



Thank you for participating in the CKNA Grand Nationals, the largest 4-cycle sprint karting event in the world!

New this year, we are adding a bit of technology to help make it easier for our racers to stay informed:



Discord is a communications app that allows racers and officials to communicate in real time. Multiple CKNA officials from each department have access to answer questions in real time.

Individual channels have also been setup for each class to post results, line-ups and notes from the Race Director

If you are new to Discord, you'll need to create an account, which seems to be easier on a computer. So try and do it before you get to the track!

We do ask you set your screen name to your actual name. This will allow officials to more quickly answer questions and find needed information.



We all know RaceSelect as our registration software, but they have also been developing a replacement for Race Hero!

All the live timing functionality is there, and we will be posting race results and line-ups on their platform as well. This is the first major event for RaceSelect Live, and we are excited to be helping to develop the live timing app of the future!

Many of the added features that RaceSelect Live is bringing to the table are new, and we understand that some people aren't ready to change. We will still send our feed to Race Monitor this weekend.

EFFECTIVE IMMEDIATELY:

An unacceptable pattern of disrespectful behavior has been occurring at a handful of karting events over the past year, both on and off the track. And while CKNA does have clear language in the conduct section of our rulebook, we have given people the benefit of the doubt and encouraged them to work things out themselves as members of the karting community. But as these incidents have increased at events all throughout the country, we no longer feel that practice best serves the majority of our racers or our series.

Moving forward, any violations of the conduct policy will result in immediate disqualification, expulsion or suspension. This includes arguments between competitors, bullying, or disagreements between organizations or teams. The Race Director, Event Coordinator and Head Tech Official are empowered to make the decision on the spot to disqualify or expel anybody in violation of the conduct policy on the spot, without warning.

Furthermore, if the decision is made by CKNA officials to escalate the consequence to a suspension, there will be no opportunity to appeal that decision or request a less severe penalty.

We are determined to host family friendly, fun events for all the people that enjoy racing with CKNA. Unfortunately, this means that we have to start removing the people that are standing in the way of that mission.



Supplemental Rules

In order to simplify the Supplemental Rules, we have removed many redundancies between these and the official CKNA Rulebook. All competitors are responsible for reviewing both the supplementals, as well as the CKNA rulebook, which is available for free at: www.CupKarts.com/rules.

GENERAL:

- Although every attempt has been made in the creation of the CKNA ruleset to be as complete as possible, not every circumstance can be accounted for. The Race Director has full authority to implement/modify rules that they feel are imperative to maintaining the spirit and safety level of the event.

PARKING:

- Parking can be reserved through NCMP.
- Tenants are required to contain ALL their property within their reserved area.
- **Tow vehicles and cars are to be parked outside the pit fence.**
- CKNA reserves the right to adjust reserved parking as needed
- Free parking is available on site. Please tell the Parking Attendant you need a free spot!

WRISTBANDS / WAIVERS:

- For Grand Nationals, all waivers and insurance wristbands will be issued by NCMP upon arrival.
- All attendees must obtain a wristband from NCMP to be anywhere on the property other than the front parking lot, lobby, patio area or bleachers immediately outside the lobby.
 - Attendees under the age of 2 will receive a wristband at no charge.
- Any person found in a restricted area without a wristband will be forced to leave immediately.
- CKNA and NCMP will issue penalties to any drivers associated with the person who does not have a wristband. This includes mechanics, parents or even visitors in your pit area.
 - Depending on when the offence occurs, penalties will either be exclusion from the next session or a 50 point deduction in heat points.
 - Any/all drivers in the pit area or apart of the team of the person found without a wristband will be subject to penalties. **YES, THE WHOLE TEAM!**

PIT BIKES/SCOOTERS/GOLF-CARTS:

- Bicycles, scooters, skateboards, hoverboards, golf-carts etc. are **STRICTLY FORBIDDEN** during the race day. CKNA and NCMP staff will confiscate any of these items without further warning.
- Only people with a medical need will be permitted to utilize pit vehicles after getting clearance directly from NCMP or CKNA management.

