior classes. Classes declining to be combined, with Race Director approval, will be moved to the end of the end of the schedule where feasible.

301.3.1.1 The following groups are considered compatible classes and may be run together:

- (i) Kid Kart 206, Kid Kart Comer, Kid Kart Honda
- (ii) TAG Micro, TAG Mini
- (iii) TAG Junior, TAG Senior, Junior 100cc, Senior 100cc, Junior Shifter, Senior Shifter
- (iv) LO206 Cadet, LO206 Junior
- (v) LO206 Junior, LO206 Senior, LO206 Heavy

301.3.2 Class racing separately or together shall be scored separately. Drivers registered in classes with five (5) or less entries must be combined with other similar classes by speed and/or age and transfer any points earned to their target class. If this is not acceptable by the drivers and/or driver's parent/guardian, an entry refund will be given.

301.4 General Engine Tech

301.4.1 Engine tech will be per IKF tech manual unless specified herein.

302 KID KART (AGES 5 THRU 7 YEARS)

302.1.1 General

302.1.1.1 Kid Kart is a competitive class. NTK safety tech procedures and regulations apply. Engine Tech per IKF tech.

302.1.2 Weight

302.1.2.1 Kid Kart minimum weight is 160 lbs.*

302.1.3 Chassis

302.1.3.1 Chain guard to completely cover chain when viewed from above. No "offset" karts. Wheelbase: minimum 29", maximum 31" Width: Front, max. 40", as measured to outside of rim/tire (no minimum). Rear minimum 39", maximum 42", as measured to outside of rim/tire. Rear bumper: Continuous loop shape with vertical or angled bracing connecting upper and lower loop rails. Must protect rear tires.

302.1.3.2 Seat may not be offset beyond outside edge of left frame rail. Steering height, maximum 20". Seat height minimum 12". Side pods or double nerf bars and nose cones are mandatory. Tires: Evinco, Front maximum 4.60-5; Rear, maximum 4:60-5. Rear tire circumference, maximum 33³/₄". Maximum tire pressure is 30 psi after race. Chain Guard – Chain must be completely covered when looking from above or behind kart.

302.1.4 Engine Options

302.1.4.1 Comer C-50 or C51 engines allowed, Stock. Chain/Gearing: 219 chain, 10 tooth driver, 89-tooth axle sprocket. Shall use stock or K&N air filters #rc-1250.

- (i) Comer Kid Kart class will be scored separately from two stroke and other four stroke kid kart classes.

302.1.4.2 GXH50 with Honda Performance Division (HPD) Seal and in compliance with IKF Honda GXH50 Rules (<https://www.ikfkarting.com/wp-content/uploads/2018/07/2017-0912-HondaGXH50Rules.pdf>). HPD Engine claiming procedure applies.

- (i) Honda Kid Kart class will be scored separately from two stroke and other four stroke kid kart classes.
- (ii) NOTE: These engines are currently shipping with #55 Main Jet. The #55 main jet must be replaced with the specified #52S main jet to comply with the IKF/HPD ruleset.
- (iii) Chain/Gearing: 219 chain, 15 tooth driver, 89- tooth axle sprocket. Shall use stock air filters with foam insert. Spark plug: NGK CR5HSB or Denso U16FSR-UB and washer must remain. Stock kill switch must remain connected, an additional switch may be installed in reach of the driver. Clutch: HPD supplied. Red springs. No modifications or oiling allowed. RTV Copper sealant is highly recommended at the exhaust port and the muffler as these are highly prone to leaks. Evidence of exhaust leaks may result in disqualification. Exhaust as supplied, modification or repair not allowed.

302.1.4.3 Engine: IAME Bambino. Chain and Gearing - #219 chain, 10 tooth driver with 89 tooth gear.

- (i) Engine Pressure/Vacuum Testing: NTK may perform a pressure or vacuum test to ensure extra air is not being pulled into the engine for any performance gain. Both pressure and vacuum tests may be performed — engine must hold 5 psi for 60 seconds and/or 5 HG of vacuum for 60 seconds. Engine: Shall remain stock as manufactured. Carburetor: Tillotson HS-323A Shall be as manufactured. *Bypassing fuel or air to the motor in any way other than as manufactured is illegal. Fuel Filter: Any fuel filter is permitted. If utilized, it must be between the tank and carburetor. Air Filter: OEM air filter shall be as manufactured; OEM foam insert must be used.
- (ii) Spark Plug: NGK – BR9EG or BR10EG. Spark Plug Boot: OEM or NGK Muffler: Must use OEM muffler. Excessive leakage in any part of the exhaust system is illegal and competitor could be disqualified. Clutch: As factory supplied. Maximum drum ID 3.354” (85.2mm). Must be IAME 10 tooth drum without holes. Oiling clutch is illegal.
- (iii) Timing Procedure: 1. Insert dial indicator in spark plug hole 2. Zero at TDC 3. Roll piston back to align marks Per M1 60cc - Pull Start – USA PDF Dated 22/03/2017 (Found on Rt.66 website) 4. Reading must be between 0.035” (0.9mm) - 0.059” (1.5mm) before TDC.
- (iv) Bambino Kid Kart class will be scored separately from two stroke and other four stroke kid kart classes.

302.1.4.4 LO206 Kid Kart

- (i) MINIMUM WEIGHT: 200* pounds- Kid Kart Chassis (* adjust to TSRS weight rules if this differs)

- (ii) ENGINE: LO206 Senior Engine with 4100 rev limiter. Black Junior Slide (Part#555732) .310 slide RLV #5507 Pipe
- (iii) CLUTCH / GEAR: MaxTorque Part#555727 only/ 17/57 Gear Ratio, #35 chain
- (iv) TIRES: EVINCO SKH2 Blue 10X4.60-5 front, 10X4.60-5 rear / –Max Rear tire circumference is thirty three & three quarter (33.75) inches.

303 100cc CLASSES

303.1 Junior 100cc (Age 11-15) (weight change only)

- 303.1.1 KA100 Per SKUSA KA100 junior rules. NTK Weight 320*
- 303.1.2 ROK VLR Per ROK Cup USA junior 100cc rules. NTK Weight 310*
- 303.1.3 Evinco Blue 4.6 front/7.1 rear.

303.2 Senior 100cc (Age 14+) (weight change only)

- 303.2.1 KA100 Per SKUSA KA100 senior rules. NTK Weight 360*
- 303.2.2 ROK VLR per ROK Cup USA senior 100cc rules. NTK Weight 350*
- 303.2.3 Evinco Blue 4.6 front/7.1 rear.

303.3 Master 100cc

- 303.3.1 30+ years of age
- 303.3.2 Evinco Blue 4.6 front/7.1 rear.
- 303.3.3 KA100 per SKUSA KA100 Masters Rules - NTK Weight 390 lbs*
- 303.3.4 ROK VLR per ROK Cup USA Master 100cc rules – NTK Weight 380 lbs*.

304 TAG CLASSES

304.1 Tires, General

- 304.1.1 The Evinco Blue SK-H2 is the spec tire for all TAG classes.

304.2 TAG Micro (Ages 7-10)

- 304.2.1 In accordance with current TAGUSA, Rotax, and SKUSA National rule sets unless stated.
- 304.2.2 MICRO ROK Carb: Dell’Orto PHBG 18 BS, Main Jet: #95, Restrictor: Exhaust Manifold EPVCH018/9, Gearing: 11 front/82 rear, NTK Weight 230 lbs.*
- 304.2.3 MICRO SWIFT Carb: Tillotson HW-31A, Restrictor: Exhaust Manifold insert part#A85365, NTK Weight 225 lbs*.
- 304.2.4 MICRO Max: Throttle body restrictor ROTAX part number: 267536, NTK Weight 230 lbs*. Micro Max: Throttle body restrictor ROTAX part number: 267536, NTK Weight 230 lbs* Engine Sprocket 13T Rear Sprocket 68-75T and Micro Max pipe. This is in accordance with TKL RULES and RMC Rules. If those rules change mid-season or conflict, NTK may choose to adjust to this rule

by member vote.

304.3 TAG Mini (Ages 9-13)

- 304.3.1 In accordance with current TAGUSA, Rotax, and SKUSA National rule sets unless stated.
- 304.3.2 MINI ROK Carb: Dell'Orto PHBG 18 BS, NTK Weight 245 lbs*
- 304.3.3 MINI SWIFT Carb: Tillotson HW-31A, Restrictor: None, NTK Weight 245 lbs.*
- 304.3.4 MINI Max: Throttle body restrictor ROTAX part number: 267536, NTK Weight 245 lbs.* Engine Sprocket 13T Rear Sprocket 68-75T. This is in accordance with TKL RULES and RMC Rules. If those rules change mid-season or conflict, NTK may choose to adjust to this rule by member vote.

304.4 TAG Junior (Ages 11-15)

- 304.4.1 All engines and weights per TAGUSA, Rotax, and SKUSA Rules unless stated. All engines configurations to be run in one class.
- 304.4.2 ROK: NTK Weight 320 lbs*
- 304.4.3 X30: NTK Weight 320 lbs*
- 304.4.4 Rotax Max: NTK Weight 320 lbs*. This is in accordance with TKL RULES and RMC Rules. If those rules change mid-season or conflict, NTK may choose to adjust to this rule by member vote.

