

NORWAY MOTORSPORTS PARK

2026 RULEBOOK

Ver. 2026.1.4



VERSION CHANGELOG

Version #	Date Published	Revision History	Other Notes
2026.1	03/01/2026	N/A	Initial Version
2026.1.1	03/02/2026	21.1 > Weight changes for Kid Kart & Sportsman	
2026.1.2	03/10/2026	21.1 > Age changes for Sportsman Age and weight changes for Junior	
2026.1.3	03/15/2026	21.1 > Crossed out Cadet & Two-Stroke classes	
2026.1.4	04/14/2026	9.3 > Changes to tram line procedures	

INTRODUCTION

Here is the rulebook for the 2026 Norway Motorsports Park Race Season. This rulebook is essentially a derivative of the Cup Karts North America Rulebook with modifications to accommodate our track and racing procedures. The structure of this book should be largely the same. Each section of the rulebook is outlined in the *Table of Contents* page below. Subsections are numbered for convenience when changes are made.

Any modifications to a current rulebook will be highlighted in red with obsolete information being crossed out (~~example~~). Any changes that are made during the off-season will *already be incorporated* into the next published rulebook with a description of the changes in the *Revision History* section of the Changelog Page. Subsection changes will be referenced by their numbers in the Changelog section.

Competitors take ownership of understanding this rulebook to its fullest extent and are expected to operate equipment that is deemed as legal according to the text below. This INCLUDES drivers in Margay Ignite and 2 Cycle classes. While they operate under different technical rule sets (Margay Ignite & USPKS respectively), drivers in those classes are still required to follow all other applicable conduct related rules while competing at NMP.

This document is only meant to serve as a technical outline for events, racing procedures, and conduct. Following all guidelines in this rulebook does not guarantee the safety of oneself as incidents can occur.

By participating in any club race held at this track or event that utilizes this rulebook, you agree to the following:

- You assume all responsibility and liability for actions committed by any personnel in your party.
- You allow our Race Director or other officials to inspect your equipment, confiscate any illegal parts, and follow decisions made by our team. Any attempt to circumvent decisions could result in penalties or disqualification.
- *Norway Motorsports Park* is not responsible for any costs/damages that you, your crew, or driver may incur as a result for participating ran under this rulebook no matter the cause.

DISCIPLINARY POLICY

We're here to promote a safe, fair, and exciting experience to the sport you all know and love. With that goal in mind, there are some ground rules that we need to uphold to ensure proper accountability, integrity, and transparency to our racing community. Below are general behaviors that will be punishable under this policy. This is not limited to the bullet points below as NMP reserves the right to utilize this policy as we see fit.

- Any unsportsmanlike behavior that is targeted or deliberate.
- Any form of intentional/serious misconduct from you, your crew, and/or associated party towards other drivers or our staff members.
- Additionally, any form of cheating, any action taken to gain an unfair competitive advantage, **OR REFUSING TO COOPERATE WITH TECH** (e.g. *refusing to remove a part for inspection*).

DISCIPLINARY ACTIONS

1st Offense:

- **Temporary Suspension** - Any driver that receives this suspension from participating at any club race, regional series, open practice, and any other event operating at NMP. This suspension starts immediately on the date of the offense. It ends only after an entire year elapses to the same date of the following year. (e.g. June 1st, 2026 - June 1st, 2027).
- **Drivers under 18** - In a scenario where a younger driver has been caught operating illegal equipment, the driver AND parent/guardian will receive the action.

2nd Offense:

- **Lifetime Ban** - Any driver that receives this additional offense is *permanently prohibited* from entering the track's premises.
- **Drivers under 18** - In a scenario where a younger driver has been caught operating illegal equipment for a second time, the driver AND parent/guardian will receive the lifetime ban.
- Season Passes or Annual Garage payments *will not* be refunded.
- Garage renters will be given 7 days to remove all of their property from the premises.
- After 7 days, our staff will begin contacting customers on the garage wait list until the space is rented out again.
- If no one is on the wait list, the garage will be first come, first served.

Our goal is to expand the sport to as many people as we possibly can. In order to achieve this, we believe it is absolutely necessary to have these harsh penalties in place to discourage any unsportsmanlike or disruptive behavior.

TABLE OF CONTENTS

DRIVER CONDUCT.....	5
SAFETY GEAR.....	5
DRIVER REQUIREMENTS.....	6
FLAGS.....	7
PRACTICE PROCEDURES.....	8
PRE-RACE PROCEDURES.....	8
QUALIFYING PROCEDURES.....	9
TRAM LINES & STARTING PROCEDURES.....	9
RACE PROCEDURES.....	10
POST-RACE PROCEDURES.....	11
DRIVING STANDARDS.....	12
PENALTY GUIDELINES.....	13
FULL RACE FORMAT.....	15
POINTS STRUCTURE.....	15
NMP CHAMPIONSHIPS.....	16
TECH PROCEDURES.....	16
TIRES.....	19
ENGINES.....	19
PROTESTING PROCEDURES.....	20
CLASSES.....	23
CHASSIS.....	24
AXLES & WHEEL HUBS.....	25
DRIVELINE.....	25
STEERING.....	25
TIRES & WHEELS.....	26
BRAKES.....	26
BUMPERS & NERF BARS.....	27
BODYWORK.....	27
CONTROLS.....	28
SEAT.....	28
BALLAST.....	29
FUEL SYSTEM.....	30
DATA COLLECTION.....	30
MISCELLANIOUS.....	31

DRIVER CONDUCT

2.1 - On Track: Drivers are expected to drive as safely as possible. Any reckless behavior on track will result in the following actions including, but not limited to: a warning, penalty, or disqualification. If the behavior is deemed as severe enough by our Race Director or other track personnel, the driver could receive a *Sportsmanship DQ*. **This penalty cannot be dropped.** Furthermore, if the action was deemed as deliberate and increased the risk of harming any individual on track, the aggressor could face a *Disciplinary Action*.

2.2 - At the Track: Every person attending a race event is expected to treat and be treated with respect. Confrontations will not be tolerated anywhere on the premises which includes obscene language or aggressive behavior towards another person or official. This will first result in a verbal warning followed by a disqualification. Local law enforcement will be involved if a malevolent threat is made against any attendee at an event to ensure safety. Additionally, a *Disciplinary Action* may be handed out to all involved in said confrontation if necessary.

2.3 - Social Media / Online: Drivers, crews, and their families should all operate in a respectful manner to each other online. Any disagreements on race events, incidents, or contention with other drivers should not be posted online. These actions can have everlasting negative effects for our track and the racing community as a whole. Anyone failing to follow these guidelines could face a *Disciplinary Action*.

2.4 - Alcohol & Drugs: Alcohol is permitted by persons of legal age only after the entirety of the day's race event has been completed and the track is cold. Drugs are not permitted on the track's premises regardless of state or local laws. Any party found to be in possession of drugs (including marijuana) while on track premises will immediately incur a *lifetime ban*.

2.5 - Threats of Legal Action: Any party found to take legal action towards NMP, staff members, sponsors, etc. forfeits their right to compete at any event hosted at the track.

2.6 - Additional Information: Every guideline listed above also applies to all of our sponsors, vendors, and spectators. Disruptive actions made by any individual(s) can result with an ejection or a trespass warning if deemed necessary.

SAFETY GEAR

3.1 - Helmets: Drivers are required to have a helmet with a full-face shield capable of sealing shut. Helmets cannot have any major signs of damage. All helmets must have one of the following minimum ratings listed below.

HELMETS PERMITTED:

- Snell Helmets
 - SA 2020 - Expires 12/31/2030
 - SA 2025 - Expires 12/31/2035
 - M 2020 - Expires 12/31/2030
 - K 2020 - Expires 12/31/2030
 - CMR/S2016 (Youth) - Expires 10yrs from MFG sticker*
- SFI Helmets

- 24.1, 34.1, 41.1/2015 - 1/1/2027
- 24.1, 34.1, 41.1/2020 - 1/1/2032
- 24.1, 34.1, 41.1/2025 - 1/1/2037
- FIA Helmets
 - 8859-2020 - Expires 10yrs from MFG sticker*
 - 8859-2025 - Expires 10yrs from MFG sticker*

*Will also use the certification standard if a manufacturing sticker is not present.

3.2 - Neck Braces/Collars: Required for all drivers.

3.3 - Chest Protectors: Required for ages 13 and under.

3.4 - Competitor Attire: Drivers must wear an abrasion resistant suit. A jacket (under the same requirements) and pants is allowed but a one-piece suit is preferred. Gloves, socks, and closed-toed shoes are also required. Any piece of clothing should be tight enough to mitigate the risk of it becoming intertwined with the kart.

DRIVER REQUIREMENTS

4.1 - Minors: Any driver under 18 and their parents/guardians must sign a minor's release form in order to participate in events held at NMP.