DRUGS AND ALCOHOL:

- Alcohol is only permitted after the track has gone cold for the day by persons 21 years of age or older. Drugs are not permitted at any time during CKNA events, regardless of local laws. Violations will lead to expulsion from the event.

FUEL:

- Spec fuel for this event is 87 octane gasoline available from NCMP at the track. You must purchase your fuel from the parts counter at NCMP. Cost will be \$7 per gallon and is available for sale Thursday through Sunday morning.
- **It is HIGHLY advised to follow these steps to ensure you pass fuel tech:**
 - Only place spec fuel in a clean and dry gas can. Cans previously containing mixed fuels may be contaminated.
 - Remove and completely empty your karts fuel tank before refilling. Siphoning or disconnecting a fuel line may leave fuel in the tank. This is not the usual fuel used at NCMP, and mixing of the two will cause a failed test.
 - Tech will provide complementary fuel tests at any time.

PRE-TECH:

- All drivers must submit a Pre-Tech form and pass Pre-Tech inspection **prior to Thursdays "Practice Round 4"**.
 - Chassis tech stickers and engine tech seals may be installed by CKNA officials. These seals are not to be tampered with by competitors. Any destruction of a seal will be grounds for disqualification.
- **Driver's choosing to practice multiple chassis must have all chassis pre-teched prior to Practice 4. Racers will be permitted to rescan a different chassis that was already pre-teched Friday morning before practice. Additional chassis may not be introduced afterwards.**
- Drivers must bring their helmet to Pre-Tech for inspection and turn in their completed Pre-Tech form.
- Tech inspectors have the authority to request any safety related repairs to a kart prior to it passing inspection. This is not limited to items on the inspection sheet.
- It is not the Pre-Tech Official's job to inspect the entire kart for legality. If a problem is observed, it will be brought to the racer's attention. Officials are not responsible for any potentially missed items.
- Passing Pre-Tech is not a guarantee of a kart's legality or of its level of safety. It is ultimately up to the racer to maintain their kart in a legal and safe fashion.

BODYWORK:

- As KG originally distributed the 507 driver's fairing without a homologation stamp, we are reluctantly permitting this fairing for use. Fairings must be unmodified and will be compared to the FIA's technical drawings available on the KKGKARTING.IT website, as well as a known unmodified sample.

KART NUMBERS:

- All numbers must be legible. Black numbers on either a white or yellow background are REQUIRED!
- CKNA has numbers available at registration for only \$1.50 each.
- An official will be stationed throughout the Pre-Tech period whose sole job is to judge the legibility of your numbers. If this official determines the numbers on your kart cannot be easily read, you will be required to install replacement numbers prior to completing Pre-Tech. This may be their opinion, but that is what counts!
 - To be clear, having the correct number AND legible numbers **INSTALLED** is a pre-tech requirement!



TRANSPONDERS:

- Timing and Scoring will be operational throughout the weekend to give officials the opportunity to make sure your transponder is correctly associated to your name/kart.
- Rental transponders will be available as early as the Wednesday evening check-in period. To ensure that these rentals have enough charge to last the entire weekend, you need to bring your rented transponder back to registration Friday at the conclusion of your sessions, so it can be recharged and picked up again Saturday.
 - Times are posted on the event schedule
- All drivers are required to run their transponder all weekend. Even though lap times may not be displayed via Race Select, timing staff will be actively verifying the registration information.
 - Any competitor failing to equip a working transponder 2 or more times in any class will be forced to start in the rear of whichever qualifying flight their happy-hour time places them in.
- In the event of a transponder failure, the CKNA rulebook allows us several options to manually score a competitor.
 - Timed sessions: Will use the 2nd fastest "real lap" recorded by the karts onboard data acquisition
 - Race sessions: Will be hand scored. This is not guaranteed, but officials will make a reasonable attempt.
- Any competitor having a scoring issue **who's transponder was malfunctioning during practice sessions and did not work with officials to correct the issue** may not be eligible for these exceptions. It is the **YOUR** responsibility to verify your transponder is communicating with timing.
- Race Select will be the main live timing software utilized during this event. We will attempt to keep Race Monitor and Speedhive up and running as well.