304.5 TAG Senior (Ages 16 and older)

- 304.5.1 All engines and weights per TAGUSA and SKUSA Rules unless stated. All engines configurations to be run in one class.
- 304.5.2 ROK: NTK Weight 360 lbs*
- 304.5.3 X30: NTK Weight 360 lbs*
- 304.5.4 Rotax Max: NTK Weight 370 lbs*

305 BRIGGS & STRATTON LO206 ENGINE CLASSES

305.1 General

- 305.1.1 All engines must comply with the latest Briggs & Stratton LO 206 published Rule Set. The seals on the engine must stay intact at all times. Tampering of the seals is not permitted.
- 305.1.2 See section 2.3.27, NTK Club Fuel, for allowed fuel. Fuel will be enforced by fuel tech.
- 305.1.3 The 555717 choke cover must be installed on the carb or it is non-compliant (i.e. illegal). A small amount of RTV or epoxy may be used to help secure the Briggs LO206 Carb part number 555717 in place.
- 305.1.4 Evinco Blue (Hard Compound) is the specified tire compound for all LO206 Classes.

305.2 LO206 Cadet (Ages 7-13)

- 305.2.1 Chassis: Cadet
- 305.2.2 Tires: Front 4.6/10.0-5, Rear 4.6/10.0-5
- 305.2.3 NTK Weight 240 lbs*
- 305.2.4 LO206 Engine Package with carb lock. ~~'BLUE' Slide (#555734)~~
'GREEN' Slide (#555740).

305.3 LO206 Junior (Ages 12-15)

- 305.3.1 Tires: Front 4.6/10.0-5, Rear 6.0/11.0-5.
- 305.3.2 NTK Weight 310 lbs*
- 305.3.3 LO206 engine package with carb lock, 'Yellow (#555741)

305.4 LO206 Senior (Ages 15+)

- 305.4.1 Tires: Front 4.6/10.0-5, Rear 6.0/11.0-5.
- 305.4.2 NTK Weight 360 lbs*
- 305.4.3 LO206 Engine Package. Stock Slide (#555590)

305.5 LO206 Heavy (Ages 15+)

- 305.5.1 Tires: Front 4.6/10.0-5, Rear 6.0/11.0-5.
- 305.5.2 NTK Weight 390 lbs*
- 305.5.3 LO206 Engine Package. Stock Slide (#555590)

306 SHIFTERS

306.1 Shifters, General

- 306.1.1 Per SKUSA and ROK rules.

306.2 NTK Club Junior Shifter (Ages 12-15)

- 306.2.1 Spec Honda 125cc. only.
- 306.2.2 Restrictor required.
- 306.2.3 NTK Weight 340 lbs.*

306.3 NTK Club Senior Shifters (Ages 15+)

- 306.3.1 Tires: Evinco Red
- 306.3.2 Stock Moto Honda '99 & '01: NTK Weight 360 lbs*
- 306.3.3 *ROK: NTK Weight 385 lbs*
- 306.3.4 *IAME 175cc: NTK Weight 390 lbs*
- 306.3.5 *ICC/KZ 125cc: NTK Weight 400 lbs*
- 306.3.6 FZ Shifter 125. NTK Weight 390 lbs*

400 Event Format

401 RACE TIMES

401.1 Bad Weather and Cancellation

401.1.1 Races will be held rain or shine unless canceled by the Race Director by the designated time on the day of the scheduled event. It is the practice of NTK to NOT race in inclement weather (snow, ice, extreme temperatures, or when lightning is present within 5 miles). Races may be canceled or rescheduled by the Race Director, Club President or Vice President if the safety of the competitors is a concern. If further clarification is necessary, an emergency Board of Director meeting may be held utilizing any available BOD members.

401.1.2 If the race is stopped because of bad weather, the Race Director will make the decision of whether the races will continue. For bad weather information, check for updates on the NTK Website and Facebook page. The Race Director will make the decision of whether or not to race by Friday at 6:00 P.M. for morning races, Saturday 10:00 A.M. for day races and by Saturday 1:00 P.M. for night races. Regional and National events will also run in the rain. Regional, National, and Special Events will be raced at night if NTK series races are night races (i.e. after the first night event in the Spring and before last night event in the Fall), with exceptions approved by the Board of Directors.

401.2 Registration

401.2.1 When registration opens on race day, all drivers must be registered before entering the track for practice. All NTK Members must be in good standing when registering to race. Registration will close One (1) hour before the races are scheduled to start. If a racer desires to enter the event after registration has closed, he/she will be required to register, pay an additional (late) fee of \$20.00 and start at the back of the class entered for the final event, regardless of qualifying times.

401.2.2 Any racer who registered and failed to take a green flag will not count as entry for the night, will not be eligible for points, and will be given the option of a refund of their entry fee or a credit toward a future race in the same season.

401.3 Controlled Practice

401.3.1 Beginning three hours (3 hours) before the start of racing on race day, the Grid Steward or Race Director may conduct a controlled practice, providing specified times for Junior Group A (LO206 Cadet, TAG Cadet, Rotax Micro Max) drivers to practice separately from other Junior Group B (Rotax Mini Max, Junior Sportsman, Junior Super Sportsman) and Senior drivers. The Grid Steward may also conduct any or all practices during and/or after the races.

401.3.2 All karts entering the track must have transponders attached at the start of controlled practice. During controlled practice, if a transponder is not attached to the kart or an installed transponder is not working, the driver will be notified at scales and corrective action must be taken before the next session.

401.4 Driver's Meeting

401.4.1 Beginning three hours (3 hours) before the start of races on race day,

the track will be reserved for intended competitors. Drivers' Meeting will begin at 5:30 P.M. for night races, 12:30 P.M. for day races, and 10:00 A.M. for morning races. Races will start at 6:00 P.M. for night races, 1:00 P.M. for day races, and 10:30 A.M. for morning races. Times are subject to change at the discretion of the Board of Directors. Award presentations, if applicable, will be held after all of the races for the day have completed.

- 401.4.2 All drivers must attend the driver's meeting for the race day. A roll call can be performed randomly on 1-2 classes at the driver's meeting. Driver's that are found to be absent from the driver's meeting, or who are talking/playing instead of paying attention during the driver's meeting will be given a 1 position penalty on the line- up position for the final heat of the day. Kid Kart racers must have an adult representative with them at the Driver's Meeting.
- 401.4.3 Any driver registering as a novice racer (see Registration Form) must report to the Race Director for Safety Tech prior to the start of the drivers' meeting.

402 RACE FORMAT

402.1 General

- 402.1.1 The race format will be Qualifying/Pre-Final/Final.

402.2 Tie Breaker

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

402.3 Qualifying

- 402.3.1 Karts will qualify during a five (5) minute session for each group. Qualifying groups will be a class or classes as grouped for racing. Procedure will be to exit the pit upon the start signal from the race official, then the racer may make as many laps as possible until the checkered flag is presented by the race official, then racer must exit the track.
- 402.3.2 In order to provide competitors with not only a fair but safe qualifying session, the Grid Steward will use the results from the last controlled practice to grid competitors in qualifying order. If you finished in 1st during controlled practice, you will be placed on grid position 1, 2nd on grid position 2 and so on. Following this "happy hour" controlled practice, all racers must pass weight and may be inspected at tech's discretion.
- 402.3.3 It is at the race director's discretion to split up larger classes into 2 qualifying groups.

- 402.3.4 In all sessions, drivers have 30 seconds to take the track before the grid is closed. You will not be able to qualify in the next session. Any driver that qualifies in the wrong session will be DQ'd and have lap times not recorded and they will start in the back.
- 402.3.5 There is no hot-pit allowed during club races. When the racer exits the track from the qualifying session racer must proceed directly to scales.
- 402.3.6 In the event of a tie, the driver with the fastest, second fastest lap will get the starting position, if still tied the third lap will determine the starting position. In the event there is still a tie, then the driver who set their fast lap earliest of their three laps will be awarded the position.
- 402.3.7 The Race Director has the discretion to authorize additional laps in the event an incident or event (scoring malfunction; kart off causing a yellow flag, etc.) would penalize the qualifying karts in relation to other karts that may have already, or have not yet, qualified. In the event that a kart does go off and causes a yellow or red flag during qualifying, that kart/driver **may not** participate in the additional laps granted by the Race Director.
- 402.3.8 Bump drafting is allowed during qualifying.

402.4 Pre-Final

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

402.5 Final

- 402.5.1 Final will be sixteen (16) laps except for kid karts which will be twelve (12) laps.
- 402.5.2 The order for the final will be established by the finishing order of the pre-final. Disqualifications will result in the kart being placed at the back of the grid, and the procedure for two or more karts being placed at the back is set in rule 1.3.26. Rookie (orange Plates with black "X") will always start behind non-rookies (white plates). The finishing order from the final will determine the winner for the event.
- 402.5.3 Any racer who takes a green flag in qualification or the pre-final or the final will get points, for the event, in the order of the events they participated in. Example: if a kart finishes the pre-final but does not start the final and a kart starts the final but drops out then the kart that did not start the final finishes behind the karts that start the final, the same procedure for qualifying and pre-final, in the event that two karts did not start the pre-final or final, the procedure for qualifying would be used to determine the event finishing results.