4.2 - Eligibility Age: Driver eligibility age is determined by a driver's legal age on January 1st. Kid Kart drivers are ineligible to compete until they legally turn 5 years old.

4.3 - Age Waiver Requests: Prior to racing events, parents/guardians may request permission from NMP staff to grant an age waiver (1 year) for their driver in order to stay in a class for one extra year, or to move up one year early. Kid Kart drivers are not eligible for this waiver. Be prepared to provide valid reasons and evidence to support these reasons. Age waivers will only be considered in rare or extreme circumstances. Requests must also include the driver's legal age, current weight, height as well as a detailed account of the amount of ballast present on their kart to make weight in their current class. Requests that are not significantly related to a driver's weight or size will have far less likelihood of being accepted. Drivers cannot move back down to a younger category after moving up. Drivers in restricted classes are limited to one competition class only. Regardless of a competitor's class, NMP staff reserve the right to request legal documentation of any driver's age. If a driver's age requires verification, that driver or their guardians will be required to provide a copy of their birth certificate or government issued ID before being permitted to compete.

4.4 - Legal Entrant: A legal entrant is a person or legal guardian of another who meets the criteria to compete set forth by this rulebook and is in good financial standing with NMP (no unpaid bills, tabs, garage payments, etc). The individual will also have to ensure that they have signed all liability waivers when needed. Only legal entrants will be allowed to participate at NMP events.

4.5 - Relief Drivers: Relief drivers are not permitted at race events.

4.6 - Open Practice Ban: This ban applies to certain time frames when a national karting series or similar event is scheduled to host an event at our track. Drivers may be prohibited from participating in open practice sessions during that time frame.

4.7 - Late Entry: No entries will be allowed to register once the qualifying session has begun for the class.

4.8 - Refused Entry: NMP reserves the right to refuse any driver, crew, or spectator if needed. If an entry is denied, a full refund for that event will be allowed if pre-registered.

FLAGS

5.1 - Green Flag: This flag begins each session/race. Once the green flag is waved, karts no longer have to stay within the tram lines.



5.2 - Yellow Flag: This flag indicates that there was an incident and a hazard is nearby. Drivers should proceed through with caution. *Sections of the track that are under a yellow flag are no passing zones until the hazard is cleared and the section is green again.*



5.3 - Red Flag: This flag indicates that a major incident has occurred and our emergency medical team needs to assess the situation. Drivers should safely slow down to a stop in the location directed by NMP staff waving this flag. Once the situation has been cleared up, the session will be restarted.



5.4 - White Flag: This flag indicates that there is one lap left in session before the checkered flag.



5.5 - Checkered Flag: This flag indicates that the current session is concluded as soon as all drivers on track pass by the start/finish line.



5.6 - Black Flag: This flag is used for multiple scenarios. Usually when drivers are making excessive contact on track but can also be used to alert drivers that their kart has excessive damage.

- **Rolled up/Pointing:** A driver has been given their *first and only* warning for incidents on track. This warning should be treated as a courtesy.
- **Waving:** The driver that receives an additional waving black flag has been given a penalty or disqualified from the race depending on the severity of the incident.



5.7 - Black and Checkered Waving: Both flag waving indicate that the completed session is under official review. Penalties may be handed out if needed.

5.8 - Blue Flag: This flag is used to notify a driver that faster drivers are behind preparing to overtake them. A driver that receives this flag should either hold their line or move off of the racing line to allow the faster drivers to pass safely.



PRACTICE PROCEDURES

6.1 - Pre-tech inspection: All drivers or crew must present their kart and safety equipment to our tech staff before entering in a practice session. Upon completion, the driver will receive a pre-tech sticker that will be placed on the front fairing. Drivers will not be allowed on track if they do not have the pre-tech sticker. A penalty will be given out if a driver does not complete pre-tech before qualifying begins.

6.2 - Practice sessions: Practice order will be posted in each event's schedule. The length of each practice session runs for around ten minutes but can be modified if needed. Drivers are only allowed to practice in classes that they have registered for. Some classes may have combined practice sessions in order to remain on schedule.

6.3 - Practice penalties: Anyone attending a practice session is expected to follow the same guidelines as if they were participating in a race. Drivers violating our guidelines may receive penalties for the upcoming qualifying session or heat race.

6.4 - Transponders: During all practice sessions, drivers are required to have their transponder present on the kart. If a driver does not have a transponder present on their kart during the second practice session, they will be forced to start at the back of the grid during qualifying.

6.5 - Transponder Rental: NMP offers transponder rental for drivers who do not own one. Rental transponders should be turned back in after the race event is over AND BEFORE YOU LEAVE FOR THE DAY. Please and thank you.

6.6 - Transponder Placement: Transponder must be mounted on the back of the seat, with no obstructions between it and the racing surface. Transponders perform best when the bottom edge of the transponder is 7.5" to 10" from the ground. NMP will not be responsible for timing errors if a transponder is mounted incorrectly. Tech officials reserve the right to instruct a driver to relocate their transponder.

6.7 - Transponder Failure: In the event of a failed transponder, a driver may submit their lap times from their onboard datalogger for qualifying. Our Race Director will accept the second fastest lap recorded. Drivers that did not test their transponders during the first practice session will not be given this courtesy. In the event a transponder fails during the course of a race, officials will do their best to accurately hand score the driver.

PRE-RACE PROCEDURES

7.1 - Quiet Grid: Engines will only be allowed to run in the grid area when an official signals to do so near the start of a session.

7.2 - Timeliness: Drivers must be on time for their scheduled sessions. The Race Director will pause the start of the current session for a limited amount of time if the schedule allows for it. This is not guaranteed to happen.

7.3 - Scratched driver: If a driver notifies race officials that they will be unable to participate in their next session, the remaining drivers in both rows will advance one grid position. If the schedule is behind, the Race Director reserves the right to only allow a single row to move up one grid position.

7.4 - Line-up changes: Drivers have the responsibility to verify their correct starting position on the grid sheets prior to each race. Failing to notify our staff in a timely manner before the start of the session will not have the error corrected.

7.5 - 90 second rule: If any driver is unable to proceed onto the track after the Race Director gives the signal, they will be given a 90 second timer. Once the timer expires, remaining drivers in the corresponding row will move up one grid position as they enter the track. The grid will be closed once the last kart enters the track. The Race Director reserves the right to allow a driver to join late if they believe that there is ample time for the driver to catch up to the field. In this scenario, the late driver will unfortunately be forced to form at the back.

7.6 - Kid Kart Starting procedure: Kid karts will be gridded on track at the start/finish line for a standing start. Once the track is clear of crew and our officials are ready, the class will immediately get the green flag.

QUALIFYING PROCEDURES

8.1 - Lineup: The qualifying lineup is determined by fastest lap times during practice 2. Any driver that did not have a transponder on their kart will now be moved to the back. In the event of a class that is split, those drivers will be put in the back of the slower group. Drivers will line up on the grid in a single file line awaiting the start of the session.

8.2 - Split Classes: Classes that have a large number of drivers may be split into multiple qualifying sessions.

8.3 - Getting the Green Flag: The Race Director or grid official will be posted at the front of the grid giving the signal for drivers to proceed onto the track. Karts will be spaced out accordingly to avoid traffic buildup during the session. Qualifying starts after the driver has completed a full out lap and made it back to the start/finish line. Drivers will have four more laps to compete for pole position. This will determine the grid order for the heat race.

8.4 - Warming Tires: Tire warming is NOT permitted during qualifying. Any driver that attempts to warm their tires will have their fastest lap voided. Any subsequent attempt will incur a two-position grid penalty for the following heat race.

8.5 - Bump Drafting: Bump drafting is NOT permitted during qualifying. Any driver trying to bump draft will have their fastest lap voided. Any subsequent attempt will incur a two-position grid penalty for the following heat race.

TRAM LINES & STARTING PROCEDURES

9.1 - Race Starts: Drivers leaving the grid will drive around the Classic layout as their pace lap. Drivers should maintain a slow and steady speed that the pole sitter sets after making it to the tunnel.

9.2 - Reversed Configurations: On reversed layouts, the grid order will be flipped in comparison to normal configurations (pole sitter is gridded in right row rather than left). Drivers will be directed to turn left and proceed over the tunnel when leaving the grid area. They will proceed towards the flagstand using the Classic layout cut-through. These configurations will not have painted tram lines but they will still be implied during starts.

9.3 - Tram Lines: Drivers are required to keep their entire kart within the painted tram lines when approaching for the green flag. ~~Drivers are only allowed to move outside of these lines after the front section of their kart has passed the starting line.~~ **Drivers are only allowed to move outside of these lines after the green flag is thrown.** Any part of a kart outside the lines **before the green flag** will be given a penalty. See *Penalty Guidelines* for more specific information.

RACE PROCEDURES

10.1 - Pace Lap: The driver in pole position has the responsibility to set a slow, steady speed up to the starting line. All drivers are to remain inside the tram lines without accelerating before the green flag is thrown. The Race Director and flagman will determine when the track will go green. Any contact from excessive swerving or tire scrubbing may result in a penalty.