TIRES:

- Only Vega VAH tires will be permitted in any dry session. Wet sessions require Vega W6 tires.
 - Tires with additional branding from other countries of origin may not be utilized in any scored session.
- Officials will record the serial numbers of each entry's tires at the tire distribution point.
 - Dry tires must be purchased for this race through registration.
 - Recorded tires are the only tires allowed to be used in any scored session, including qualifying.
 - Competitors may use any VEGA W6 tire whether it was purchased for this event or previously owned, so long as the barcodes are scannable **and does not have any additional branding from a different country of origin.**
 - All W6 tires must be scanned in at the tire distribution area prior to the start of qualifying.
 - These will be the only rain tires permitted for that entry, and replacements will only be permitted for accident-related damage as specified in the CKNA rule book. Excessively worn rain tires will not be eligible for replacement.
 - Any competitor who fails to scan in a set of W6 tires will not be permitted to participate in any race in which the Race Director calls for full rain conditions. **This means waiting to buy tires until it starts raining is not an option.**
- Any competitor needing to scan tires after the tire desk closes will receive a 10-position grid penalty.
 - Late arrivals will be exempt provided they complete scanning in the time allotted for late arrivals.

BALLAST:

- CKNA requires that all ballast utilizes washers with 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. And Must be labeled with the kart's number, drivers initials or name and painted a visible color. White is highly recommended.
- Any competitor losing a piece of ballast on track will be subject to the penalties outlined in the CKNA rulebook.
 - Lost ballast disqualifications will be droppable in the championship standings.
 - 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.
 - The only exceptions made will be in rare circumstances that Officials are confident that an on-track incident from the same session caused the ballast to come free.
 - Tungsten or tungsten alloys are not legal to use as ballast. If a weight is suspected to be tungsten, the piece(s) in questions will be taken for further testing and not allowed for the remainder of the weekend.
 - Any competitor found utilizing Tungsten or Tungsten alloys as ballast will be disqualified.



Race Format

CLASS CAPS:

- Due to the incredible number of entries, all classes have been capped. 3 classes have an expanded cap and utilize the A/B/C/D format. All other classes will race together in the traditional format.
- CKNA reserves the right to adjust these caps in the interest of safety, competition, fairness, or the schedule.

PRACTICE:

- Racers are subject to all conduct rules and driving standards in all practice sessions. Penalties may be assessed.
- **Any driver found practicing outside of their class OR assigned group will forfeit their next two practice sessions.**
 - If no practice sessions remain, 20 Heat Points will be deducted from the drivers score from Heat 1.

HAPPY HOUR AND QUALIFYING:

- Lap times from the Happy Hour will be used to establish a release order for Qualifying. Drivers running faster lap times will start ahead of slower drivers. **Happy hour is considered a scored session.**
- Karts are subject to all technical regulations/inspections after Happy Hour.
- Depending on the number of competitors in a class, qualifying will be split into multiple flights. In this scenario, the slowest group from happy hour will go first.
- Qualifying is scored by each competitor's single fastest lap.

HEAT RACES:

- Round 1 starting orders will be determined by the results from Qualifying.
- For classes exceeding the cap, Qualifying times will also be used to split the class into A/B/C/D run groups:
 - Run Group A = 1st, 5th, 9th, 13th, etc...
 - Run Group B = 2nd, 6th, 10th, 14th, etc..
 - Run Group C = 3rd, 7th, 11th, 15th, etc..
 - Run Group D = 4th, 8th, 12th, 16th, etc..
- Starting positions for Round 2 and Round 3 will be based on the finishing position of the previous round.
 - Classes using the A/B/C/D run groups will also be gridded based on their finishing position from the previous round. As competitors from other groups are included in your next race, there is a chance that your grid position could improve or worsen based on the other groups results from the previous race. If a tie in starting position occurs, QUALIFYING times will be used to break that tie.
 - This version of the A/B/C/D is unique to CKNA. It allows us to mix all the racers without putting too high of an impact on qualifying. It might seem confusing, but it does work!

