

**NEW ENGLAND KARTING CHALLENGE
2024 NKA RULES SUPPLEMENT**



This document serves as a supplement to the National Karting Alliance Sporting Regulations. Any rule found below supersedes those found in the NKA Regulations. All competitors are urged to check for updates at nkaonline.com/rules prior to each event.

Class Structure

Class Name	Age	Kart Size	Slide	Combined Weight	Min. Driver Weight (1)
206 Kid Kart	5-8	Bambino	Long Black	None	None
206 Cadet	8-12	Mini CIK	Red	245 LB	60 LB
206 Light	12+	Adult CIK	Yellow	310 LB	100 LB
206 Medium	15+	Adult CIK	Black	360 LB	150 LB
206 Heavy	15+	Adult CIK	Black	390 LB	200 LB
E-Kart	15+	Adult CIK	N/A	400 LB	None
(1) - this requirement can be waived in limited circumstances with approval from the Race Director.					

Consumable Specifications

It is the right of New England Karting Challenge events to declare the requirement of certain consumables such as tires, fuel, and/or oil. Tires for Championship Spec are to be purchased from the New England Karting Challenge. Oil and fuel are to be sourced by the competitor but may be purchased from the New England Karting Challenge Trackside Store.

SPEC FUEL (ALL CATEGORIES) - VP MS93 or local pump gas, not to exceed 93 octane.

SPEC OIL - RLV 4T / AMSOIL 4T

CHAMPIONSHIP SPEC TIRES - Maxxis Victor (4.60-5 X 6.00-5 or 7.10-5)

CHAMPIONSHIP SPEC RAIN TIRES - Maxxis Rain Tire (4.60-5 X 6.00-5 or 7.10-5)

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OPEN SPEC TIRES - MG RED, Vega VAH, or LeCont Red

OPEN SPEC RAIN TIRES - Open, no restrictions.

All Championship Spec tires must be issued from the New England Karting Challenge. All categories are required to use one set of tires for all competition sessions.

EVENT COMMUNICATION

Pre-Event: Prior to an event, please see nekc.net or facebook.com/newenglandkartingchallenge for all information about our events.

During Event: While we make announcements, NEKC uses Discord, a free app, for all event communications. Please reference the 'Using Discord' document on our website and in your registration packet for detailed information on how to download and use the app.

There is one channel that you'll use during your event; the racers-lounge. If there is a need to make an announcement, we'll do it there. For PDF images of the Event Schedule, Schedule of Sessions, and some other documents you'll find those in the racers-lounge channel.

Need to ask a question or get some help? Ask in the racers-lounge. It's fast and monitored by multiple NEKC staff members during an event, and your fellow racers also will help as well. A friendly reminder that this isn't the 'opinion-desk', or the 'complaint-desk', and we do reserve the right to issue a penalty based on the use of foul language, attacks, or any general meanness. It's a great feature with a helpful vibe. Keep it that way.

COMMON FORMS

Facility Map: Shows all pertinent information about locations of areas, such as Registration, Tech, Tire Pick Up, Track Entry/Exit, Scales, etc. Please review prior to the event.

Event Timeline: Shows the times things are open/closed during an event. We work to strictly adhere to this schedule.

Schedule of Sessions: This is the document that shows when you'll be on track. This document is offered as a reasonable approximation of when you can expect to be on track, but we reserve the right to modify as necessary. Modifications are posted to the Discord page.

LIVE TIMING

The New England Karting Challenge uses Race Hero to broadcast live scoring. This is not official timing information and is for entertainment purposes only. All official results are posted to the Discord page.

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PIT CLEAN UP

Don't be that person. Take pride in our event, your area, and our tracks over the course of the event. The facilities will all have regular trash pickup and/or dumpsters. Do your part and toss your trash during the event. When you leave? Take your tires, fuel cans, etc. home with you. It's the right thing to do.

EVENT FORMAT

Our events are progressive, beginning with one long practice in the morning and finishing with two races. Qualifying for Race 1 will be done via random pill draw before the start of the event. The results from Race 1 will form the grid for Race 2. You will earn full championship points for Race 1 and Race 2.

LEAVING YOUR KART ON TRACK

If you have a mechanical or stop for whatever reason on track, it is your responsibility to get your kart moved out of the way to a safer location, and then yourself. It is not the responsibility of track staff to do this for you. Obviously younger, smaller drivers are an exception.

Entry for an Event

The Legal Entrant must enter a New England Karting Challenge event prior to going on course for any official session of the event. Entry to a New England Karting Challenge event does not guarantee the Legal Entrant any additional benefits, points, or awards, and may not be used in any protest or appeal. Entering an event implies that the rules and standards have been agreed to by the Legal Entrant. Any entrant must be registered for the event prior to the start of qualifying.