10.2 - Pace Lap Dropout: If a driver falls out of line during the pace lap from their own wrongdoing, they will be forced to rejoin at the back of the field. If a driver falls out from unintentional circumstances, the Race Director may give an additional lap so the driver can regain their gridded position. The next two subsections serve as examples of scenarios where a driver drops out of formation during the pace lap.

10.3 - Excessive Tire Warming: If a driver who is excessively warming their tires loses control of their kart, they will be forced to rejoin the pack in last place. If they make contact with another driver during this process, they will have to rejoin in the back AND will receive an additional penalty. The driver who was taken out will have a chance to regain their position if they were able to rejoin onto the track surface.

10.4 - Dead Kart: If a kart dies before the green flag, the flagman will wave off the start and provide an additional lap for that driver to regain their earned position. A crew member can provide help to restart the driver's kart if necessary. Another additional lap will be provided if the kart does not get restarted before the pack gets around to the start line again. If the kart is unable to start after the second additional lap, the driver will unfortunately be forced to retire from the race in the interest of time.

10.5 - Contact: Contact is NOT permitted when drivers enter the tram lines. Any driver found to be pushing or bumping intentionally will be given a penalty.

10.6 - False Starts: The outside pole sitter is not allowed to cross the start/finish line before the pole sitter. This scenario will be deemed as a false start. If the Race Director believes a false start has occurred, a red flag may be given and the session will be restarted. Penalties may be given if necessary.

10.7 - Multiple No-starts: Race officials will begin deducting laps from the length of the race beginning with the second failed start.

10.8 - Kart damage: Karts that have been damaged during a race may receive a black flag for safety reasons. Parts of the kart that drag on the track's surface will be black flagged if deemed unsafe. Rear bumpers are required to be fully attached at all times. A rear bumper that has broken off of a kart's frame

will receive a black flag. Our Race Director or other officials will operate in the interest of safety for utilizing the black flag.

10.9 - Injured Drivers: In the event of a potential injury, our Race Director will determine if/when a session is stopped. All associated crew should remain in the pit area. The onsite ambulance will be deployed in a quick, safe manner. As soon as the situation is under control, staff will allow crew or family to assist the injured driver. Entering the racing area prior to receiving permission from race officials will result in disciplinary action.

10.10 - Red Flagged Race: If a race is paused due to an incident, track officials will inspect karts and equipment involved for damage. If any equipment is deemed unsafe by officials, drivers could be removed from the remaining duration of the race. If any driver responsible for the incident was allowed to continue in the restart, they will be restarted at the back of the field. There shall be no maintenance to any kart, only equipment directly related to driver safety with permission from NMP officials can be fixed by the driver. Exceptions can be made for parent/guardians assisting younger drivers under direct supervision of a NMP official.

If a race stops on the final lap, any driver that already received the checkered flag will be scored with their earned position. For drivers that did not yet receive the checkered flag, they will be scored with their earned position during the previous lap. Any driver found to be the direct cause of a red flag incident on the final lap will be scored at the back of the field.

10.11 - Restarts: The race order will be reset to the last completed lap for the restart. As previously stated, drivers directly responsible for a red flag will be restarted in the back of the field. Other drivers will restart with their position earned during the previous lap. Races will be restarted in a single file line. Our Race Director reserves the right to decide whether a race continues or ends based on the severity of the incident. If a race is already at least 50% complete, restarts will not be guaranteed. In an aborted race, drivers will be scored by the earned position in the previous lap except for those that caused the incident as they will be scored at the back of the field.

10.12 - Rain procedure: In the event of rain, our Race Director may delay racing in an attempt to wait out weather. NMP will never start a race with rain present. A race may be stopped if rain begins to fall to ensure the safety of the drivers on track.

10.13 - Exiting the track: Drivers who preemptively exit the track during a session will not be allowed back on for any reason.

10.14 - Requirement to Compete: Drivers are responsible for making a reasonable attempt to compete in each scored session including qualifying. Opting out of a scored session or arriving late will incur a penalty for the feature race. Navigate to section *Penalty Guidelines* for specific information regarding this penalty. Drivers that are experiencing mechanical issues must make an effort to notify NMP officials prior to their next scheduled session. NMP officials reserve the right to ask for evidence of the issue.

POST-RACE PROCEDURES

11.1 - Scales: All karts will be required to weigh in after each race. Crew or family members are not allowed in the scale area. Only the driver will be allowed to touch the kart as it enters the scale area and nothing should be handed to a driver during this time. The only exception is if NMP officials determine that

beverages can be given to the drivers during extreme heat. Adult assistance is also allowed for younger drivers who are not strong enough to move their own kart after gaining permission from the scale official. Drivers failing to weigh in post-race will receive a scale disqualification whether they completed the race or not. If a driver is injured, they may be given a courtesy. If a kart weighs under the required weight limit, the driver will be given one additional attempt to reweigh their kart. If the second attempt is still underweight, they will be disqualified from that race.

11.2 - Intentionally running underweight: A reasonable attempt must be made to make weight. Drivers will not be permitted to compete excessively underweight. If a driver is excessively underweight twice during any event (including practices), they will be excluded from further sessions.

11.3 - Loose or missing components: After completing a race, every kart will be weighed as they enter the scale area. In the event of a part falling off of a kart, that item will not be included in the final weight. Any essential parts like bodywork, tires, etc. that fall off will result in penalties or disqualification. Exceptions will be made for header wrap, decals/numbers and air filters. However, these items must be replaced prior to the kart competing again. See *Penalty Guidelines* for specific info.

11.4 - Post-race tech inspection: The tech official in the scale house may direct the top 3 or top 5 drivers to move to the impound area in the adjacent room for further inspection. Only tech officials, a driver, and one mechanic are allowed to be in this area. No equipment will be removed from the karts until a tech official has given direct order to do so. See *Penalty Guidelines* for specific info regarding technical penalties.

DRIVING STANDARDS

12.1 - Unsportsmanlike Behavior: Actions that are determined as “unsportsmanlike” by the Race Director or other officials will be given penalties. Actions that could be deemed as unsportsmanlike include but are not limited to aggressive bumping, pushing, side swiping, passive-aggressive gestures towards drivers. See *Penalty Guidelines* for specific info regarding unsportsmanlike behavior penalties.

12.2 - Space to Race: All drivers are required to allow room to race. In the context of overtaking, a driver must be able to complete the maneuver without forcing the other driver off track. If a driver causes another to lift or be forced off track intentionally, they may be given a penalty. The driver being overtaken is also required to allow space for the overtake to occur as long as the driver trying to overtake is far enough ahead nearing the exit of the section and there is no realistic chance of the driver being overtaken to keep the position.

NMP does not have an established “point” in which a kart being passed is required to yield.

Just to reiterate, if it is reasonable to assume the following (but not limited to):

- A kart passing on the inside is far enough ahead at section exit.
- There is no realistic chance at retaking the position in the corner without contact.
- The driver being passed is no longer in the passing driver’s field of vision.

Then, the driver being overtaken has the responsibility to yield the position.

In the event that the driver being overtaken does not allow another kart to pass and causes an incident, they will be given a penalty. At the same time, the passing driver must also leave space for the driver they

are passing if they are unsure they are clear of the kart. If officials believe a driver had the opportunity to avoid an incident but choose not to in order to invoke a penalty, that too will weigh into determining fault of an incident. The Race Director will make calls based on driver safety and onboard video if applicable. Overly aggressive driving will not be tolerated and habitual offenders will receive harsher penalties.

12.3 - Defensive Swerving: A defensive swerve is defined as a rapid change in racing line which influences another driver's ability to maintain position alongside the offending driver. A defensive swerve is considered an aggressive and dangerous maneuver and will result in disqualification from the session. Changing lines to "break a draft" is not defined as swerving, so long as the other drivers nearby did not have to take evasive action due to the change in racing line to avoid contact.

12.4 - Blocking: Blocking is intentionally and/or repeatedly positioning a kart in an erratic fashion so that it physically impedes the progress or momentum of another kart. Drivers are permitted to make one move to defend their position while entering a corner, but it must be done without making contact with the attacking kart or causing that driver to change their line to avoid contact. A defending driver may choose to move out to set up for the upcoming corner even after making a defensive move, but must give a full karts width space to the outside at corner entry. "Draft breaking" (moving to the inside lane of a straightaway and then returning to the outside before the corner) is not blocking so long as the entire maneuver is completed without causing contact or forcing others to take evasive action. "Breaking the draft" is considered a defensive move, and additional defensive maneuvers before the corner will be considered blocking. Blocking may result in the loss of positions via post-race penalty. Running a defensive line is not blocking, but the Race Director may elect to penalize any drivers involved including the defending one if an incident results from driving an overly defensive line.