402.5.4 During all night events all Kid Karts will be, and all or some Cadet and Junior classes may be completed before the break (between the pre-final and final) at race director discretion.

402.5.5 The break between pre-final and final shall be no more than 20 minutes. Exceptions to this are safety issues or special NTK events.

402.6 New Track Records

402.6.1 The Race Director must approve new track records after a viable post-tech inspection. Karts will be marked or sealed for tech after each session the record is broken. Track records are solely based on official timing results. MyChron data and other unofficial times cannot be used. The official time recorded cannot be protested.

402.6.2 All track records will be recorded and displayed on NTK website. New record holders will receive a track record award at the NTK banquet. Track records are limited to official NTK club racing sessions including qualifying through the final.

402.7 Pea Pick Option

402.7.1 Subject to board approval, races may be designated as qualifying/prefinal/final races or pea pick. Pea pick racing replaces qualifying and the pre final with two heat races. Heat Race One starting position is based on random draw order, and Heat Race Two starting position is the reverse of Heat Race One starting position. Heat races are 8 laps each. The Final starting position is based on the best of the average finishes of the two heat races. Rookie drivers will start in the back for all races.

403 PENALTIES

403.1 Notification

403.1.1 Drivers will be notified of any infractions or penalties at the scales immediately after the heat race is completed. A verbal or written notification will be given to the drivers or mechanics. Drivers must initial the weight sheet as an acknowledgment of such. Refusal to initial the weight sheet will result in a DQ for the day.

403.2 Unsportsmanlike Driving

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

403.2.2 All members, participants and guests will abide by the NTK Sportsmanlike driving guide (*see Attachment B*).

403.3 Penalty Sheet

403.3.1 The Board of Directors will develop a penalty information sheet to be included in the Rulebook prior to the first points race of the year. The Race Director has final authority at each event for the interpretation and application of the NTK Competition Rulebook. All decisions are final and may only be protested at the track to the appropriate racing committee. Penalties for violations are determined by the gravity of the violation and the effects on the fairness of competition, the orderly conduct of the event, and the best interest of karting. *See Attachment C.*

404 PROTESTS

404.1 Infraction Protest

404.1.1 All protests of non-technical penalties must be made, in writing, to the Race Director within 30 minutes after the end of the heat in which the alleged infraction occurs. Any non-technical protest must be filed with a \$50.00 protest fee. The fee will be returned to the driver who filed it if the protest is upheld. If the protest is denied, the fee will be entered into the NTK General Fund. The protesting party must be the offending participant or an authorized representative of the offending participant, for which the non-technical penalty was called against. Only called penalties may be protested.

404.2 Engine Protest

404.2.1 Anyone desiring to protest an engine for legality must be a participant in the protested class and post one hundred dollars (\$100.00) bond. If the engine is legal, the money will be forfeited to the owner of the engine. If the engine is illegal, the money put up will be returned to the protester. A competitor with an engine failing tech either through a protest or in a normal tech session may request an appeal through a neutral tech person. The engine will be boxed and sealed at the race, with the competitor, race director, tech inspector, and any protesting party present when it is sealed. The engine will then be shipped to the designated tech person for final determination per NTK rules. See IKF rule 507.

500 Race Information

501 FLAGS

501.1 Green Flag

501.1.1 Displayed at the start of the race or practice session and kept visible as long as the track is clear for racing. Racing begins when the flagman shows the green flag.

501.2 Yellow Flag

501.2.1 A yellow flag shown anywhere on the track is for that area only. No passing is allowed. It is the racer's responsibility to control his/her kart and avoid other karts and track workers involved in any mishaps. Anyone violating this rule may be penalized at the Race Director's discretion.

501.3 Red Flag

501.3.1 The red flag shall be displayed when, in the opinion of the race director or starter, an unsafe condition exists on the track. *See IKF Rule 210.8.6.1 (An injured driver necessitating medical attention shall automatically require a red flag.) The starter or race director shall only display the red flag. When the red flag is shown all corner workers will display their yellow flags, all drivers must use caution to promptly slow their karts to a stop and turn off their engine(s).

501.3.2 Any time the red flag is shown, the track is closed and no one is allowed on the track.

501.3.3 No work is permitted on the karts after a red flag is displayed.

501.3.4 If a red flag is thrown before all karts running have gone through scoring once, then a restart shall be required, using the original grid line up. If all karts running have gone through scoring at least once, the last completed lap scored shall be the lineup for the restart. This restart shall be in single file. (Karts shall have 90 seconds to start.) The official scoring sheet shall determine the lineup. All karts involved in any incident will be safety checked by the tech committee or their designee before being allowed back on the track.

501.3.5 Karts causing or involved in an accident, as determined by the race director or race officials, during or subsequent to the last officially scored lap shall be put to the rear of the pack. The decision of the race director or race officials as to whether a kart caused the incident is not protestable.

501.3.6 The Race Director may, prior to the restart, black flag a participant who will be subject to condition of the black flag.

501.3.7 If the red flag has been displayed, necessitating a restart, a kart previously dropped out prior to the red flag cannot restart the race.

501.3.8 In the event that a heat is red flagged, it may be called complete if 50% of the laps are completed. The finish order shall be as of the last completed lap scored subject to paragraphs 1, 2 and 3 above.

501.3.9 If the red flag is displayed during the last lap of the race, the race will be terminated with the finish order based on the last completed lap scored. A kart or karts that necessitated a red flag on the last official lap may, based on the race director or race official decision, be disqualified and receive no points or last place points of the karts running, for that heat or race.

501.4 Yellow & Red Flags

501.4.1 Yellow and red flags waived indicates a restart. Drivers are to reform pack for restart at a slow pace (in grid position).

501.5 Black Flag

- 501.5.1 When an unrolled black flag is displayed to a kart, the kart/driver is required to go immediately to the tech area. In addition to the unrolled black flag, the kart's number may be displayed on the flag stand number board.
- 501.5.2 Anyone violating this will not have their laps counted following the conclusion of the lap on which they received the black flag. Drivers who continue on track after two black flags have been shown will be disqualified for that portion of the event. See section 2.2.7 for disqualification rules.

501.6 Rolled Black Flag

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

501.7 Blue Flag

- 501.7.1 A blue flag is shown to a kart or karts being lapped by faster traffic. When a kart is being lapped, they will hold their line and give right of way to the faster traffic and will point (if possible) to the side of the kart they want the faster traffic to pass on. At no time do they race with the faster traffic. Any driver that disregards the blue flag will be shown a rolled black flag.

501.8 Crossed Green and White Flags

- 501.8.1 Crossed green and white flags indicates that one half of the race is completed.

501.9 White Flag

- 501.9.1 White flag indicates that there is one lap to go.

501.10 Checkered Flag

- 501.10.1 Checkered flag shown when you have finished the race or practice session. Reduce speed and return to the pits.
- 501.10.1.1 During the running of an event or heat race, the Race Director or Flagman may use both the Checkered flag and the Black flag combined to finish the event or heat if suspicious or reports of foul, rough or illegal driving or unsportsmanlike conduct are present. It shall then be considered that the Race Director or Flagman finished the event or heat race under official protest.

501.11 Crossed Yellow and Green Flags

- 501.11.1 The starter shall signify a pace lap or lineup command with a crossed yellow and green flag.

501.12 Black/Orange "Meatball" Flag

501.12.1 The black with orange ball (Meatball flag) means that there is a mechanical problem and the Driver must stop at pits next lap.

502 GRID

502.1 Starting Engines

502.1.1 When in grid area the engines may only be run on the ground not on stands.

502.2 Failing to Make Grid

502.2.1 Karts must be on the grid by the white flag of the previous race on the track. Any remaining karts on the grid will move up to fill the vacancy/vacancies using the crisscross method.

502.2.2 Any kart not on the grid at the time the grid is released still has ninety (90) seconds to enter the track and start at the back of the class. Vacancies in the lineup, occurring while on the track during the pace laps, shall be filled by the kart or karts moving straight forward to fill the vacancy or vacancies, except shifters leave a space on starting grid vacant.

502.3 90 Second Rule

502.3.1 After the karts leave the starting grid, if one or more karts are still on the grid, those karts have ninety (90) seconds to enter the track and assume their original starting positions.

503 ON TRACK

503.1 Relief or Substitute Drivers

503.1.1 No relief or substitute drivers will be allowed. The driver of record (the one who is registered) must qualify or declare the entry and must drive any or all heats for that race day.

503.2 Radios Prohibited

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

503.3 Timing Beacon

503.3.1 Tripods for all competitor's timing, computer systems, etc. on race day the transponder will be located on the left side of the track at the start finish line.

503.4 Class Choice, Registration

503.4.1 Unregistered karts and/or drivers will be black flagged if such kart and/or driver comes onto the track to race. All classes must be chosen during registration and may not be changed once the first class qualifies, or kid karts

have their first event. If change is made later, the driver will start at the back of the class for the first two heats.

503.5 Scratch

503.5.1 Drivers shall notify the Grid Steward if he or she is unable to make the next heat or heats.

503.6 Kid Kart Starts

503.6.1 Kid Karts will utilize rolling starts.

503.7 Restarts

503.7.1 Restarts for all classes - if the kart is able to restart with an onboard starter they can restart during the warm-up lap.

