

NASKART

PRO RACING SERIES

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2019 RULES

DRIVER - 16 years old & valid driver's license (some exceptions made with racing experience)
SA2000 rated helmet or better
Double Layer SFI approved kart specific driving suit
Racing shoes only
Racing gloves
Neck collar support or Leatt brace
RACEceiver (needed for track communication)

CHASSIS - Birel N35 chassis with stock front & side pods, Stock front spindles,
(NO OTHER CHASSIS ALLOWED AS THIS IS OUR KART OF TOMORROW).

1A. Stock Birel N35 chassis brake system or approved aftermarket brake system
<http://www.kartwarehouseusa.com/REAR-HYDRAULIC-CALIPER-WITH-PADS-114-BLACK-p/k381n-c.htm>
<http://www.kartwarehouseusa.com/product-p/k880n.htm>
NOTE: THESE BRAKES WORK GREAT AS LONG AS YOU REBUILD CALIPER AND MASTER CYLINDER) Brake line may be aftermarket. (Steel Braided Lines Allowed)

1B. All stock bumpers required. Front fairing to be 1 of 3 standard BIREL N35 stock fairing's with/or a Lexan screen fairing. (similar to what we have now). Engine covers allowed. ONLY ADDITIONAL BODYWORK ALLOWED WILL BE - Small front aero wing attached to front bumper as long as it is attached securely to front bumper and does not cover a driver's foot when at full throttle.

1C. Any 40mm rear axle and combination of axle bearings allowed. Maximum width of rear track is 56".

1D. "Rim" guard straps must be on to protect rims.

1E. Rearview mirrors are allowed.

1F. Aerodynamics may be added to kart on front...but cannot be any higher than your foot on full acceleration. (Feet must be visible and not covered up. No Splitters or trays)

1G. Chassis floor pans and porches must remain stock. May be drilled with holes.

1H. All weights must be painted white and have kart number.

1J. Exhaust support must be installed.

1K. Oil breather tubes must extend down towards frame rail of kart and be vented down to a catch can. (No filters allowed on valve cover breather tube. But a filter on a catch can is allowed)

1L. Fuel line and fuel line connections must be zip tied.

1M. -Tie rods, kingpin, steering wheel, steering shaft, weights and caliper bolts MUST be safety wired, pinned, C-Clipped, E-clipped or Double Nuted.

MOTOR & CLUTCH allowed - HONDA GX270 (9hp) motor with stock head and stock 2 to 1 clutch system

2A. Motor must be HONDA GX270 motor or same 270cc Clone...but rules for motor are OPEN (with noted exceptions)!!

2B. Stock Honda GX270 piston must be used but may milled. Rehonng is allowed. Up to .75mm max over bore on cylinders and pistons!!! (This allows us to keep using existing blocks as they get worn out...but must use stock overbore piston & rings from Honda)

- 2C. Can use stock Rod or ARC billet aluminum rod or aftermarket rods of any kind.
- 2D. Aftermarket "Crank/Rod Bearing" may be used for reliability.
- 2E. Stainless Steel Valves allowed. Multi-angle valve job allowed.
- 2F. Any "Valve Spring" & "Retainers" combination allowed.
- 2G. Roller cams or roller rocker arm assembly allowed.
- 2H. Stock Flywheel may be used or after market flywheels of any kind! Stock Flywheel can be lightened.
- 2J. Only a 13hp Honda Carburetor allowed. Any modifications to this Carburetor is allowed.
no after market carburetors.
- 2K. Dial-A-Jet for jetting is allowed.
- 2L. Aftermarket clutch/Steel plates allowed.
- 2M. Any aftermarket header and canister...as long as it doesn't exceed rear bumper or past tires.
- 2N. Engine internal balancer may be removed.
- 2P. Crankshaft may be stroked. May be Lightened & Balanced. Knife edging allowed on crankshaft.
- 2Q. All Oil Drain plugs must be safety wired - Both motor drain plugs and Clutch drain plug.
- 2R. All Oil Fill caps must be safety wired or cotter pinned with safety wire
- 2R. All Side cover bolts or nuts must be safety wired.

NOTE: All other motor modifications are ok. (See EES or NR racing's websites for more ideas)

MOTOR CLAIM RULE: HAS BEEN DISCONTINUED

TIRES - MAXXIS HG3 (Blues) last year to use these, MAXXIS SLR Green or MAXXIS Orange Only!
4.5 tires on front and 6" or 7.1" on the rear. Tire rules for the day depend on the event we are attending.
(Such as SWRC events...You race on the tires you qualified on)

FUEL - Fuel has been OPENED up in order to create liability in engines from detination.