12.5 - Team Driving: Drivers are required to run their own race. There is no requirement for a driver to attempt a pass. If a driver chooses to follow another one's chosen line, that is their choice. However, accomplishing this with overly defensive driving/blocking of other competitors will result in the offending driver receiving a penalty or disqualification. NMP also reserves the right to penalize additional drivers who directly benefited from a driver's overly defensive driving/blocking.

12.6 - Re-entering the Track: If a driver goes off track, they must re-enter as far from the racing line as possible and at a time that does not cause other drivers to take evasive action. The Race Director will determine an appropriate penalty if an advantage was gained or not. A kart is considered off track if three or more wheels leave the racing surface.

PENALTY GUIDELINES

Below are the standard penalties and how they are assessed. However, the Race Director reserves the right to hand out an adequate penalty determined by the severity of the incident when needed.

13.1 - General Penalty List

Blocking/Swerving penalties:

- Single incident: Minimum 2-position penalty
 - There can be as many positions as karts that the Race Director feels were affected by the driver's actions.
- Multiple Incidents: Disqualification
- Defensive Swerving: Disqualification

Lost Component Penalties (when improperly fastened):

- Ballast - DQ
- Camera - DQ
- Wheel - DQ

Track Limit Penalties

- Left Racing Surface (advantage gained): Minimum 2-position penalty
 - The Race Director will determine if a greater penalty is needed.
- Unsafe Re-entry: Minimum 2-position penalty
 - There can be as many positions as karts that the Race Director feels were affected by the driver's actions.

Tram Line & Starting Procedure penalties:

- 2 tires out of the tram lines will be a 5-second penalty
- 4 tires out of the tram lines will be a 10-second penalty
- Pushing prior to the green flag being displayed will be a 2-position penalty
- Jumping the start will be a 2-position penalty

Unlabeled Ballast Penalties:

- A 1-position penalty will be assessed for each piece of ballast installed on a kart in post-race inspection that has not been properly labeled with the drivers number and initials.

Sportsmanship Penalties:

- Unsportsmanlike Conduct - DQ (Cannot drop)

13.2 - Post-race penalties: A black flag alongside the checkered flag is usually an indicator of post-race penalties but the black flag does not need to be present for penalties to be assessed. While the guideline for general penalties is listed above, the Race Director still reserves the right to assess a harsher or more lenient penalty when deemed fit for an incident.

13.3 - Race finish under Official review: Officials may elect to allow a race to finish under Official review if there are penalties or incidents that cannot be promptly resolved and will require further investigation or discussion. These investigations may include gathering competitor and/or officially obtained video footage. In these situations, drivers will be notified of any penalties that have been confirmed so far and allowed to clear the scales. Officials have up to 30 minutes from the start of the next class to resolve any incidents that are under review.

13.4 - Conduct violations: Any penalties/disqualifications assessed to a driver because of either an on-track or off-track conduct penalty will not be droppable. A driver is also responsible for the actions of their crew, handlers and others attending the event on their behalf. Abusive language, threats or physical altercations with anybody including race officials will result with a *Disciplinary Action*. Please see *Driver Conduct* for specific details.

FULL RACE FORMAT

14.1 - Practice 1: First session of the day that will run for 10 minutes per class. Lap times are not utilized. See *Practice Procedures* for specific details.

14.2 - Practice 2: Second session of the day that decides the release order for qualifying. See *Practice Procedures* for specific details.

14.3 - Qualifying: Non-scored session that determines the grid order for the following heat race. See *Qualifying Procedures* for specific details.

14.4 - Heat Race: First scored session of the day. Race duration is 8 laps. See *Race Procedures* for specific details.

14.5 - Feature: Last scored session of the day. Feature duration is 12 laps. Utilizes the same procedures as the heat race.

14.6 - Podiums: All podiums will be held after the last feature race is completed and the event has concluded.

14.7 - Format Changes: At the Race Director's discretion, a race event's schedule may be altered to avoid incoming inclement weather.

14.8 - Rain Outs/Cancelations: At the Race Director's discretion, an event may be cancelled if they feel inclement weather conditions will substantially affect the track's conditions thus impacting the safety of the drivers. If the event is declared as cancelled before the first heat race of the day (or before 50% completion), the event will be considered a "rain-out." If the event is declared as cancelled after 50% completion of the first heat race, the event will be considered as completed. Any in-progress race that got waved off due to the weather will be scored in their scored position during the previously completed lap. Any session that was not started due to the cancellation will award first place points for every driver in the class.

POINTS STRUCTURE

Points are based on the following tables for the heat race and feature. Qualifying does not reward points for any driver.

15.1 - Heat Race Points:

1st - 100	15th - 38	29th - 13
2nd - 90	16th - 35	30th - 12
3rd - 86	17th - 32	31st - 11
4th - 80	18th - 30	32nd - 10
5th - 75	19th - 28	33rd - 9
6th - 70	20th - 26	34th - 8
7th - 66	21st - 24	35th - 7
8th - 62	22nd - 22	36th - 6
9th - 58	23rd - 20	37th - 5

10th - 54
11th - 50
12th - 47
13th - 44
14th - 41

24th - 18
25th - 17
26th - 16
27th - 15
28th - 14

38th - 4
39th - 3
40th - 2

15.2 - Feature Points:

1st - 200 + # of entries
2nd - 180 + # of entries
3rd - 170 + # of entries
4th - 160 + # of entries
5th - 150 + # of entries
6th - 140 + # of entries
7th - 132 + # of entries
8th - 124 + # of entries
9th - 116 + # of entries
10th - 108 + # of entries
11th - 100 + # of entries
12th - 94 + # of entries
13th - 88 + # of entries
14th - 82 + # of entries

15th - 76 + # of entries
16th - 70 + # of entries
17th - 64 + # of entries
18th - 60 + # of entries
19th - 56 + # of entries
20th - 52 + # of entries
21st - 48 + # of entries
22nd - 44 + # of entries
23rd - 40 + # of entries
24th - 36 + # of entries
25th - 34 + # of entries
26th - 32 + # of entries
27th - 30 + # of entries
28th - 28 + # of entries

29th - 26 + # of entries
30th - 24 + # of entries
31st - 22 + # of entries
32nd - 20 + # of entries
33rd - 19 + # of entries
34th - 18 + # of entries
35th - 17 + # of entries
36th - 16 + # of entries
37th - 15 + # of entries
38th - 14 + # of entries
39th - 13 + # of entries
40th - 12 + # of entries

NMP CHAMPIONSHIPS

16.1 - Races: There are 13 races total within a season. 11 highest scoring races for each driver will be counted towards the championships in each class (2 drops).

16.2 - Ties: In the case of a tie, the driver who placed higher throughout the season will take the top spot. The criteria will go down through positions until there is no longer a tie. (i.e. The driver who has more 2nd place finishes, more 3rd place finishes, etc.)

16.3 - Event Awards: All season races will provide awards for 1st-3rd place.

16.4 - 50/50 Raffle: This is a raffle that takes place at each event throughout the race season. Drivers can purchase tickets to increase a money pot. The winning ticket is drawn before the start of the feature races. Half of the pot's money will go to the winner while the other half will go towards a prize pool for awards at the season banquet.

16.5 - Banquet Raffle Awards: For a driver to be eligible for raffle awards at the banquet, they must attend at a minimum of 7 races.

TECH PROCEDURES

17.1 - Spirit and Intent: Officials will use their best discretion of "spirit and intent" when determining if a violation has occurred.

17.2 - Inspection times: Karts will be inspected after sessions conclude but officials may elect to perform quick inspections before sessions if necessary.

17.3 - Responsibilities: Below is a list of duties that NMP officials will perform on race days.

- Will inform drivers when safety concerns or rules infractions have arisen.
- Ensure that karts are operating under equal conditions via tech.
- Ensure that the rules set forth in the booklet are being followed by all drivers.

17.4 - Periodic Compliance Checks: Throughout the day, tech inspectors will randomly select karts to inspect for compliance with all safety requirements INCLUDING pre-tech items. Any competitors found to be non-compliant with any safety related or pre-tech items will be issued a penalty for that session if the issue is found post-race.

- Lost/damaged kart numbers: No penalty if corrected by the next session, otherwise 2-positions.
- Missing kart number and initials from ballast: 1-position per piece of unlabeled ballast.
- All other safety items from the pre-tech form: disqualification from the session.

Failure to correct any items as requested by officials will result in exclusion from future sessions if not immediately corrected. Competitors receiving a disqualification as a result of a compliance check will have no right to request a review of that decision.

17.5 - End of day tech inspection: The top 5 placed karts in the feature race must report to the impound area immediately after exiting the scales from the final. Karts will be held in impound until released by technical inspectors. Once the kart is placed in the impound, the driver/handler/mechanic must vacate the impound area. Nobody will be allowed in the impound area after dropping their kart off until tech officials announce they are ready to inspect their kart. The karts representative is expected to be “in the area”, so they can watch over their equipment and be easily notified when to return to the tech area to begin the inspection process. Once called, a representative for the kart has 10 minutes to report back to the tech area, or they are automatically disqualified.