503.7.2 Classes that have karts with on board starters may also restart after the green flag has been displayed if the driver is able to restart without exiting the kart. Drivers are not allowed to restart after exiting their kart (with the exception of shifter drivers that can restart unaided). In either case they must do so in a safe manor or will be black-flagged for doing so.

503.7.3 Shifters will be allowed to restart on the starting grid with one attempt before the green and/or one attempt after the green.

503.7.4 Karts reentering the track must yield to on track karts and should not cause on track karts to have to change their line. For safety reasons, no persons are allowed on the track or infield when karts are on the track. No pushbacks are allowed after the kart has cleared the entrance ramp to the track, or the designated push back area on race day.

503.7.5 The restarting of kid kart engines by track volunteers is allowed.

503.8 First Turn Restarts

503.8.1 If fifty percent (50%) or more of the karts do not successfully negotiate the first turn on the asphalt, the race will be restarted.

503.9 Warming of Tires

503.9.1 Warming of tires is allowed in a safe manner on track not in pit lane. At the Race Director's discretion, a penalty can be issued to a driver for an unsafe warm up lap.

503.10 Driving Off Track

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

503.11 Tram Lane Violation

503.11.1 At the Race Director's discretion, a penalty may be assessed for breaking out of the tram lanes prior to the green flag for reasons other than contact avoidance. Kid karts are exempt from Tram Lane Violations.

503.12 Cones and Foreign Objects

503.12.1 No foreign object, including cones, shall be placed within 5 feet of any paved or concrete racing surface or runoff area during race days, including but not limited to the chicane or near the start finish line to denote starting zones.

504 TRACK OFFICIALS

504.1 General

504.1.1 NTK will not sanction any race until all required worker positions are filled. Required minimum positions are: 1 Race Director, 5 Corner Workers for the long track configuration or 3 Corner workers for the short track configuration, 1 Flagman, 1 Gatehouse, 1 Grid Steward, 1 Scoring and 1 Registration.

504.1.2 High Visibility vests will be supplied by NTK and worn by all corner workers, the flagman, and other persons inside the track fence.

504.1.3 *See NTK Procedures Manual 400 for a detailed description of job tasks.*

504.2 Race Director

504.2.1 The Race Director shall be charged with executing ALL technical and non-technical rules in this manual including committee rulings. The Race Director may enforce known violations without a protest by a competitor. All decisions are final and may only be protested at the track to the appropriate racing committees.

504.2.2 If not enough workers for the full track configuration are committed by the start of controlled practice, the short track configuration shall be run from the beginning of controlled practice until enough corner workers are committed for the full track configuration. The short track configuration shall be run if not enough corner workers are committed for a full track configuration by one hour prior to the start of the Drivers' Meeting. The Race Director has the final say to run the short track configuration or cancel the race.

504.3 Corner Workers

504.3.1 Racing may not commence without a minimum of five (5) corner workers present for the full track configuration or (3) corner workers for the short track.

504.3.2 Corner workers must be at least 18 years of age or 16 years of age approved by the Race Directors and BOD President.

504.4 Paramedic

504.4.1 NTK will have an EMT/Paramedic present at each race.

504.5 Grid Steward

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

504.5.2 The Grid Steward, as they are able, shall prevent any kart from entering the track for qualifying, prefinal or final if they are aware of a class rule violation, safety violation or missing Tech Inspection tag prior to the start of the round.

504.6 Tech Inspector

504.6.1 The Race Director shall appoint a Tech Inspector. All tech inspections performed by this Inspector shall be in accordance with the applicable NTK competition regulations and use official tech tools and procedures, per engine manufacturer, when applicable. The decision(s) of the Tech Inspector and the race officials shall be binding. If the Tech Inspector is unavailable, the President or Race Director may appoint one.

504.7 Competition Committee

504.7.1 The members of the Competition Committee will be Race Director and any three (3) NTK Members, as selected by the race director at his or her specific event. To the extent the race director's driver is participating in a class or classes, then the race director shall turn over all officiating responsibilities to the competition committee and not participate in the committee decisions regarding such class(es).

504.8 Protest Committee

504.8.1 The Race Director shall be in charge on that designated race day. Protests should be filed with the Race Director, and the party protested informed immediately. The Race Director will get pertinent information from all parties involved or their authorized representative before deciding on a participant protest. If the decision is disputed, a three (3) person protest committee will hear each side separately and render a final decision. The committee will consist of members of the Competition Committee.

505 POST-RACE TECH

505.1 Scales/Weight

505.1.1 Drivers and karts with weight requirements must weigh after each heat.

505.1.2 At the end of a competition, all karts and drivers shall proceed directly to the scales for weight inspection. Only the drivers for the current class being weighed shall be allowed in the scale area. Drivers shall be weighed in full

driving uniform, including helmet, jacket, shoes or boots, etc., after qualifying, each heat, and main event. Drivers shall not add any weight to themselves or their karts between the finish of the competition and weigh-in of driver and kart.

505.1.3 Any driver found adding weight between the finish and weigh-in shall be disqualified for the event. Any driver leaving the scale area without weighing in shall be disqualified for that portion of the event. Any competitor that fails to meet minimum weight for his class shall be disqualified for that portion of the event. Any driver that fails to meet the minimum weight for his class shall have the opportunity to re-weigh, once only. The driver and his kart shall be removed from the scale, the scale shall be readjusted to original settings (zeroed for electronic scales) and the driver and kart re-weighed. Failure to meet weight at this re-weigh shall result in disqualification for that portion of the event. The race officials always have the right to alter standard procedures to repair or adjust a malfunctioning scale.

505.2 Post-race Tech Required

505.2.1 All competitors shall proceed from the scale to the impound area unless released by a Race Official. The impound area is defined as the area immediately outside the tech barn door, near the scales, and inside the tech barn. Each of the drivers selected for post tech inspection will have the kart and equipment checked.

505.2.2 The "Top 3" competitors from each class will immediately report to the technical inspection area after passing through scales for all qualifying, heat, and main event sessions.

505.2.3 The specific technical items available for selection will be designated by class, and the specific method of selection will be determined by the Board of Directors prior to the start of the championship series and the process will be defined in the Procedure Manual. There will be no tech involving pulling heads on LO206 the week before any larger race (ie TSRS, DFW Triple Crown, TKS).

505.2.4 Any competitor, club member or not, who refuses technical inspection will be immediately disqualified for the qualifying, heat, or final session in which they refuse inspection and no championship points awarded for the entire event. Any competitor refusing technical inspection in a qualifying or heat session will not be allowed to participate in the remaining sessions for that event. Any competitor who refuses technical inspection more than once per series will be referred to the BOD for further disciplinary action, up to and including suspension from future events.

505.2.5 Small Class Exemption - Any class with 5 or less competitors who finish the main event session may elect, as a group, to not participate in the technical inspection if agreed upon by ALL class competitors for that specific event and would not be considered a "refusal" of inspection.

505.3 Driver and Mechanic Guidelines

505.3.1 Only 1 driver and 1 mechanic allowed in the tech barn during tech inspection after the race. No spectators in the tech barn after each race. Each kart

has up to 2 people total in tech.

- 505.3.2 One representative per engine is allowed (required) in this area for the purpose of observation, as well as assisting in the tear down procedure under the direction of the tech official. Discussions of all tech personnel involved in deciding compliance of equipment shall be confined to this area and limited to other assigned inspectors until specific decisions have been finalized. A competitor shall not be invited in to argue his cause. It shall be the competitor's prerogative to file a protest after the tech inspectors have made a decision.
- 505.3.3 The drivers should have a small set of tools, such as, screwdrivers, wire cutters, and wrenches with them in order to remove items for tech inspection.

505.4 Tech Inspection Tools, General

- 505.4.1 Technical inspection requires the use of certified and calibrated gauges as specified below. Drill blanks, venire and snap gauges are not a substitute for certified gauges.
- 505.4.2 Unless otherwise stated in a technical inspection procedure, the standard gauges used will be manufactured by L.A.D Specialties and Sox Racing, and these gauges will be used to the max extent possible.
- 505.4.3 No outside tech tool will be used at any time during a race event. The technical inspection will start and finish with the same set of tools.

505.5 Tech Inspection Tools, Defined

- 505.5.1 No-Go: A No-Go gauge is a nonadjustable tool that is inserted into a specified opening. A part is noncompliant if the No-Go gauge enters the opening being measured. When measuring a chamfered or angular opening, the No-Go gauge may not be self-supporting when the part is rotated at any angle. Note: A dial caliper is not a No-Go gauge and may not be used to tech any opening where this manual specifies a No-Go gauge.
- 505.5.2 No-Go Gauge standards and Checking Dimensions: No-Go gauges will be used for chord widths of ports, exhaust systems, carburetor air horn, venturi and flanged end (throttle bore).
- 505.5.3 Pin gauges for metering holes.
- 505.5.4 Plug No-Go gauges must be blade type with blade made from tool steel, heat-treated, ground and clearly marked. All plug No-Go gauges up to .361" blade must have a minimum thickness of .060" and maximum thickness of .125". All plug No-Go gauges .362" and up, blade must have a minimum thickness of .125" and maximum thickness of .250". All chord No-Go gauges must have a minimum thickness of .060" and maximum thickness of .125". No-Go gauges may not enter or pass through the opening or gap of a measured part. On chamfered or angular openings, the No-Go gauge may not be self-supporting when part is turned 90 degrees, i.e., tool cannot support itself at any angle. No-Go gauge is to be used without a holder.
- 505.5.5 Plug Gauges are used to measure round openings. Plug No-Go gauges must be made from tool steel, heat-treated, ground and clearly marked. Plug Gauges up to a diameter of .361" are to be round. Plug Gauges larger than .361" are to be machined on each side to achieve a blade thickness of .125" minimum

and .250" maximum. The tolerance on Plug Gauges up to .750" is $+.0001"/-0"$. The tolerance on Plug gauges over .750" is $+.0003"/-0"$. It is recommended that Plug Gauges not be held in an aluminum handle to reduce the total gauge weight.