Technical Inspection Form

At any New England Karting Challenge event, it is the responsibility of the entrant/ driver to maintain all facets of safety for their vehicle, and not the New England Karting Challenge, for all sessions related to the event. To ensure that the entrant/driver is aware of this responsibility, the New England Karting Challenge requires the use of the Safety Inspection Form. This form is to be filled out and signed by the entrant and handed in as they enter the grid prior to their practice session. The event officials may do spot checks during an event. It is acceptable for a New England Karting Challenge event to require a pre-tech inspection as opposed to the Technical Inspection Form and is at the discretion of the event officials. All competition tires must be claimed on the technical inspection form and match the barcode numbers in the New England Karting Challenge database.

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Technical Compliance

For all New England Karting Challenge event sessions, drivers are required to meet all technical requirements as outline in the regulations (including safety tech standards, tire manufacturer and compound, registered kart numbers, engine compliance, etc.). Transponders are required by Race 1. Failure to meet these requirements may result in removal from course.

Suits

Driving suits of one piece design made of abrasion resistant material are required. Nomex and similar materials are not permitted. Karting jackets meeting the same fabric specifications may also be used.

Restarting of Karts

Restarting of a kart during green conditions is allowed but is the sole responsibility of the driver. If an official is required to assist or directs you to abort your attempt at restarting, the driver will be removed from the course immediately. If the driver is unable to restart, it is the sole responsibility of the driver to remove the kart from the course to a safe location. Failure to comply shall result in a penalty. Consideration will be given to drivers unable to remove the kart under their own power.

Event Format

Each New England Karting Challenge event will have the following format; Practice, Race 1 and Race 2. Beginning with the 2024 season, all sessions will be determined by time and not laps. The exact duration of each session will be as follows.

Practice - 15 min

Race 1 - 15 min + 2 laps

Race 2 - 15 min + 2 laps

A blind pill draw determines the starting position for Race 1. The finishing position of Race 1 determines the starting position for Race 2.

Race Drop

The New England Karting Challenge will count your eight best point events (out of ten races) to determine championship results out of the five events each season. An event with a disqualification for an illegal performance modification, use of unauthorized or false parts, or for unsportsmanlike conduct may not be used as a drop. An event with any other general disqualifications may be used as a drop event.

Timing Procedures

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For practice, the time clock will begin when the grid is released, and the checkered will be thrown when the time clock reaches zero. For all other official sessions, the time clock will begin at the start of the race. When the time clock reaches zero (+- 5 seconds at the discretion of the head flagman) drivers will be shown two to go, followed by white, followed by checkered. In the event of a red flag, time will be paused until the track returns to yellow. Functions of time are not protestable.

Rolling Start Procedures

Formation Cone: Once a class has left the grid, they can proceed at a reasonable speed until they reach the Formation Cone, typically half-track distance. At the formation cone, it is the responsibility of the pole sitter to bring the field to pace speed (approximately 15 MPH) and allow the field to properly line up.

Commitment Cone: Once the pole sitter reaches the commitment cone, the field is now set. Drivers late leaving the grid, who are attempting to regain their starting position, at this point must halt and line up where they are. This applies only to rolling starts. Once leaders have reached the commitment cone the grid will close. Commitment cone procedures reset in the instance of an aborted start.

Tram Lanes: At all starts (with the exception of a standing start), all drivers are to stay fully within their tram lanes. Once the race has started, racing has begun, and drivers can then move out of the tram lanes. If Tram Lines do not exist, then each lane is expected to be formed directly behind the pole and off pole karts, who will place their karts at 1/4 distance from the inside or outside of the edge of the course.

Rolling Start - Start zone

Procedure: The pole sitter shall approach the start zone at a reasonable and maintained pace, roughly 20mph. The speed shall be constant until the pole sitter reaches the start cone. The pole sitter will start the race as soon as the start cone is reached, and the starter will use a green flag to signify that the race has started once the leader has started the race. There is no waived start, except with unsafe conditions as determined by the Race Director and/or Head Flagman.

If the leader goes before the first set it shall be considered a jump start and is subject to restart. If the pole sitter has not accelerated when they have reached the last set of cones the starter shall start the race and begin. No driver may lead the pole sitter out of the start zone. If it is deemed that a driver has led the pole sitter out of the start cone and the race has started it shall be considered a jump start and shall be subject to restart.

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Flag Procedures: When the pole sitter starts the race, the head flagman will waive the green signifying to the field the race has started.