17.6 - Impound and tech areas: All areas of impound and areas set aside for technical inspections are off limits to all non-race staff. Entering one of these areas without the direct permission of race officials can result in penalties or disqualifications. While an entrant's equipment is being inspected, only one representative will be allowed in the tech area along with the driver.

17.7 - Phones and Cameras: Common electronics like phones, tablets, and cameras are not permitted to be out or in use in technical inspection areas by anybody other than NMP officials.

17.8 - Engine/Chassis change: If a competitor must change an engine or chassis, both engines/chassis are subject to technical inspection. Prior to replacement, Tech officials must be notified of your intent to replace the component. The replaced engine or chassis must be swapped in the tech area, and the replaced components must be presented to tech officials upon installing the replacement. The replaced engine or chassis will be held in tech until the completion of the event. The competitor will be required to start in the back of the next heat race. Only one engine/chassis change is allowed per day (or per event at a National). If the backup engine requires replacement, it can only be replaced with the primary engine that was previously removed.

17.9 - Engines/karts raced in multiple classes: If an engine/kart is raced in multiple classes, end of day technical inspection of the equipment may be postponed until all classes have been completed the

equipment is competing in. Once inspected, if found to be noncompliant with the rules, penalties will be assessed to all classes the equipment competed in unless the penalty is specifically for having the incorrect scanned tires on the chassis for one of the classes. If an engine or chassis that is being raced in multiple classes is replaced, the driver will have to start in the rear of all classes that replaced equipment is raced in. Competitors racing in multiple classes with the same engine/chassis combination must use the same engine/chassis in all classes. You may not swap engines between multiple chassis between classes, or have two different engines for the same chassis. Competitors may have multiple engine/chassis combinations for multiple classes, but must designate which combination is running in each class at the time of Pre-Tech inspection.

17.10 - Tech tools / methods: It is at the sole discretion of race officials to determine the appropriate tools and methods used to verify the legality according to these rules of anything presented to technical inspection.

Seals: Tech reserves the right to cut seals on any short block to verify that the engine's internals are legal and still meet the required specifications. Upon passing inspection, officials will exchange the disassembled short block with a brand-new replacement short block (Briggs #555715).

17.11 - Tech decisions: Competitors do not have the right/option to appeal decisions to any outside entity. Every effort will be made to make all decisions the same day of inspection.

17.12 - Parts submission to CKNA National Tech or Lab: If onsite officials require a part to be submitted to CKNA National Tech officials or a Lab to render a decision on its legality, the part must be boxed and sealed in tech prior to it leaving the area. If the part has fuel or oil residue, it must be contained in a plastic bag prior to being sealed in the box. A piece of paper should be included with the contact information for the competitor. The competitor and the tech official must sign their names across the tape on both the top and bottom of the box. This begins the "chain of custody". The inspector will ship the suspect part to National Tech within 3 business days. Upon receiving the part, National Tech will render a verdict on the parts legality within 5 business days of receipt. If found legal, the part will be returned to the competitor at CKNA's expense. Any breakdown in the "Chain of Custody" in which CKNA cannot reasonably guarantee the part is "as teched" at the time of the initial inspection will result in the competitor retaining their finishing result.

17.13 - Confiscation of parts: Tech officials have the right to confiscate any part deemed illegal for any reason. Furthermore, tech inspectors may choose to confiscate any engine part that they have a strong suspicion has been altered to gain a performance advantage regardless of if it meets specifications or not, or any part they feel is out of spec initially or through the course of normal use. If no intent to circumvent the rules is established, a replacement part will be provided to the competitor whenever feasible.

17.14 - Engine and Chassis infractions: If a part is found to be illegal after technical inspections, the driver will be disqualified. If found after Qualifying or Heats, the kart is only disqualified for that heat session. Once the technical infraction has been rectified, the kart/driver will be allowed to return to the days racing, but will start in the back of the next session they participate in. If an infraction is found after the final, the disqualification is for the entire day. The tech official will also make a determination of the nature of the infraction. If they determine that the infraction was an intentional attempt by the driver, handler or part supplier to circumvent the rules to gain a competitive advantage, the disqualification will be non-droppable, and the driver will be disqualified for the remainder of the day regardless of when in the race day the violation was found. If the tech official determines it was an unintentional infraction, the competitor may use the race as a drop.

17.15 - Tire infractions: Any competitor found with the wrong tires at the conclusion of a Heat race will be disqualified from that race. If the wrong tires are identified in a feature race, the disqualification is for the whole day. This is a non-droppable disqualification. Any competitor caught using tire prep will be disqualified and be banned for life from NMP events.

17.16 - Mechanical failure / breakage penalties: If race officials determine that a competitor is illegal after post-race inspection due to the result of an on-track incident or mechanical failure, the racer will be disqualified for that race. These infractions could include damaged/missing exhaust, light on post-race weigh in, missing nose cone, etc. If this is the only disqualification the driver receives for the day, it will be eligible to be used as a drop race.

17.17 - Refunds: Refunds requested due to certain penalties or disqualification from an event will not be granted.

TIRES

18.1 - Approved Tires: MG RL1 Orange

18.2 - Damaged tires during competition: With consent from NMP officials, drivers can replace a single tire that was damaged due to unforeseen circumstances without receiving a penalty. The tire chosen must be in similar condition to the original and be approved by an official. If multiple tires need to be replaced (max of 2 total), the same condition previously mentioned still applies and the driver will be forced to start at the back of the next session. If the driver only has access to brand new tires, they will be forced to start in the back of the heat race and take a 10-position grid penalty in the feature if applicable.

18.3 - Tire prep: Tire prep is strictly forbidden. This includes any chemical or liquid being applied to the tire other than water. Tech officials may choose any testing method available to detect tire prep or tire modifications. This includes but is not limited to durometer testing and tire sniffers. Tires must durometer +/- 3 points of competitor tires checked at the same time before or after that session. At tech's discretion, tires may be confiscated to be sent in for mass spectrometer lab testing. Due to lab testing being done off site by a third party, results for the class will not be made official until testing is complete.

18.4 - Tire warmers/scrappers: Tire warmers are not permitted anywhere on the premises at a NMP event. Competitors may use a heatgun/scrapper to clean tires if they choose, but tires must be at an ambient temperature before entering the starting grid.

ENGINES

19.1 - LO206: All classes racing the 206 engine will follow the most current Briggs & Stratton rule set available at; <http://www.briggsandstratton.com/> with the following addendums:

19.2 - Fuel: Fuel is sold on site. NMP staff will assist drivers with fuel pumping.

19.3 - Spark Plugs: In addition to Briggs 30.a.c, the gap of the AR3910X spark plug is a tech item. The gap as measured from each grounding point to the electrode must be a minimum of .018" at all points.

This can be measured with the pin gauge from the Briggs Tech-Tool kit for emulsion tubes (.0185" Class Z No-Go). A visual inspection of the spark plug will also be performed to compare the plug to a known stock part. Spark plugs will be marked, and the same plug must be used in all scored sessions. If a plug must be changed, it must be done in the presence of a tech official.

19.4 - Piston Pop-up: In addition to the Briggs and Stratton rule set in both Section 26.a and 26.c; the Briggs & Stratton Engine Seal Database may be referenced by officials to confirm factory pop-up dimensions for individual engines. A tolerance of +.001 will be permitted. Officials will remove any carbon from the piston, to the point where the factory piston's markings are visible. An initial measurement will be taken at the center of the piston. If that measurement is found to be more than .001 above the engine's build sheet, inspectors will proceed to take three measurements across the center of the piston, parallel to the wristband. If that average is still more than .001 above the engines build sheet, the competitor will be disqualified and have the seals cut making it ineligible for future use at NMP.

19.5 - Carburetor: Briggs & Stratton #555658 Carburetor is the only legal carburetor allowed at NMP. Walbro carburetors are no longer allowed.

19.6 - Engine sealing: Tech inspectors will at their discretion seal any portion of the engine with marking paint after Qualifying. If repairs are needed for a sealed location to be opened, a tech inspector must be present prior to work beginning. The engine must be resealed before it returns to the track.

19.7 - Camshaft check: In addition to the various cam profile checks specified in the Briggs and Stratton rule set, tech inspectors will also measure the intake lobe center, which must measure between 105°-107.5°. • Any camshaft with more than one check (including profile checks and the aforementioned centerline) measuring outside of this specification will result in disqualification and confiscation of the short block (defined as all components in the sealed engine including cam, lifters, crank, rod, piston, etc..) for further inspection by CKNA National tech. If further inspection finds evidence of tampering with sealed components in the short block and/or an obvious attempt to circumvent the rules, suspensions may also be issued post-race. • A replacement short block may be provided at the organization's discretion based on availability. Only competitors whose camshaft checks .5 degrees or less outside of the specification may be eligible to receive a replacement shortblock.