HEAT SCORING / MAKING THE MAIN EVENT:

- **In all classes**, points will be earned based on the results of each heat race. These points are used to determine the starting order of the Grand Final and LCQ. The points scale is:

Place	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th
Points	100	94	89	85	82	80	79	78	77	76	75	74	73	72	71	70	69	68	67	66
Place	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	32nd	33rd	34th	35th	36th	37th	38th	39th	40th
Points	65	64	63	62	61	60	59	58	57	56	55	54	53	52	51	50	49	48	47	46
Place	41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th	51st	52nd	53rd	54th	55th	56th	57th	58th	59th	60th
Points	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26

- Classes with the expanded cap have too many competitors to safely compete together, so an **LCQ** has been added to the schedule. **56 drivers** will automatically advance to the final, and the remaining drivers will race the LCQ round.

LCQ (Last Chance Qualifier):

- The **top 4 drivers** from each LCQ will also transfer to the Final but will start in the rear. If the Race Director determines an LCQ is not necessary for any particular class, all drivers will transfer to the Final without running the LCQ.
- Sunday's warm up sessions will be gridded based on the starting order for the upcoming LCQ or Final in that class. Drivers may not elect to start in the back of any Sunday warmup. These orders will be determined by the total points earned by each driver throughout the heats. Highest score will have pole position.
- Any ties will be broken by Qualifying times.

Grand Finals:

- Points are no longer kept after Saturday. The Final race is the only race that determines the final standings of the event. **The driver that takes the checkered flag will be our National Champion!**

STARTING PROCEDURES *(all classes except Kid Kart):*

- Once released from the grid, karts will complete a full out lap to warm up their tires. The leaders should reduce speed when approaching turn 14 (Scoreboard Corner) to allow the field to form up behind them.
- Excessive swerving, sliding, or scrubbing of tires will result in penalties. Any contact caused by "tire scrubbing" on the parade lap will result in penalties just as if it occurred in the race.
- For starts and restarts only, we will bypass the Monza (turns 15 and 16).
- If a competitor falls out of formation, their spot remains open for the start. Competitors have until the **turn 17** to regain their earned starting position. If not possible, they will unfortunately have to reform at the back.
 - If the start is waived off, the competitor has until **turn 17** of the 2nd attempt to regain their starting position.
- Going to the green flag: Drivers are to approach the green flag at a slow speed. This speed will be set by the pole setter and must be maintained steadily until the green flag is displayed. There will be no acceleration cones or points set. The front row will maintain the same constant speed until the starter displays the green flag.
- Karts are expected to maintain a gap in the tram lines. Pushing to the green flag will result in penalties.
- The green flag will not be displayed if race officials determine the field was going too fast. The race starts for the entire field once the green flag is displayed, but each driver must remain in formation within the tram lines without passing until they cross the starting line **(as indicated by either cones or a painted line on track)**.
- If the field does not receive the Green flag, they are to proceed through the turn 3/13 cut through to make a second attempt (Please see track map).
- If a 3rd attempt is needed, corner officials will display black flags to the leaders as they are reforming after the cut-through. This is to signal to the front row they are to drop back 2 full rows to 5th and 6th starting positions. Failure to do this will result in much heavier penalties.
- After the 2nd attempt, each additional attempt will reduce the total race length by one lap.
- If after issuing the green flag, the Chief Starter or their assistants determine somebody jumped the start, a 2-position post-race penalty will be issued.
 - As a general statement, the pole setter should cross the start/finish line prior to outside pole. However, the pole setter must maintain a constant pace. Erratic behavior from the pole setter will void any penalty for the outside driver receiving a jumped start penalty.