505.5.6 Chord Gauges are used primarily to check port widths. All Chord No-Go gauges must have a blade thickness of .125". The tolerance for Chord Gauges (width) is $+.0002"/-0"$. Note: Fractional dimensions for blade thickness of Chord Gauges are nominal dimensions with a tolerance of $+.015"/-.015"$.

505.6 Restrictors

505.6.1 Restrictors may be checked every race day for any or all finishers of all restricted classes, with engines painted after the first heat.

505.7 Visual Modifications-Stock Classes

505.7.1 The track officers have the right to disqualify any visual modification of any stock class engine until the discrepancy is corrected.

505.8 Engine Tech

505.8.1 Any non-major tech item may be teched at any time during the race event at the Race Directors discretion; refusal to be teched is immediate disqualification. Disciplinary action follows section 2.2.6 and 2.2.7 rules for disciplinary action.

~~505.8.2 The Tech Inspector may examine any stock engine. This is a teardown inspection for proof of non-modification.~~

505.9 Fuel Tech

505.9.1 Fuel may be teched in any class at any time, and it should pass the approved IKF methods.

505.10 Tech DQ in qualifying or prefinal

505.10.1 Any driver disqualified in tech inspection for any reason at the conclusion of Qualifying or Pre-Final(s) must be inspected at the conclusion of the next session for the same reason the driver failed inspection in the previous session. Failure to submit to tech inspection will result in disqualification from the event.

600 Championship Points and Scoring

601 GENERAL

601.1 Race Day Awards

601.1.1 A maximum of three (3) awards will be presented for each class at the end of each race day. Kid Karts not placing 1st, 2nd or 3rd on race day will receive a participation medal.

601.2 Points not transferrable

601.2.1 Points stay with the driver and are not transferable from one class to another class. Senior drivers may race one or more structured classes and receive points in each class entered. Junior drivers may enter 2-cycle class and a 4-cycle class (provided both classes qualify for driver's competition age) on race day and receive points for both classes.

601.3 Membership Required

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

601.3.2 Driver will not earn points for series or year-end championships until the date the membership chairperson receives the application and dues. Points accrued by a member in races prior to March 1 will be forfeited if membership is not renewed by March 1. Points accrued prior to March 1 by a non-member will be counted toward that race series and/or season if membership application is submitted and paid prior to the first race of the series or season.

601.4 Corner Worker Credit

601.4.1 If a driver or worker substitute does not work as a Corner Worker, Race Director, Assistant Race Director, or Flagman in at least 1 race, in the current racing year, they will not be entitled to Year End Awards (including Fall Series Awards, Track Records, and Championship Awards), or Banquet Prizes.

601.4.2 This corner worker credit can be earned during the Championship Series or other official NTK races outside the Championship Series as long as the position is not paid by NTK.

601.4.3 A single corner worker credit can apply to all drivers within a family membership, as defined by the NTK Bylaws.

601.4.4 Lifetime members and current President, Vice President, Chairpersons who served all prescribed duties for the entirety of the most recent racing season are exonerated from this work requirement.

601.5 Race Volunteers

601.5.1 Multiple works by the same person in the same class will be counted as just entries. Works will count as race entries for the driver in the series worked, and they will also count for race entries in year-end awards. Worker substitutes are allowed. Each worker is responsible for signing the work sheet at each event at registration.

601.5.2 It must be determined at registration whether the driver is taking work points or race points. No work points will be awarded to members whose name does not appear on the work sheet. Each racer is also responsible for announcing

at registration that he is taking his free race. Racer may claim only one set of work points per class at any event. Worker may designate a race in the future to apply work points to. The future designated race must be within the same series e.g. spring, summer or fall and must be designated at the time of registering for work. However, work points can be “banked” for use at a future race in the same series (or first race of next series of the current race season) with the understanding those points will be declared before the start of the given race. Racer may still race in the future race, but work points will count, not race points.

601.6 Work Points

~~601.6.1~~——In addition, each member who works a race event will receive 350 points for each event worked (once per series). Driver is eligible for only one work day per series; if a volunteer signs in and the driver is racing, work credit counts even if race points are taken on that day (only one volunteer sign up is allowed per driver per series). *(formerly Rule 603.1.3)*

601.6.2 Changes to designate a different race further in the future are allowed before registering for the previously designated race. Changes to work points for the race that day to a future race must be declared before qualifying and must be approved by the President or Vice president of NTK, the form for such changes are available in the registration office. No monies will be taken from NTK general fund for awards for unpaid entries.

601.6.3 If you assign work points to the last race of the series or are signed up to work the last race prior to race day and that race cancels, your work points will automatically be applied to the lowest, non DQ race in the series.

601.6.4 If driver is disqualified for any reason in any heat, he cannot use work points for this race event.

601.7 Free Races

601.7.1 For every 2 Club race event positions worked, a member will receive one (1) free race entry. Unused race works roll over to next season, to be used as free race entry only.

601.8 Weather

601.8.1 Races canceled due to inclement weather will have no points offered for that day.

602 POINT CHARTS

602.1 General

602.1.1 NTK point charts will be used for Series and Year-end awards, based on the Pre-Final and Final finishes at each race day. Also 10 points will be awarded for Qualifying on Pole and 10 points will be awarded for fastest lap in the final race. If a driver completes the fastest lap in either qualifying or the final and is subsequently disqualified for any reason, the fastest lap will go to the first, non-disqualified driver with the next fastest lap in that session. Ties for fastest lap

in the final will be broken with the 2nd fastest, 3rd fastest and so on, lap times until a tie is broken.

602.2 Final Race Points

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

602.3 Pre-Final Race Points

Finish Position	Points	Finish Position	Points
1	100	16	42
2	90	17	40
3	80	18	38
4	75	19	36
5	70	20	34
6	65	21	32
7	60	22	30
8	58	23	28
9	56	24	26
10	54	25	24
11	52	26	22
12	50	27	20
13	48	28	18
14	46	29	16
15	44	30	15

602.4 Pea Pick Heat Races

Finish Position	Points	Finish Position	Points
1	50	16	21
2	45	17	20
3	40	18	19
4	38	19	18
5	35	20	17
6	33	21	16
7	30	22	15
8	29	23	14
9	28	24	13
10	27	25	12
11	26	26	11
12	25	27	10
13	24	28	9
14	23	29	8
15	22	30	7

602.4.1 For a Pea Pick race, the fastest lap in Heat 1 will be awarded 5 points; the fastest lap for Heat 2 will be awarded 5 points.

602.5 Point total for year-end

Finish Position	Points
1	10
2	9
3	8
4	7
5	6
6	5
7	4
8	3
9	2
10	1

602.6 Podium Finishes

Podium Finishes	Point
15 or more	10
13 or more	9
11 or more	8
9 or more	7
7 or more	6
5 or more	5
3 or more	4
2	3
1	2

602.7 Number of entries in class

Class Entries	Point
< 40	2
< 50	3
< 60	4
< 70	5
< 80	6
< 90	7
< 100	8
< 150	9
> 175	10

603 SERIES/YEAR END AWARDS

603.1 Race Drops & Race Work Points

603.1.1 Series and year-end awards will be figured on the driver's best races for the number of races the club offers in the series. Races canceled for any reason will not count as the drop.

603.1.2 For the **2025 Championship Season***, there will be 1 automatic drop per series (of the 6 races offered in each series, 5 will be counted). *See NTK Procedures Manual 501.*

101.1.1.1 2025 Championship Points Season: 3 series season with 6 races each.

- (i) 1 drop per Championship series
- (ii) 1 per Championship series of 1st place points credit for race volunteer work
- (iii) Mandatory "corner worker credit" earned by working as a corner worker in any sanctioned race in which there is no payment from NTK.
- (iv) Working 3 or more corners during the Championship Season earns a green ticket at the banquet.

101.1.1.2 Special Event races: Minimum of 2 races in 2025 (such as Winter Series, Endurance Race, etc).

101.2 Minimum Class Entry

- 101.2.1 For any senior class to qualify for series or year-end awards there must be an average entry count of 3 or higher in the races offered by the club.
- 101.2.2 Junior classes recognized per NTK rulebook do not require any minimum class entry count to qualify for series or year end awards.
- 101.2.3 If the minimum number of entries for a class is not met, the Board of Directors may evaluate the situation and may allow the first-place finisher the option to purchase a championship award. Other recognition and awards will not be honored for the class and the class will be considered a “probationary class” for the following year. If that class again fails to reach the minimum entry count, the class will be dropped. (That is, if for two consecutive years, any class fails to reach the minimum average entry count, the class will be deleted.)