19.8 - Header Wrap: Header wrap is considered a safety item. Although having the header wrapped per the guidelines in the Briggs & Stratton rulebook is required; improperly installed, failing or excessive header wrap is not a protestable item. Tech officials will direct competitors to repair header wrap if a safety concern is identified.

PROTESTING PROCEDURES

20.1 - Protesting: Drivers protesting a decision made by officials or another driver's equipment must inform the scale official before karts are cleared to leave the scale area. This can only be made on concrete decisions made by officials. A driver cannot protest an action that was not originally called out by officials.

The scale official will relay a protest to the Race Director when requested by a driver. To initiate a protest, the cost is \$200. The scale official will collect the fee from the driver and initiate the protest. The review official will gather all the pertinent information and present it to the Race Director or other officials as appointed by the Race Director.

At their sole discretion, officials may choose to interview other competitors in direct relation to the request for review. Officials also may review any officially obtained video, or footage obtained from another competitor's on-board camera. Testimony from uninvolved competitors or bystanders will not be heard. Corner workers involved in the penalty will be interviewed by the Review Official or Race Director.

You have the right to supply your own on-board video evidence as a part of your request for review. At the Review Officials discretion, you may also submit the video from a willing competitor. In order to be eligible to submit on-board footage, you must declare at registration prior to qualifying that you will be running an on-board camera.

- By declaring that you have a camera on-board, you are also agreeing to provide your on-board footage to race officials at any time they request it.
- Refusal to provide video upon an official's request will result in disqualification.

If on-board video is supplied as evidence in a request for review, you must bring your own laptop or other device for officials to review the footage on. Be prepared to leave it with the official AND provide them the password required to unlock it in case the screen times out. The device must have the full video available, not just the clip in question.

Up to two angles (or one 360°) of on-board video footage may be submitted along with your request for review. Video will only be reviewed in Heat or Feature races (exception for bump drafting penalty in qualifying only)

The following circumstances are the only ones available for video review:

- Competitor was issued a penalty for bump drafting in qualifying
- Competitor was issued a penalty for a contact related infraction
- Competitor was issued a penalty for going off track and gaining a lasting advantage
- Competitor was issued a penalty for passing under waving yellow conditions
- Competitor was issued a penalty for tram line violation

A high standard of evidence will be required to have a successful video review. The video must show clear visual evidence that the on-track call was incorrect, or the incident was created by another competitor's actions.

The driver making the request for review will be allowed to present their request to the officials handling the review, and give context to any supporting video they choose to provide. The driver may be accompanied by no more than one additional person to present the information, but both must leave the review area while officials evaluate and deliberate on the incident.

At their sole discretion, officials may choose to interview other competitors in direct relation to the request for review. Officials also may review any officially obtained video, or footage obtained from another competitor's on-board camera at their discretion. Competitors will not be permitted to request this additional step. Testimony from uninvolved competitors or bystanders will not be heard. Corner workers involved in the penalty will be interviewed by the Review Official or Race Director.

The officials will notify you of the result of the process. Leave a valid cell number to be contacted at. The review fee will only be returned if the review results in the protest being found valid. Any request for review of an official's decision that cannot be resolved within 60 minutes from the time the Review begins will be found invalid.

20.2 - Protest Limit: Competitors are only permitted to submit one request per day regardless of the number of classes they have entered. Only upon a successful review will a competitor be allowed to submit a second review later in the day.

20.3 - Penalties from races finishing under review: In the case in which a driver would like to request the review of a penalty that was called stemming from a race that finished under Official Review, drivers will have no more than 30 minutes from the time the grid sheets are posted, or 60 minutes prior the start of the next race for the class to file a review. It is feasible that there will be very little to no time to request the review in a tight schedule.

20.4 - Penalty Corrections: If through the course of a review, it was determined a penalty did occur, but the driver was misidentified, Race officials will correct the penalty and assess it on the proper person. That driver will be granted no more than 20 minutes from the time the grid sheets are posted, or 60 minutes prior the start of the next race for the class to file a review. It is feasible that there will be very little to no time to request the review in a tight schedule.

20.5 - Request for Review of tech infraction: These reviews will only be permitted if a CKNA National Tech official is not onsite for an event. Requesting review of any tech official's decision must be made within 30 minutes of the driver/handler being informed of the ruling and prior to the chassis part or engine leaving the tech area. A written document including an overview of the protest and contact information must be presented to the designated race official along with \$200 cash. The part must be boxed and sealed in tech prior to it leaving the area. If the part is an engine component, the entire engine must be contained in a plastic bag prior to being sealed in a box. The contact information for the competitor should also be included in the box. The competitor and the tech official must sign their names across the tape on both the top and bottom of the box. This begins the "chain of custody". The inspector will ship the suspect part to National Tech within 3 business days. Upon receiving the part, National Tech will render a verdict on the parts legality within 5 business days. If found legal, the part will be returned to the competitor at NMP expense along with their review fee. Any breakdown in the "Chain of Custody" in which NMP cannot reasonably guarantee the part is as seen at the time of the initial inspection will result in the competitors review being void.

20.6 - Competitor technical protest: Protest of any competitor's equipment legality may only be made by a driver/handler within the same competition class. A written protest describing the suspected infraction accompanied by \$200 cash must be presented to race officials within 30 minutes of the completion of the final race and before either kart has left the impound area. Only items that can be considered a performance advantage are eligible to be protested. Competitors will not be permitted to file a Competitor Technical Protest against another competitor for any safety-related items.

Before the protested equipment is touched by tech officials, the equipment of the protester will first be inspected for legality. Once passed, the protested equipment will then be checked. At a minimum, the tech official will check the named complaint in the protest. Tech officials may check anything else they choose on either competitors' equipment throughout the process.

- If the protesters equipment is found to be illegal, the protest is void and the fee is lost. The protesting driver also receives a non-droppable disqualification for being found illegal. The protest fee is forfeited. The protested kart remains untouched.
- If both karts /engines have been found legal by tech inspectors, the protest fee is lost as well. The \$200 fee is only returned if the protest procedures find the protesters equipment to be legal, AND a violation is found on the protested equipment.

- In the event the protest is lost AND both engines were inspected, the competitor being protested will receive \$100 of the \$200 protest fee.

CLASSES

Below are all of the classes that NMP can host. Classes must have AT LEAST five drivers who are a season pass holder in order to be hosted during the season. This provides drivers with confidence for what classes are going to be available for the 2026 season.

Any class that does not have *at least* five season pass entrants will not be hosted on race days. Any class that we do not host will be crossed out on this list. **However, a group of people wanting to run a specific class are welcome to schedule a race date that they will attend. NMP will fit in the desired class with that date's event. Please call the track in advance for this request.**

21.1 - Classes Tables:

4-Stroke Classes

Kid Kart

Ages: 5 - 8 years old
 Weight w/ Kid Kart Chassis: ~~200~~ 190lbs
 Weight w/ Cadet Chassis: 205lbs
 Engine: Briggs & Stratton 206 Racing Engine
 Slide: Black Jr. 0.310
 Gear Ratio: 17/57, #35 chain
 Clutch: MaxTorque "SS" (Briggs #555727 or MaxTorque #MTSS1x34) ONLY

Gadet

~~Ages: 7-10 years old~~
~~Weight: 235lbs~~
~~Engine: Briggs & Stratton 206 Racing Engine~~
~~Slide: Red 0.440~~

Sportsman

Ages: ~~9-12~~ 8 - 12 years old
 Weight: ~~255~~ 265lbs
 Engine: Briggs & Stratton 206 Racing Engine
 Slide: Green 0.490

Junior

Ages: ~~12~~ 11 - 15 years old
 Weight: 320lbs
 Engine: Briggs & Stratton 206 Racing Engine
 Slide: Gold/~~Yellow~~ 0.570

Senior

Ages: 15+ years old
 Weight: 365lbs
 Engine: Briggs & Stratton 206 Racing Engine
 Slide: LO206 Stock Black (PN#555590)

Masters

Masters Ages: 35+ years old
 Weight: 390lbs
 Engine: Briggs & Stratton 206 Racing Engine
 Slide: LO206 Stock Black (PN#555590)

Margay Ignite Classes

Operates under Margay Ignite Rules at NMP

Ignite Rookie

Ages: 8 - 12 years old
 Chassis: Ignite K2

Ignite Masters

Ages: 35+ years old
 Chassis: Ignite K3

Weight: 250lbs
Slide: Red
Tires: 4.5/4.5 Hoosier R80

Ignite Junior

Ages: 12 - 15 years old
Chassis: Ignite K3
Weight: 320lbs
Slide: Yellow
Tires: 4.5/6.0 Hoosier R80

Ignite Senior

Ages: 15+ years old
Chassis: Ignite K3
Weight: 360lbs
Slide: Black
Tires: 4.5/7.1 Hoosier R80

Weight: 360lbs
Slide: Black

Ignite Heavy

Ages: 15+ years old
Chassis: Ignite K3
Weight: 400lbs
Slide: Black
Tires: 4.5/7.1 Hoosier R80

Margay Ignite 100

Ages 15+ years old
Chassis: Ignite K3/100
Weight: 360lbs
Tires: 4.5/7.1 Hoosier R70

2-Stroke Classes

Operates under USPKS rules at NMP

IAME Micro Swift

Ages 7 - 10 years old
Weight: 225lbs
Tires: MG SH2 Red

IAME Mini Swift

Ages: 8 - 12 years old
Weight: 245lbs
Tires: MG SH2 Red

IAME KA100 Junior

Ages: 12 - 15 years old
Weight: 320lbs
Tires: MG SH2 Red

IAME KA100 Senior

Ages: 15+ years old
Weight: 360lbs
Tires: MG Yellow

Shifters

Ages: 15+ years old
Weight: 385lbs
Tires: MG SM2 Yellow

CHASSIS

22.1 - Chassis: Must be commercially manufactured. Cold-rolled electrically welded steel or stronger.