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OIL LEAKING

If leaking oil during a practice or heat race, it is determined that you are losing oil out of your motor all over the track and competitors around you, you will be asked to fix the problem immediately before returning to the track. If it is a containment issue that cannot be fixed before racing in the main, you will be grided at the back of the grid behind all other competitors. Be considerate of your fellow competitors and try to stay off the main line and not drop down in front of them if you pass them. After completing race night, you must correct the problem before the next scheduled race. If you have not corrected the oiling problem by the next race, it will be up to the NASKART Pro Racing Series officials, or a majority ruling of drivers, to possibly have you sit out of the race until the problem is fixed or to possibly DQ you if you continue to oil the track and other competitors.

GRID POSITIONS:

All heat races will be grid by points...except grid will be inverted. 1st in points...grid last on heat race. Last in points...grid first on heat race. Heat race finishes will determine Main race grids. Where you finish the heat race is where you will be grid for the Main.

ROOKIES TO THE NASKARTS SERIES:

Rookies to the NASKART Pro Racing Series will have Yellow stripes on rear bumper as well as taped "X" on back of helmet and will be grid at the back of heat race & main race grid. Behind points grid. Where they finish the heat race will not determine their starting grid for the main like all other racers. Rookies must start at back of racing grids for 3 races and then be evaluated by the board of directors. The board evaluates the rookie driver's performance, drafting skill's and sportsmanship. After board evaluation rookies may grid by points and remove rookie stripes and "X" on back of helmet.

RACEceivers MANDATORY:

All drivers required to have a RACEceiver for all races. This will allow the track officials (Race Director) to be in contact with all drivers on the track. All drivers will be able to hear the Race Director but cannot talk back. Race Director will be able to give warnings to karts on track at all times. Such as Green Flag, Yellow Flag, Red Flag and Black Flag warnings and infractions. All drivers will be on same frequency and be able to hear all that is going on. No RACEceiver OR RADIO OR NON-WORKING RACEceiver.....YOU WILL BE DQ'ed!

WEIGHT MINIMUM - All karts must weigh a minimum of 425 lbs with driver and gear. **NO EXCEPTIONS!!!** Weight may be added anywhere on KART as long as it is properly secured in a way that it will NOT fall off KART and cause injury to other drivers. Weights must be painted white and have kart number on them. Karts may be weighed anytime during practice times to make sure they meet weight requirements. Official weights will be taken when exiting track after qualifying and again after pre-race and final. If underweight during qualifying or pre-final weigh in...you will lose grid position and be grided at back of the field. If under weight after the final....you will be DQ'ed. "Zero" tolerance on weight rule. 1lb under is a DQ. Weight rule can be modified during season for competition reasons.

NOTE: If underweight, you have 3 times to be re-weighed to make weight. Do not leave tech or you will be DQ'ed.

BUMP DRAFTING - Bump drafting is no longer allowed on entry or exit of a corner. Bump drafting is legal on straight-aways and in corners **ONLY** if draft exists upon corner entry. This rule is a discretionary rule to be enforced by track officials and NASKART Pro Racing Series Official, or a Majority of Drivers ruling. It is put in place to stop the bumper car effect. Using side pods to block or push karts away from draft will result in immediate black flag and disqualification from race. Talladega rule: Kart may not pass or advance position on rumble strips. If a kart is pushed into the strips while being passed, the kart pushed into the strips will resume his position before being pushed.

NOTE: this rule applies to all laps of the race.

TRANSPONDERS - Required as all tracks we race at have timing systems that use these. All transponders to be mounted on back of seat **ONLY!!** No other locations!!!

SPONSOR AND SERIES STICKERS: ALL KARTS must have NASKART Pro Racing Series Logos/Stickers on kart at all races - this will be teched - It is your responsibility to get these from series.

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2019 RULES

POINTS - Will be awarded for final results at any event. Points go to the driver. No matter what kart he or she is driving. Points for drivers per event are as follows and are only awarded to driver's who take the checkered flag:

1st - 25 points	11th - 5 points	1 Bonus Point for winning a heat race per event or fast qualifier or Pre-Final win Adjustments can be made depending on track schedule and will be posted and announced prior to race
2nd - 20 points	12th - 4 points	
3rd - 16 points	13th - 3 points	
4th - 13 points	14th - 2 points	
5th - 11 points	15th - 1 points	
6th - 10 points		
7th - 9 points	16th and beyond	
8th - 8 points	0 points	
9th - 7 points		
10th - 6 points		

SPONSORED RACES, TRACK PURSES AND FEES - NASKART Pro Racing Series will require each driver to pay entry of \$20.00 dollars. Fees, Sponsored races money & Track Purses will be used to purchase necessary advertisement, technical items and track apparel for NASKART Pro Racing Series. Furthermore, the fees will be used to supply a year end Banquet to the racing series that will include: trophies, cash payouts for champions and prizes for various electives.