101.3 Driver Race Participation

- 101.3.1 All racers must participate in 50% of the races in each series to qualify for series awards and 50% of the total races to qualify for year-end awards. In the event that a series or season has an odd number of races, the 50% will be rounded down.
- 101.3.2 If only 1 person in a class qualifies for year-end awards, they will receive awards as usual, but they will not receive any award money for the class.
- 101.3.3 No driver may “place” in a series or year-end using work points alone.

101.4 Tie Breaker

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

101.5 Trophies

- 101.5.1 Series and Year-end awards will be presented to the top qualifying drivers in qualified classes for 1st through 3rd places. Class sponsors may arrange to award additional places for their class.
- 101.5.2 All junior drivers in a qualifying class per 2.2.6.3 who do not place in the top three will get participation trophies for the year end awards as long as the driver competed in at least 50% of the races ran.

101.6 Disqualification

- 101.6.1 Any driver who is disqualified from Qualifying, Pre-Final, or Heat race, shall lose all race points and bonus points for that portion of the event and may start his/her next subsequent portion of the event at the rear of the class

unless disqualified from the entire event by the race director. See IKF rule 114.5 and 211.8. Bonus points will not be lost due to a meatball flag disqualification.

101.6.2 Any driver disqualified from a main or final shall lose both position awards and points for the main or final only, receiving zero points for the class from which they were disqualified. A safety disqualification will result in last place points.

101.6.3 Disqualification for the event will not count as a drop, and driver cannot substitute work points. Engine tech will be determined at Race Director's discretion and will be handled by proper procedures.

101.7 Banquet Prize Tickets

101.7.1 Blue Ticket

101.7.1.1 One blue ticket is issued to each eligible driver. Members competing in at least 50% of races, in more than one class, can receive an additional blue banquet prize ticket.

101.7.2 Red Ticket

101.7.2.1 A red ticket is issued to every eligible driver for banquet prizes not receiving a Green Ticket.

101.7.3 Green Ticket

101.7.3.1 Drivers receiving points for Corner worker, Race Director, Assistant Race Director, or Flagman for three races during the Championship Series will receive a green ticket and draw first from the banquet prize table.

102 SPECIAL AWARDS

102.1 Rookie of the Year

102.1.1 Eligibility

102.1.1.1 To qualify for Rookie status must have raced in less than seven races (not counting winter series) from the previous year and be in their first full year of competition karts.

102.1.1.2 No driver on any kind of probation will qualify.

102.1.1.3 Must run minimum number of races, same as year-end awards (9), works count as podium finishes.

102.1.1.4 The minimum number of entries in a class will be 45 in order for a driver to be considered in any of the three categories.

102.1.2 Award Recipient(s)

102.1.2.1 One Senior, One Junior driver and One Kid Kart / Cadet will be selected and receive a plaque. Kid kart / Cadet classification includes Kid Kart, Tag Micro, Tag Mini, Mini Max, LO206 Cadet, Micro Swift, Micro Max, Rookie Sportsman that have rookie status. LO206 Cadet, Mini Max, and Tag Micro, Tag Mini drivers moving up to LO206 Junior, Rotax Junior, or Tag Junior qualify, as do Juniors moving to Seniors.

102.1.2.2 Winner will be determined by calculating 1) point total for year end, 2) number of podium finishes, and 3) number of entries in class.

102.2 Most Improved Driver

- 102.2.1 Eligibility
 - 102.2.1.1 Must run minimum number of races, same as year-end awards, works count as podium finishes. To qualify for most improved driver, the driver must have raced in more than seven (7) races (not counting Winter Series) for the previous racing year season.
 - 102.2.1.2 The minimum number of entries in a class will be 45 in order for a driver to be considered in any of the three categories.
 - 102.2.1.3 No driver on any kind of probation will qualify.
- 102.2.2 Selection
 - 102.2.2.1 To be voted on by the Race Directors, President, and two scoring personnel.
 - 102.2.2.2 Winner will be determined by calculating 1) point total for year end, 2) number of podium finishes, and 3) number of entries in class. Then, after arriving at the point total, the results will be compared to last year results and if there is a driver that finished in last year's results further down than the driver with the most points in the current year, and said driver finished the current year- end ahead of Most Improved (Driver Point wise) the driver that finished ahead in year-end points will be named Most Improved Driver. To be voted on by the Race Directors, President, and two scoring personnel.
- 102.2.3 Award Recipient(s)
 - 102.2.3.1 One Senior, one Junior driver and one Kid Kart / Cadet will be selected and receive a plaque. Kid kart / Cadet classification includes Kid Kart, Tag Micro, Tag Mini, Mini Max, LO206 Cadet, Micro Swift, Micro Max, Rookie Sportsman that have raced in nine (9) races to qualify. LO206 Cadet, Mini Max, and Tag Cadet drivers moving up to LO206 Junior, Rotax Jr, or Tag Jr qualify, as do Juniors moving to Seniors.

200 FORCE MAJEURE: Unavoidable Events or Circumstances

FORCE MAJEURE: If a rule is unenforceable as a result of any unavoidable event or circumstance beyond the control of NTK, the Board of Directors may temporarily modify the rule to the extent necessary for racing to occur. Any rule adjusted under this provision remains in effect until which time the original rule can be reinstated or permanently amended at the next rules meeting. Every effort will be made to notify members, and non-member drivers, of any modification before it goes into effect. Members can override the force majeure rule at the next membership meeting with a vote.

Attachment A: Class Structures

NTK Class Structure* (updated Jan 2026)						
Class	Age	Engine	NTK Weight	Tires	Front Tire	Rear Tire
Kid Karts						
Kid Kart Comer	5-7	C-50/C-51	160	Evinco Blue	4.60-5	4.60-5
Kid Kart Honda	5-7	GXH50	160	Evinco Blue	4.60-5	4.60-5
Kid Kart Bambino	5-7	IAME Bambino	160	Evinco Blue	4.60-5	4.60-5
Kid Kart LO206	5-7	LO206 - Black Slide RESTRICTED	200	Evinco Blue	4.60-5	4.60-5
Cadets						
LO206 Cadet	7-13	LO206 - Green Slide	240	Evinco Blue	4.60-5	4.60-5
TAG Micro	7-10	Micro ROK	230	Evinco Blue	4.60-5	4.60-5
		Micro Max	230			
		Micro Swift	225			
TAG Mini	9-13	Mini ROK	245	Evinco Blue	4.60-5	4.60-5
		Mini Max	245			
		Mini Swift	245			
Juniors						
LO206 Junior	12-15	LO206 - Gold Slide	310	Evinco Blue	4.60-5	6.00-5
Junior 100CC	11-15	ROK VLR	320	Evinco Blue	4.60-5	7.10-5
		IAME KA100	320			
TAG Junior	12-15	IAME X30	320	Evinco Blue	4.60-5	7.10-5
		ROK GP	320			
		Junior Max	320			
Seniors						
LO206 Senior	15+	LO206 - Black Slide UNRESTRICTED	360	Evinco Blue	4.60-5	6.00-5
LO206 Heavy	15+	LO206 - Black Slide UNRESTRICTED	390	Evinco Blue	4.60-5	6.00-5
Senior 100CC	14+	ROK VLR	350	Evinco Blue	4.60-5	7.10-5
		IAME KA100	360			
Master 100CC	30+	ROK VLR	380	Evinco Blue	4.60-5	7.10-5
		IAME KA100	390			
TAG Senior	16+	IAME X30	360	Evinco Blue	4.60-5	7.10-5
		ROK GP	360			
		Rotax Sr Max	360			
		PRD Fireball	350			
		MY07 & MY09 Leopard	360			
Shifter						
Shifter	15+	Honda CR125	360	Evinco Red	4.60-5	7.10-5
		ROK Shifter	385			
		IAME 175	390			
		FZ Shifter	390			
		ICC/KZ	400			

* For full class details see current NTK Rulebook

* Weights may be adjusted for Local Option Rules

Attachment B: Guide to Sportsmanlike Conduct

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

Infraction Definitions and Penalties

The following definitions are guidelines for driver conduct and for anyone attending an NTK event:

- 1. Careless:** Departing from the standard of a reasonably prudent, competent driver and/or reasonable personal conduct.
- 2. Reckless:** Performing an act or omission which creates an obvious and serious risk to others without due consideration of the consequences.
- 3. Dangerous:** Performing an act or omission that carries an obvious and serious risk to others and with deliberate disregard for the consequences.
- 4. General Actions:** Drivers and crews will, at all times, be responsible for their own conduct. Any offense committed by a crew member will be chargeable to the driver.

Communication Between Competitor and Officials: All concerns or disputes from drivers, crew, mechanics or kart owners will be taken to the Race Director via Grid Steward. If other officials are to be a party in resolving disputes, it will be at the sole discretion of the Race Director. Any inappropriate actions directed by parties representing a competitor (including the driver) may subject the driver to disciplinary action.

Personal Conduct: If the act or omission of a participant is determined by the Race Director to constitute a threat to the orderly conduct of the event, the Race Director may take temporary emergency actions against the participant. Such emergency action may include ejection from the premises, suspension of competition, or other action deemed necessary to remove the threat caused by the member or non-member. Outburst of a loud and vulgar nature and failure to follow the instructions of any track official will not be tolerated. This particularly applies during the running of an event while the driver is away from their pit. The responsibility also extends to conduct in the local area of an event or related function (e.g., banquets, seminars, televised events, etc.) including motels, hotels, restaurants, or any private or public area. Such conduct will be treated with ZERO TOLERANCE.