- Min Diameter - 1" | Max Diameter - 1.4"
- 1" - 1.124" tubing must have min wall thickness of 0.068"
- 1.125" - 1.4" tubing must have min wall thickness of 0.05"

22.2 - Suspension: Suspension of any kind is not legal.

22.3 - Chassis Table:

	Kid Kart Chassis	Cadet Chassis	All Others
Classes Permitted	Kid Kart	Kid Kart, Cadet, Sportsman	Sportsman, Junior, Senior, Masters
Wheelbase	29" - 31"	35" - 41"	39.75" - 43"
Max Width	40" front, 42" rear	50"	55.125"
Max Length	TBD	Cadet - 71"	82"
Max Height	20"	26"	26"

AXLES & WHEEL HUBS

23.1 - Axles: Ferrous metallic axles only. No carbon fiber or composite. Solid or tubular "live axle" design with both wheel hubs locked to the axle shaft.

- Diameter of 25-50mm (0.98" - 1.97") allowed.
- Min wall thickness of 0.05"
- Stiffeners are allowed but must be secured via bolt, circlip, etc.

23.2 - Bearings: No split race bearings. Ball or needle style only.

23.3 - Hubs: Wheel hubs must be metal, utilizing either 5/16 or 8mm wheel studs

23.4 - Track Width: Max width is measured at the outermost point of wheels/tires. Axles may not protrude beyond the outer edge of the wheel.

DRIVELINE

24.1 - Clutch: See Briggs© engine Rules. Clutch Claim rules will not be enforced at NMP. All manufactured supplied components must be present. Washers/shims that are a part of the clutch assembly are non-tech items (excluding dust shields). As many clutch manufacturers use interchangeable drivers, NMP will allow any 35/219 clutch driver that appropriately fits the approved drum.

24.2 - Clutch/Chain Guards: Required. Must be attached to the engine. They must be designed in a way to prevent a broken chain from coming in contact with the driver.

24.3 - Chain: #35 or #219 chains are permitted (#35 only for Kid Kart Class). Chain Oilers, Torque Converters, and transmissions are not permitted.

STEERING

25.1 - Steering Design: Direct mechanical systems only.

25.2 - Steering Column: Ferrous round shaft. Shaft extensions not allowed.

- Min diameter of 0.625"
- Min wall thickness of 0.07"

25.3 - Steering Hub: May not be welded to the shaft. Min ¼" (6mm) bolts for attachment. No quick release systems allowed.

25.4 - Steering Wheels: 3+ spoke commercially available wheels. Steering wheels with ⅓ top open are acceptable. Butterfly wheels with 5" grips are acceptable.

- Min wheel diameter of 10"

25.5 - Steering Attachments: Steering wheel spacers or tilt adapters may be a maximum of 2" thick.

25.6 - Steering Safety: All components to the steering systems must be cotter keyed, safety wired or double nutted.

25.7 - Tie Rods: Steel or Aluminum only.

TIRES & WHEELS

26.1 - Approved Tires: MG RL1 Orange

- Kid Kart, Cadet, Sportsman - Front 4.6" | Rear 4.6"
- Junior, Senior, Masters - Front 4.6" | Rear 6.0"

26.2 - Tire Prep: Not permitted.

26.3 - Wheels: Any commercially available 5" diameter wheels. Max width will be measured from outer lip to outer lip as raced.

- Kid Kart, Cadet, Sportsman - 5.625" max width Front and Rear
- Junior, Senior, Masters - 5.625" Front, 8.50" Rear max widths

26.4 - Wheel Covers: Not permitted.

26.5 - Wheel Balance Weights: Cannot exceed ¼ oz per weight.

BRAKES

27.1 - General: All karts must have rear brakes deemed adequate to stop the kart in an emergency.

27.2 - Material: Must be commercially available. Carbon fiber is not permitted.

27.3 - Dual Brake Systems: Dual brake systems are only allowed on the rear of the kart. No front brakes. Karts with front brake systems must have the front brakes disabled by either removing the actuating rod or brake lines.

27.4 - Brake Tethers: All karts must have a secondary brake tether in case of failure of the primary brake actuator rod. This tether must be minimum .09" steel wire.

27.5 - Mounting & Safety: All brake attachments and critical components must feature cotter keys, safety wire, double nut or mechanical metal locking nuts to prevent brake loss on track.

27.6 - Brake Lines & Connections: Hydraulic brakes only (except kid kart chassis). Connections must be free of leaks. Brake lines must be secured to avoid wear.

BUMPERS & NERF BARS

28.1 - Front Bumper: Two steel tubes are required for the front bumper. The top tube must be a minimum diameter of 0.625" and attached to the frame at each end. The bottom tube must be a minimum diameter of 0.750" and attached to the frame at each end. These tubes may be no more than 1/2" from vertical per 3" of height. The leading edge of the front bumper bars must be a minimum of 13 3/4" from the centerline of the front wheels. The top edge of the upper bar must be at least 7 3/4" from the ground with the driver seated in the kart. All CIK homologated bars are legal.

28.2 - Front Bumpers w/ Pedal Mounts: In addition to the above, if the front bumper incorporates pedal mounting points it must be welded to the frame or through bolted with safety wire / cotter pins.

28.3 - Nerf Bars: Must be made of steel, consisting of a straight lower bar (min. length of 15 1/2") as well as a straight upper bar. Nerf bars must be attached to the main chassis at 2 points that are at least 18 7/8" apart. Lower bars must have a minimum length of 11 13/16" as measured between the front and rear tires. Bars must either use hardware of 1/4" (or 6mm) in diameter or springs to attach to the chassis. With the driver seated in the kart, the upper bar must be at least 6 5/16" from the ground. All CIK homologated bars are legal.

- Tubing diameter must be 0.63" - 0.787"

28.4 - Rear Bumpers: All karts must have a CIK plastic rear bumper, or a "full width" steel bar style bumper consisting of at least 2 horizontal bars between the frame rails. Single bar bumpers are not allowed. The bumper must be at least 1" rearward of the rear tires. All rear bumpers must be wide enough to cover at least half the width of each rear tire, and may not extend past them unless a rain race has been declared. If the bumper "floats", officials will move your bumper to the most extreme positions in both directions to check these measurements.

28.5 - Metal Bumpers: Tubing must be a minimum of .630" diameter. Bumpers must be attached to each of the main frame rails. The top bar must be 6.5" to 12" from the ground with the driver seated in the kart. The bottom bar may not be any lower than the frame rails of the chassis, or higher than the top plane of the rear axle. An interrupted bar design is acceptable between the frame rails so long as there is a rear cross bar present. Slip joints between the frame rails are also acceptable. The top and rear bars may be connected, but no 90 degree joints may be at the outer edges of the upper bar. Additional reinforcement bars are optional. The bumper may be mounted at an angle of 0 - 45 degrees tilted rearward.

BODYWORK

29.1 - General: Bodywork is defined as nose cones, side panels/pods and steering fairings attached to the kart. All bodywork components must be commercially available. Other than a transponder, data acquisition equipment, cameras, or graphics, no items may be attached to any bodywork components unless specified below. No part of the bodywork may be used to hold fuel or ballast. Bodywork must be in good condition and properly mounted. Loose bodywork may result in a black flag. Karts must have all bodywork elements installed. No modifications are allowed to bodywork components other than modifications to allow engine

starter access or to achieve reasonable clearance to wheels/tires and steering components. Reasonable repairs may be made, but any attempt to strengthen or reinforce any bodywork component is not permitted.

29.2 - Front Spoiler / Nose Cone: Top of nose cone may not be any higher than the top of the front tires, and must have at least 1/2" ground clearance. The nose cone must attach to both tubes making up the front bumper of the kart. CIK Homologation logo must be present. If a CIK approved attachment is available for the nose in use, it may be utilized. It too must have a CIK Homologation logo and attach to the nose with a method designed by the manufacturer.