NASKART Pro Racing Series is not responsible for transportation costs to out-of-town races (Houston, Red River & any other tracks over 3 ½ hours away) for any Naskart driver's. These responsibilities will be paid by individuals.

NASKART Pro Racing Series will only issue year end cash payouts under the circumstance that all bills, fees and dues that Naskart Series might owe are PAID. Any remaining cash will be applied to a flat rate championship payout for the top 5 points positions in the series. Combined payout to top 5 positions should not exceed \$1,500.00. Payouts will be based on a 30%, 25%, 20%, 15% and 10% payout, regardless of amount.

NASKART Pro Racing Series shall save any remaining year end money and apply the capital to necessary items for the following season. In no way should NASKART Pro Racing Series become profitable for the staff of the series.

TRACK FEE'S & TRACK PAYOUTS - A per race fee of \$20 dollars for NASKART Pro Racing Series entry shall be the cash payout at the end of the night's event. This payout is based on number of karts entering the race. If there is only 7 karts entering that nights race...entry money will be used to pay out at end of night, regardless of number of entries. Any money over the \$130.00 purse will go towards the end of season purse.

Pay out rate: 1st Place \$65 Maximum nightly purse payout = \$130.00
 2nd Place \$40
 3rd Place \$25

Note: Payouts for all races will be at the discretion of the race director if more money is to be paid out and will be posted on the forum as to which races may have a larger payout.

PROTESTS: RACING PROTESTS OR RULES INFRACTION PROTESTS

Racing or Rules protests must be announced within 30 minutes of the race finish. Protestor and protested must verbally acknowledge the dispute and report it to a series official. After 30 minutes race is ruled official! No protest can be lodged after this time period.

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PRO RACING SERIES

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2019 RULES

Board of Admins and/or a Majority of Drivers has the right to suspend, change or deny points, results or license with consideration of protest. Board of Directors will consult with non biased parties, external to the NASKART Pro Racing Series, if additional judgment help is necessary. Board of Directors are required to grant judgment within seven days of protest receipt. If a Board member is in the protest...Treasurer or President will make decision in his place. If 2 Board Members are in the protest Treasurer or President will pick a Un-biased member to step in and make up the 3 member ruling on protest. Board Members must own a kart in the series.

KART/CHASSIS/ENGINE PROTESTS:

If a protest arises against a kart, or part of a kart, the kart and engine in question shall be quarantined immediately by a NASKART Pro Racing Series Official. Parts in protest shall be disassembled and proved to series Tech Inspector BY THE KART OWNER, but only in front of the Tech Inspector. If parts are found to be an infraction of the given rule set, a penalty of points shall apply. Penalties shall be given as per follows.

Example: Infraction = 10 point deduction and Dis-qualification from race and points for that race.

A Fine of \$100.00 may be imposed for BLATENT cheating.

Fines may go up for each time infraction occurs at discretion of the board of directors.

Should the protest apply after a race has been completed, the kart and engine will not be allowed out of the facility. Secure transportation arrangements shall be made by series Board or protest shall be solved at track. If the kart is to be found in violation of the rule set, it will lose its finishing position, earnings, points and ability to "drop" the race. Points will be deducted from accumulated total, not to include lost points from race. A disqualification shall increase the finishing grid behind the kart in violation, by the number of karts disqualified.

Example: If 1st is disqualified from race, then 2nd moves up to take the win, and so on.

Should no parts be found in violation, the kart and parts will be returned to the owner disassembled. The protestor shall be responsible for compensation to the protested for:

- gaskets damaged during protest - fluids - \$100.00 for reassembly

Should a third party be necessary for judgement, the Board shall choose a third party. Costs that may be added from third party will be the responsibility of the protestor or the protested. (should they be in violation).

Technical Inspection Failure/ Race finish procedure:

Technical rules shall apply to a kart that is qualifying or entering a main event. Technical inspections will be given immediately after qualifying. Should a kart fail inspection after qualifying, it shall start in the last position of the main event. The kart may compete only under the circumstance that the failed technical items can be repaired.

If any driver incurs the same infraction 3 times during the season...3 strike rule applies...YOUR OUT of the series.