Single File Restart:

The start cone is to be used as the standard for single file restarts with the field lined up in order, nose to tail. The lead kart will choose the inside or outside tram lane and will use the basic start cone procedure. If a start is aborted, all starting procedures (including formation and commitment cones) will be reset.

Aborting a Rolling Start: Per New England Karting Challenge regulations, rolling starts will only be aborted if the attempted start will create an unsafe situation on the circuit. If the start is aborted the orange abort light will illuminate on the right side of the CIK light board and be accompanied by yellow flags. All other starts will be executed with penalties issued as needed. Any driver found to carry the sole responsibility for an aborted start may be issued an incident responsibility penalty.

Post Race Scale Procedures

All drivers shall be weighed with their karts immediately after every official session. The post-race scale area is restricted to drivers only. Restricted area infractions may result in penalties for associated driver(s). Drivers and karts shall be weighed together and must maintain or exceed their minimum weight for more than three seconds. If parts or pieces have come off the kart, they are not to be included in post-session scale procedures. Drivers shall not add any weight to themselves or their karts between the finish of the session and weigh-in. Drivers have two attempts to make stationary weight. If a driver does not make weight at the first attempt, they shall remove the kart from the scales, "zero" the scales, and immediately make a second attempt.

Only a New England Karting Challenge official may issue a DQ for weight infractions.

Push Back Bumpers (PBB)

The New England Karting Challenge requires use of push back bumpers for all single speed categories. PBB regulations can be found in detail in section 20.2.23 in the NKA Regulations.

Rain Regulations

20.1.24.3: Rain tires shall be Maxxis tires manufactured specifically for use in wet weather conditions unless the driver is participating in an Open Spec category. The number of sets of rain tires is not regulated, and they are not required to be new. It is not the

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responsibility of the series to have a ready supply of rain tires. Rain tire inventory is at the sole responsibility of the entrant.

It is at the discretion of the competitor to determine the use of dry or wet tires depending on conditions. Once the grid has been released a driver shall not reenter the pits to make any changes to the kart. The Race Director retains the right to remove a driver whose tire choice may result in a dangerous situation.

The decision to halt an official session due to a change in course conditions (typically dry to wet or vice versa) is solely based on the performance of the preferred tire choice for those conditions.

When a driver chooses to utilize approved Maxxis rain tires, they are permitted to modify the air filter to wet weather specifications. The following minimum widths apply to all conditions, wet weather included;

20.2.3: Overall Kart Width

20.2.3.1: All standard full-size karts: 51" minimum, 55" maximum.

20.2.3.2: Cadet/Sportsman Chassis: 50 in. maximum, 41" Minimum.

PROTESTS

If you feel that you have incurred an incorrect penalty, your sole solution is a protest, and you get one for the event so use it wisely. Penalties can and do get overturned for any number of reasons. And remember, getting a penalty isn't the end of the world. It happens.

The Penalty Steward is your resource for navigating your protest for you. They will have the forms, will accept payment (\$100 cash only), and will manage your protest through its conclusion. The Protest Steward does not call penalties and is not on the track. They are your representative so please treat them with courtesy and respect as they are working to help you.

The Penalty Steward does not rule on a protest. Note: It is your responsibility to define your case clearly, and with evidence. Camera footage may be allowed if it clearly shows the incident (not the result of the incident).

Do;

- Identify to the Penalty Steward you feel you had an incorrect penalty called and ask for a protest form.
- Fill out the form clearly, and be ready to provide evidence to support your position
- Have your payment and form ready

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- Come back to the Penalty Steward when he/she reaches out to you regarding your protest.
- Most of the time the Race Director will speak with you, but it is not always an option.

Don't;

- Run to the Penalty Steward asking about all of the details of your penalty, or demanding to know why you received a penalty. He/she does not have that information.
- Ask to talk to the Race Director. The Race Director is actively engaged in directing the race and will only be involved once a protest has been filed.
- Show the Penalty Steward your video, as they are not the one that is making a decision.
- Argue about the penalty with the Penalty Steward.

PUSH BACK BUMPER PENALTY RESOLUTION

If you receive a PBB penalty, and feel that it is not correct, these are the reasons that the New England Karting Challenge will accept to consider a reversal. You get one opportunity per weekend;

1. You hit an object other than another kart that deployed the PBB.
2. You hit some element of the track (not as part of an incident such as spinning and hitting a barrier) that deployed the PBB.

If you have contact for any reason with another kart and the PBB deploys, it will result in a penalty.

Articles 30 and 40: Engine Standards

The New England Karting Challenge observes Briggs and Stratton Racing Engines regulations found at

https://www.briggsracing.com/sites/default/files/2023-01/Briggs-2023-206-Rules_US_Final.pdf