29.3 - Steering Fairing: The Fairing may not extend more than 1" above the highest point of the steering wheel while centered. The bottom of the fairing may be trimmed to achieve this measurement. Minimum clearance between the fairing and the steering wheel is 2". Must be mounted with easily bendable materials, and no sharp edges may be exposed to the driver. CIK Homologation logo must be present.

29.4 - Side Pods: Sidepods may not cover the driver, or overlap the main chassis rails. Pods may not be higher than a plane established from the top of the front to rear tires. Ground clearance must be between 1/2" and 2.625". CIK Homologation logo must be present.

29.5 - Rear Track Width: Tires must be no more than 1.5" beyond the outermost point of the side pod/panel, and can be no more than 1.3125" inside the outermost point of the pod/panel. Competitors may not hold bodywork during measurement. You will be allowed to push in loosely mounted bodywork one time prior to measurement. However it hangs from that point on is how the measurement will be taken.

29.6 - Floor Pan: Floor pans are only permitted within the main side chassis rails, between the front and center (waist) chassis rails. No portion may be above the centerline of the rear axle or within the front bumper loop.

29.7 - Kart Numbers: Easily legible numbers at least 4.5" tall must be affixed to the front, rear and both sides of the kart. Black numbers on either a white or yellow background are required. All numbers must be legible and visible while the kart is in motion. Flapping or waving number panels will not be tolerated. No two competitors in the same class will be permitted to use the same number. Letters are not recognized and should not be present on the kart. Competitors failing to display the correct number may be penalized or disqualified.

CONTROLS

30.1 - Attachments: All of the following require safety wire, cotter pins, safety clips or double nutting: All brake attaching points: brake rod, pedals. All steering components: main spindle nut, ballast

30.2 - Throttle Return: Must have positive acting throttle return spring.

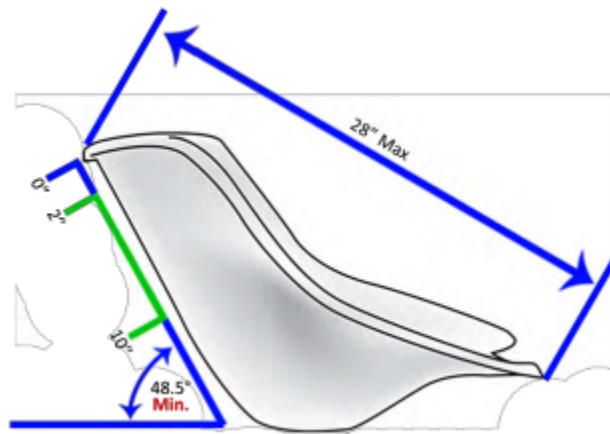
SEAT

31.1 - Seats: Commercially available seats that meet the CIK standards listed below.

31.2 - Seat Height: As measured from a vertical plane from ground to top center of seat back with driver in seat. Kid Kart - 10" | Cadet/Sportsman - 10" | Junior - 12" | Senior - 13" (Minimum)

31.3 - Seat Position: Seat may not be mounted where any portion extends past the rear plane of the axle. Must be mounted in the kart in such a way that the driver's body is within the main frame rails of the chassis.

31.4 - CIK Specifications: Seats must have rolled edges at top and bottom edges. Other than repair or reinforcement, no additions will be permitted to the seat from its original design. Speedway or "laydown" seats (seats with a raised back) are not CIK seats. Seats design must closely resemble the diagram below. Seat may be no longer than 28" as measured from the center of the seat back to either forward portion of the seat including the rounded edges. This will be measured with a 28" no-go gauge. The Maximum seat angle will be measured at any point between 2" and 10" from the top edge of the seat. No measurements will be taken within 2" of the seat's spine depression. At a minimum, seat angle will be checked in two places, one on each side of the spine depression. All measurements will be "as raced", on level ground with the driver out of the kart. In the event a tire has lost air before inspectors have checked a seat's legality, all tires will be reset to 10psi. Although the seats manufactured by NEK/JECKO do not meet the 28" length measurement, they are considered CIK seats and therefore legal for use.



BALLAST

32.1 - Labeling Weights: Must be labeled with the karts number, drivers initials or name, and painted a visible color.

32.2 - Fasteners: All ballast should be accompanied with washers that have a minimum diameter of 1.25" (30mm) on both sides of the fastener. This means at the head of the bolt AND under the nut. 5/16" grade 5 hardware minimum. Ballast over 7lbs must utilize multiple fasteners at a ratio of one fastener per 5 lbs.. All hardware must be safety wired or double nutted. Fasteners of excessive extra length should be cut short or covered to protect the driver.

32.3 - Attachment Points: Weight may not be added to rear bumpers or nerf bars. If brackets are used to mount ballast, they too must be double nutted or safety wired and utilize hardware of at least 5/16" diameter. If ballast is added to the front bumper (upper or lower); each piece must be 3 lbs. or less , and only one piece per attachment point. No more than 10 lbs. may be added in total to the front bumper(s). Ballast attached to the front bumper(s) must be completely below the top plane of the nose cone. All fasteners must be facing downward or towards the center of the kart. Drivers caught with ballast on their person are subject to immediate

disqualification or suspension. Regardless of technical legality, all ballast installation is subject to approval from tech officials. Officials are instructed to have racers correct any ballast installation they deem a potential hazard.

32.4 - Materials: Steel or lead ballast only. Tungsten or tungsten alloys are not permitted. The use of lead shot or similar material is expressly forbidden. "Sheet lead" must be bolted in the same fashion as any other ballast described above. Ballast must weigh no more than 14g/cc if tested by tech inspectors. (Lead weighs 12.34 g/cc)

32.5 - Ballast Penalties: Any competitor found with ballast of a non approved material or weighing over the specified g/cc specified above will be disqualified.

FUEL SYSTEM

33.1 - Fuel Tank: Must have a functioning leak proof fill cap. Material must be puncture resistant and free of damage. The tank must be located underneath the steering column, between the two main frame rails of the chassis. Must be securely attached to the floor pan/chassis or to the steering column uprights.

33.2 - Pressurized Fuel Systems: Not permitted. Fuel pumps may only be pulse pumps, actuated via engine crankcase. Pulse lines may be a maximum 1/4" (6mm) internal diameter, no longer than 10" in length.

33.3 - Fuel Lines: Maximum inside diameter 1/4" (6mm) lines must be used. Flexible fuel lines only. Fuel lines must be secured to chassis, as well as to all connection points via safety wire, hose clamps or wire ties. The fuel line between the carburetor and fuel pump must be of a continuous diameter both inside and outside through its entire length, which can be no more than 16". This line must be one piece with no reducers at either end and sized appropriately to fit securely on both fuel line nipples. No items may be placed on or inside the line that are perceived by tech officials to alter the flow of fuel between these two points.

33.4 - Fuel Return Systems: The use of an additional fuel line to return excess fuel or fuel pressure to the fuel tank are not allowed. The only fuel lines permitted are from tank to pump, and pump to carburetor. Only one fuel filter may be present, and must be located in the line between the tank and fuel pump.

DATA COLLECTION

34.1 - Approved Equipment:

- GPS or Beacon receiver for lap times/speed
- RPM
- Cylinder head temperature
- Driver heartrate

Dedicated sensors logging steering position, pedal position, brake pressure, axle speed, EGT, etc. are prohibited. If a kart is equipped with any non-approved sensors, they must be disconnected prior to any official session at an event. (This includes practice sessions). Two-way communication with any data logger while on track is also prohibited.

MISCELLANIOUS

35.1 - Transponders: Karts must have a working AMB 160 / Mylaps compatible transponder. The transponder must be mounted on the back of the seat, with no obstructions between it and the racing surface. We recommend the bottom edge of the transponder be 7.5" to 10" from the ground. Racers with transponders mounted incorrectly may not receive assistance from officials in the event of a timing error.

35.2 - Cameras: If mounted on the driver fairing, it may not interfere with the ability to read the karts number and may not be higher than the top of the steering wheel. It must be mounted in such a way it can not become dislodged due to contact during a race. No portion of the camera can be outside the perimeter of the kart. Cameras are not allowed to be mounted to any helmet.

35.3 - Driver Communication: Communication devices connected to the driver are not permitted.

35.4 - Oil Testing: Although no spec oil is specified for use, oil may not have any combustible properties. Oil must pass a flame test pre and post race as well as any other testing means determined by tech.

35.5 - Air Filters: In addition to Briggs© Rule 9, A hole no greater than 1/4" is permitted in the cap of the air filter for the attachment of a rain guard. If no guard is being utilized, the hole must be sealed either by a fastener or other method. Guard fasteners may protrude no more than 3/4" inside the filter No substance other than filter oil or debris may be present in/on the filter at any time.