NO UNSPORTSMAN LIKE CONDUCT WILL BE TOLERATED! (FIGHTING)

NO BLATENT ROUGH DRIVING ALLOWED AT ALL...We will be asking track officials to flag us like any other series with black flags shown to driver's who are rough driving....If shown a Waving black flag...Exit the Track Immediately. Your race is over! There will be no arguments or protests allowed against Track Official decisions. They are final.

WINNERS CIRCLE - Top 3 finishers WILL impounded for post race inspection.

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POST RACE INSPECTIONS: (Always Teched - Weight, Tires and working RACEceiver)

Top 3 karts shall be checked for RACECEIVER, weight and tires after qualifying, heat race or Pre-Final. Karts shall exit the track and return immediately to scales for TECH. There will be "TECH CHIPS" in a bag that will be drawn at the TECH shed after main race. Winner will draw chip and hand it to NASKART Pro Racing Series Tech Inspector. Who will then TECH the top 3 karts for rule that the "TECH CHIP" represents. Top 3 finishing karts shall then be quarantined for technical scrutiny. Technical examination is the right of the NASKART Board and tech inspector. These procedures must apply the same however, to all three finishers. Should disassembly be required for inspection, it shall be done by the driver/mechanic/owner of the kart. Disassembly may only be done in front of NASKART Pro Racing Series Board or inspector. Drivers/Owners will be responsible for any incurred expenses during tech inspection. If any of the top 3 finishers are disqualified for any reason, the 4th & 5th place finishers must be present and available for Post Race Inspection in order to move up positions. If 4th & 5th place finishers are not present, results will stand with disqualified position not getting any points and no one moving up to take disqualified positions points.

WINNER'S WEIGHT: HAS BEEN REMOVED

RESULTS DROPS AND DQ'S

The NASKART Pro Racing Series has between 18 to 22 race a year. 2019 will have 19 races. During a racing season, all drivers have 2 drops that they may use. These may be used for races that cannot be attended or for races with poor results or for a race that has to be missed while rebuilding a motor. A drop cannot be used for any race that a driver has been DQ'ed from for any reason.

ALSO....IF IT DOES NOT SAY YOU CAN DO IT IN THE RULES.....YOU CANNOT DO IT.

RULE CHANGES MAY ALSO BE MADE/ADDED AT ANY TIME...AND WILL BE IMPLIMENTED WITHIN A 2 RACE PERIOD, ALLOWING A SHORT TIME PERIOD FOR ALL TO MAKE CHANGE.

KEY

NEW/UPDATRED RULES

SET RULES THAT ONLY PRESIDENT CAN CHANGE

RULES THAT THE RACE DIRECTOR CAN MAKE RULING/RULE CHANGES OF

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Now that we have a new RACE DIRECTOR it is important that everyone understands the duties and responsibility of this RACE DIRECTOR.

First and foremost the RACE DIRECTOR should be a fierce advocate of promoting and growing the series. The RACE DIRECTOR should mediate all disputes that may arise during a series race. It is important that all disputes are discussed in a private setting and not where other people can hear. (Arguments in public are detrimental to growing the series)

The RACE DIRECTOR are responsible to enforce the rules and change rules where doing so will benefit the series as a whole and accomplish the following by doing so

1. keeping cost reasonable
2. improve performance
3. Improve safety or reliability.
4. retain drivers
5. Helping to attract new people into the Series

I would like to go over the two items that represent our series. First is the series architecture or the overall structure of the series. Second are the rules that govern the series.

What is the series race course?

The series is structured to be a drivers series. The purpose is to see who can garner the most points during a season of racing.

The series was structured as follows:

Only Birel N35 Chassis with stock pods.
Only Honda GX 270 motors with 2 to 1 clutch are allowed
Paved oval and road course tracks only in the season. (no dirt)
The number and verity of tracks that are in the series schedule shall be determined by the series PRESIDENT before each season starts.

The number of drops will be determined by the number of races on the schedule. (Typically 1 drop per 5 races)

Before each season starts all the drivers who have signed up to be part of the series for that year will be able to have a say in how many drops their will be in the season. Their will always be a least 2 drops for a season the drivers may decide to add more by way of a vote of the drivers . Must have 80% in agreement to finalize more drops than 2 for the season.

Rule changes, that happen during a racing season, go into effect after 2 races

Rules

Since we have an open motor rule, the only rules pertaining to the motor should be as follows
Honda GX 270 block, head, and 2 to 1 clutch.
other rules include,
fuel used
tires used
safety equipment required
maximum weight of kart with driver.
rules pertaining to driver conduct or rough driving
Modification to kart to increase safety like brakes.

if the RACE DIRECTOR makes any rule changes they do not go into effect for 2 races.