Any such incidents may result in the loss of up to three hundred championship points by the associated participant. Flagrant incidents may result in disqualification of the associated participant and the expulsion of the violator. Any such conduct aimed specifically at an official or NTK Board Member will result in immediate disqualification of the associated driver. Any physical threats directed at an official or NTK Board Member can result in a ONE YEAR SUSPENSION from NTK sponsored events. The associated participant's membership may be revoked and application for renewal may not be considered for at least 12 months.

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

Suspension: Any driver, in the opinion of the Race Director, who competes with illegally modified equipment with the intent to compete illegally or defraud officials or other competitors by such modification, is subject to suspension and loss of all points and awards for the entire championship season. Such penalty will be made at the particular event and is subject to review and approval of the NTK Board of Directors.

Any member who races at a NTK sanctioned or affiliated event without being the driver of record will be subject to disciplinary action. Any driver who falsifies their age on membership application in order to meet age requirements is subject to suspension. Length of suspension is at the discretion of the NTK Board of Directors.

Disqualification: If the Race Director disqualifies a driver for flagrant violation of sportsmanship, regulations, technical regulations, or driving infractions, that race must be counted towards their Series/Championship points and cannot be counted towards the 'drop' race (see Series/Year End Awards rule). The Race Director must attempt to notify the driver on the same day about the disqualification.

Consumption of Alcohol/ Illegal Substances: Consumption of intoxicating beverages in the pits, on the race course or surrounding premises by any participant, during the race event, is prohibited. After the track is closed for the day, track/facility rules and local laws governing the use of alcohol will apply. The use of narcotics and all illegal substances is forbidden. Any event participant who shows evidence of being under the influence of any of the aforementioned will be disqualified, subject to suspension, and ejected from the premises immediately.

Fuel Compliance: Non-compliant fuel found before or after qualification, before or after heat races or before the final race places the competitor on the rear of the next

race line-up. Non-compliant fuel found at the end of the final race is an automatic disqualification. If the non-compliance is determined to be by the addition of Dioxane or any similar life/health threatening compound competitor may be banned from the track. Participants may be granted a courtesy fuel test prior to the event, time permitting.

DRIVING CONDUCT

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

Reasonable Field of Vision: A "reasonable field of vision" is that area of the track surface 90 degrees to the right and left side of the head/helmet position of a driver and that distance in front of the driver that totals the 180 degrees of forward vision to a forward distance that would allow reasonable reaction time to execute safe maneuvering or braking so as to avoid unsafe situations or conditions without endangering the safety of themselves or that of the other competitors.

Racing Together: Two (2) karts are considered TOGETHER when each driver or the other driver's kart is WITHIN THE REASONABLE FIELD OF VISION OF EACH OTHER. The kart that is behind, whether it be an inch or several feet, is required to negotiate the turn without endangering or impairing the progress of the kart in front. Conversely, the kart in front should not take a deliberate line of the curve/turn for the purpose of crowding a following competitor off the course. These rules apply to all karts while on a straightaway, or while entering a turn, during the turn, or exiting a turn.

Racing Room in the Turns: Racing room shall be that space given to and from each competitor while entering a turn together within the reasonable sight (field of vision) of the ahead driver before entering the turn. Once the front bumper of the "behind kart" is beside or ahead of the "in front kart" drivers' helmet area, the behind kart should be considered in the "front field of vision". This means each competitor may have to alter their speed and/or direction through the turn so as to allow the other competitor to complete the turn also at the same time. Sliding into the path of the competitor(s), forcing the other competitors to change directions and/or speed unnecessarily while attempting to negotiate the turn together, and losing position from excessive contact is considered a driving violation and may result in penalties, see rough driving.

Place on Track: "Reasonable racing room" of the driver choosing the inside line of the racetrack is that lane (space) and position (place) on the track that the inside driver established when entering the inside lane, including just enough width to the outside to allow for normal movement caused by the track conditions and reasonable control. The remaining space/width of the outside lane of the track belongs to the outside kart, allowing for normal movement towards the inside caused by track conditions and reasonable control. Allowing reasonable racing room is required of both drivers.

Movement, in your Lane: It will be the normal judgment of officials that if any kart (while racing "together") changes lanes or creates excessive movement within the lane, to the significant disruption or disadvantage of any other entry, by their own action, will be considered the cause of any incident occurring and face penalties of loss of finish positions or disqualification. This includes any kart that creates contact by abruptly changing lanes just after passing another kart, but not totally clear. It is the responsibility of the passing kart not to interfere with the overtaken kart or karts lane.

Dive Bombing a Turn: Diving into a turn at the last moment into the path of a competitor already in the process of making the turn and forcing that driver to change direction to avoid contact is not allowed. If the dive bombing driver makes contact with the competitor already in the process of making the turn then loss of finish position is a minimum penalty, with disqualification with a severe collision.

Lane Changes (Blocking): An empty, not attempting to pass another competitor, but being passed or being attempted to pass, may not change more than one lane, after exiting a turn. ANY ADDITIONAL LANE CHANGE THAT "BLOCKS" ANOTHER COMPETITOR FROM PASSING IS ILLEGAL WHEN THE FOLLOWING ENTRY IS IN POSITION AND MOTION TO OVERTAKE. The first 50' out of each turn is sufficient distance to choose your racing lane or COMPLETE one lane change. The actual ability of the following kart in speed and position to overtake the blocking kart will be the major judgment to influence the final decision. It is the responsibility of any entry to be aware of disqualification if the action appears intentional.

Brake Checking: Any driver with intent to disrupt a competitor or prevent being passed is illegal. Immediate disqualification will be enforced.

Being Lapped: In the event that a driver is being lapped by another competitor, the driver of the overtaken kart is obliged to give way and allow the lapping kart to pass. A driver must always be prepared for another kart to pass and must therefore be on the lookout for the approach from behind of other faster karts. Flagmen attempt to warn of the impending pass with a solid blue flag with a diagonal orange stripe. The driver of the kart being overtaken should slow and "point" to the area of the track the overtaking kart should use to pass. The deliberate blocking of a faster kart (changing lanes, intentional unnecessary braking in a turn, failing to follow flags, etc.) is cause for penalty, see blocking.

Rough Driving: Rough driving is a term commonly applied to knocking (punting, taking out) another competitor from the line or the course, nerfing, or other avoidable contact with another kart. It must be understood that there is a fine line that exists between malicious intent and inadvertent contact. The basic rule is "No Contact". Good, competitive racing sometimes sees contact between competitors. This type of contact can still be considered a violation of the rule book, depending on each incident. The Race Director will employ the assistance of all race officials to identify rough driving. A driver making deliberate contact with another kart will receive a rolled black flag from the Flagman as a warning. If the driver does not heed the warning, a waving

black flag will be displayed and the driver will be removed from the race. Some contact results from missed shifts, etc., and will be judged by the Race Director.

Blocking: Blocking tactics are blatant efforts by a leading driver to avoid being overtaken by a trailing driver. There is a difference between tough to pass and blatant blocking. A driver is not to alter the preferred race line to block a trailing kart from passing safely. A driver considered to be intentionally blocking will receive a rolled black flag as a warning. If the driver does not heed the warning, an unrolled black flag will be displayed and the driver will be removed from the race. This judgment is at the sole discretion of the Race Director and may be based on reports from corner flag stations and/or the Flagman.

Inadvertent and Unwilling Participants: Rough driving violations can involve unwilling victims. Every effort will be made to minimize or eliminate rough driving but it must be understood that when a driver enters the track, they could become the victim of poor judgment or malicious intent. As a rule, no compensatory action can or will take place with regard to the violated competitor(s). All such actions in such situations will be taken toward the violator.

Bump Drafting: Bump drafting is defined as one kart in continuous contact with another kart so that it is pushing the first kart. Bump drafting is allowed, provided it is being done in a safe, non-aggressive manner, and does not cause the leading kart to lose control.

Prescribed Action: Marginal infractions will be met with a rolled black flag warning. Blatant rough driving is NOT subject to a warning rolled black but instead, a full waving black flag. Additional occurrences may be met with a full waving black flag. Ignoring a waving black flag is grounds for event disqualification. If it is the race director's opinion that even though a driver committed a marginal infraction, he improved his position by that infraction, the race director may dock the driver one or more positions, as well as warning the driver with the use of the rolled black flag.

Repeated Violations: Competitors exhibiting tendencies toward repeated conduct violations, in current or previous season will become susceptible to suspension penalties.

Black Flag: If a competitor is shown a black flag, either full or rolled, it is the competitor's responsibility to determine why the flag was shown, and to ascertain if any penalty (loss of position) was imposed. It is not the responsibility of the race officials to seek out the competitor. If the driver was shown a black flag (full or rolled) a positional penalty may have been imposed. A full black flag may be shown to a competitor to remove him from the race because:

1. It is the judgment of the race director that the kart has become unsafe, due to loss of body panels, driver safety equipment etc.
2. A slower driver is about to be lapped by the leaders, and it is the race director's judgment that the slower driver may impact the outcome of the race. Note: In such

circumstances, no penalty is applied other than the removal from the current race. The kart will be scored as a DNF, not a DQ.

Verbal Warnings: The race director may call for a competitor to come to the Tech Barn to administer a verbal warning. Failure to attend to such a request may result in further penalties. The Race Directors decision is final and not negotiable.

Attachment C: Penalty Sheet Summary

NTK Penalty Sheet (SPRING 2025)

Subject to change after each series and as safety requires.

Each participant shall conduct themselves to the highest standards of behavior and sportsmanship. The Master Member or Driver of Record, or guardian if participant is a minor, is responsible for all actions of his/her pit and support crew and non-member guests
 The Race Director has final authority at each event for the interpretation and application of the NTK Competition Rulebook. All decisions are final and may only be protested at the track to the appropriate racing committee. Penalties for violations are determined by the gravity of the violation and the effects on the fairness of competition, the orderly conduct of the event, and the best interest of karting.
 Members of NTK may be subject to additional sanctions (See NTK Procedures Manual).
 Blatant disregard of a rule is considered Disorderly Conduct.

GENERAL CONDUCT

INFRACTION	SPECIFICS	PENALTY
Any Disorderly Conduct	Anytime	Includes loss of points, DQ for Competition Day, Removal from Event. May be subject to additional sanctions.
Consuming Alcoholic Beverages & Inebriation During Racing Event	Anytime	DQ from Competition Day & Removal from Event
Under influence of Illegal Substances	Anytime	DQ from Competition Day & Removal from Event
Entering Scoring Tower without express authorization	Anytime	Includes loss of points, DQ for Competition Day, Removal from Event
Entering track without express authorization	Anytime	Includes loss of points, DQ for Competition Day, Removal from Event
Verbal or Physical Attack Towards Official or Competitor	Anytime	Emergency Action to include expulsion, suspension, loss of points
Vandalism or Theft	Anytime	DQ, Removal at discretion of President. May be subject to additional sanctions
Prohibited Toys, Pets, etc	Anytime	Initial warning. If before prefinal, loss of fast lap. If racing, 1 position penalty
Failure to Attend Driver Meeting / Inattention	Driver's Meeting	1 position penalty for start of Main Event

PIT AREA

INFRACTION	SPECIFICS	PENALTY
Driving on the pit runner or outside hot pit area	Anytime	Start in Rear. May be subject to additional sanctions.
Running engines in the pit, pre-grid, or grid for an extended period	Anytime	Initial warning. If before prefinal, loss of fast lap. If racing, 1 position penalty
Improper use of electricity hookup in pits	Anytime	Initial warning. If before prefinal, loss of fast lap. If racing, 1 position penalty.

DISQUALIFICATION (DQ)

Disqualification from Session		Forfeit points for session, start at rear for next session
Disqualification from Event		Forfeit points for Competition day. May be subject to additional sanctions
Disqualification due to Mechanical problems resulting in Meatball flag		No impact on points earned
Safety Disqualification		Last place points
Flagrant violation of sportsmanship, regulations, driver infractions		Disqualification from event. May be subject to additional sanctions.
Races without being Driver of Record		Suspension, loss of points
Falsifies driver age		Suspension

NOVICE / ROOKIE DRIVERS

INFRACTION	SPECIFICS	PENALTY
Novice Drivers required to have orange number plate for first calendar year	Anytime	Failure to comply will preclude driver from entering track.
Rookie Drivers required to have an "X" for first 3 races	Anytime	Failure to comply will preclude driver from entering track.
View NTK Safety video with written acknowledgement	Anytime	Failure to comply will preclude driver from entering track.
Rookie card	Present to Race Director	Failure to exhibit safe driving and comply with Rookie requirements will preclude signing of Rookie Card by Race Director.
Rookie Drivers	Anytime	Start at the back. Starting position among Rookie Drivers in accordance with prior session.

EQUIPMENT		
INFRACTION	SPECIFICS	PENALTY
Non-compliant Safety Equipment	Anytime	Meatball Flag
Transponder not attached or not working	Practice	Notified at scales to remedy
	NTK Rental	Rented and malfunctions, use Mychron time and swap transponder
	Driver Owned	Driver owned and charged (flashing green light) and confirmed working in controlled practice, use Mychron times and swap for rented transponder Driver owned (no flashing green light) or not attached is a Mechanical DQ
Improper Camera Mounting	Anytime	Includes loss of positions, loss of points, monetary fines
Devices for voice communication with driver prohibited	Anytime	Disqualification
Loss of Weight, Tire Missing: Double-Nut on Weight, Weight not marked	Practice/Qualifying	Loss of Next Session or Loss of Fast Lap
	Pre-Final	Start in Rear
	Final	Disqualification from Session
Loss of Battery, Missing Extra Battery Strap, Battery not marked with kart number	Practice/Qualifying	Loss of Next Session or Loss of Fast Lap
	Pre-Final	Start in Rear
	Final	Disqualification from Session
Bodywork: loss, broken, or malfunction	Nose/Sides/Rear	Removal from session or Back of class
Fairing: loss, broken, or malfunction	Except lower connection only	
Pipe, silencer or connector tube not properly attached	Anytime	
Illegally modified equipment w intent to compete illegally or defraud	Anytime	Suspension, loss of points
Approved Engine or Chassis Change	After Qualifying	Move to Rear in next competition session
Unapproved Engine or Chassis Change	After Qualifying	Disqualification from Session
Class change after qualifying begins	Racing	Start at the back for next 2 sessions
TECH		
INFRACTION	SPECIFICS	PENALTY
Did Not Weigh, Underweight	Anytime	Disqualification from Session, rear of grid for next session, must remedy. Failure to remedy precludes starting future sessions.
Tech failure (for fuel or other tech issues)	Qualifying or Pre-final	Disqualification from Session, rear of grid for next session, must remedy. Failure to remedy precludes starting future sessions.
	Final	Disqualification
Missing, Incorrect or Non-Compliant Number Panels	Practice or Qualifying	Warning, must remedy
	Racing	Meatball Flag
Refusal to initial weight sheet to acknowledge penalty	Anytime	DQ for the Competition Day
Failure to obtain or display pre-tech inspection safety tag	Anytime	Cannot enter track
Refusal to tech	Anytime	Disqualification, may by additional discipline action

Space left intentionally.

See next page regarding race starts, competition and flag specific penalties.

NTK Penalty Sheet (SPRING 2025)

RACE STARTS

INFRACTION	SPECIFICS	PENALTY
Jump Start	Race Start	2 positions
Failure to take green flag twice	Race Start	Invert front 2 rows
Tram Lane Violations	Race Start	2 tires - 1 position; 4 tires - 2 positions

COMPETITION

INFRACTION	SPECIFICS	PENALTY
Avoidable Contact	Qualifying	Loss of fastest lap
	Racing	2 positions
Blocking: Impeding the Driver during Qualifying Blocking	Qualifying	Loss of fastest lap
	Racing	2 positions
Brake Checking with intent to disrupt a competitor or prevent being passed	Anytime	Disqualification
Dangerous Driving	Anytime	Waving Black Flag, Disqualification from session
Disregarding Official's Instructions	Qualifying	Loss of fastest lap
	Racing	Black flag
Dive Bombing	Contact w another driver	2 position penalty
	Severe collision	Disqualification
Eliminating the Competition	Qualifying	Finish behind competitor
	Racing	Finish behind competitor
Exiting Kart	Anytime	Session is over (exception for shifters who can restart unaided)
Failure to enter track when class is released	Anytime	90 seconds to enter and original starting position; DQ from session if over 90 sec.
Failure to make grid by white flag of previous class	Anytime	Starts at the back
Failure to kill engine at entry to Tech Barn	Anytime	Initial warning. 2 position penalty for repeat offenses. Exception for Kid Kart
Cutting the track while attempting to pass another driver	Qualifying	Loss of specific lap
	Racing	Subject to disqualification
Marginal infraction, and improved position as a result of that infraction	Anytime	Rolled black flag, may include loss of position(s)
Qualifying In Wrong Session	Qualifying	DQ from Session, start pre-final in back
Rough Driving	Initial	Rolled Black Flag
	Repeated	DQ from session
Exceeding Track Limits: Failure to keep 2 tires over the black racing surface	Qualifying	Loss of specific lap
	Racing	2 position penalty
Unsafe Exiting of track	Anytime	2 positions
Unsafe Re-Entry	Practice	Removal
	Qualifying	Loss of fastest lap
	Racing	2 positions
Unsafe Warm up Lap	Racing	Depends on severity. Includes: rolled black flag, loss of position(s), DQ from session.
Unsportsmanlike Conduct	Anytime	Includes loss of position(s), loss of points, DQ from Session, DQ from Competition Day. May be subject to additional sanctions.

FLAG SPECIFIC

INFRACTION	SPECIFICS	PENALTY
Passing Under Yellow	Practice	Removal or Miss Next Session
	Qualifying	Loss of fastest lap
	Racing	2 positions
Ignore Meatball Flag	Anytime	Waving Black Flag
Ignore Waving Black Flag	Anytime	Disqualification from Session
Kart causing accident resulting in Red Flag	Red Flag	Start in back of the restart or DQ for Competition Day
Working on kart under Red Flag	Red Flag	DQ from session