KID KART STARTING PROCEDURES:

- Parents will push their child's kart through the turn 3/13 cut through, and the field will be gridded there.
- Engines will be fired by the parents, and once karts are underway, parents must quickly return to the false grid.
- Karts will receive the green flag between turns 14 and 15.
- As there are no tramlines, drivers will be expected to hold formation as best they can. Penalties will only be considered for karts passing each other prior to the green flag being displayed.
- Kid Karts will run the same race length but use the shortened track layout as depicted on the attached track map.
- Kid Kart parents/handlers will be allowed to assist at the scales AFTER permission has been granted by officials.

TRAM LINE / STARTING VIOLATIONS:

- CKNA has a unique procedure for the starts and how Tram Line violations are determined. **We HIGHLY ENCOURAGE you to review page 14 of the CKNA Rulebook.**
- We have extended the Tram Lines for this event. The starting signal will be given closer to turn 1, past the finish line.

RAIN PROCEDURES:

- The Race Director has the option of calling either for "Full Rain" conditions. Otherwise, all CKNA races are considered "Rain Option"
 - Rain Option means you may use either Slicks or Rains, but must still be the matched set that was scanned in.
 - Full Rain will require the fitment of the rain tires scanned to your kart. In full rain conditions, races will be reduced by 2 laps for heats, 4 laps for features.
 - **In the interest of time, the Race director may also adjust race lengths if intermittent rain causes delays but does not constitute Full Rain conditions .**
- Non-National Championship classes may be postponed or canceled based on weather conditions.

PODIUM PROCEDURES:

- An "Unofficial Podium" will be held on track in Turn 2 at the conclusion of each Feature Race.
 - The top 5 will pull into the scale line and be escorted to the podium by officials.
 - The unofficial winner's kart will be pushed to the awards podium for photos.
 - Friends and family are welcome. However, no one may hand their driver ANYTHING at this time, and karts may only be lifted or touched if directed by CKNA officials.
 - Karts and drivers will be escorted to tech after pictures have been taken.
- Provided podium hats are mandatory.
- If a kart is being used in multiple classes, please notify tech officials after your race. After a quick spot inspection and marking of additional components, you will be allowed to take your kart and prepare it for the following race.
- Drivers will be permitted to pick-up their trophies and prizes in the main lobby 30 minutes after tech clears for that class, and/or after all protests are resolved. There will be NO EXCEPTIONS!

SPORTSMANSHIP FLAG:

- **The sportsmanship flag will not be used at Grand Nationals this year.**

PENALTY NOTIFICATION:

CKNA will be utilizing RaceSelect's electronic penalty notification system. This consists of monitors placed at the scales to notify drivers and handlers of post-race penalties, as well as SMS notifications delivered to the driver or handler directly.

- At registration, it is your responsibility to verify the phone number on file for your driver(s) is accurate. Not receiving a SMS message regarding a penalty **DOES NOT** invalidate it. It is still your responsibility to check the penalty board before leaving the scale area after each session.

RACES FINISHING UNDER REVIEW:

In the event officials elect to end any scored session as "Under Review", the session will conclude with the Black and Checkered flags together. This indicates that additional penalties are being considered. Race officials have no more than 20 minutes to resolve any of these calls. If as a part of the review, officials need to gather additional footage from competitors, up to 40 minutes will be permitted. Additional time may also be taken if the session had a red flag at any point.

Competitors WILL NOT be held at scales during this process. Any penalties that are to be assessed will be issued via SMS message and posted on the Race Select penalty board online.

Competitors will report to tech based on the finishing order, adjusted for any penalties that have officially been called. If an additional penalty is issued based on the result of a post-race review that changes the top 5 finishers, additional drivers will not be called back to tech. Any technical inspections underway for a driver that has been demoted from the top 5 will be discontinued.

PENALTY GUIDELINES:

Below are the standard penalties and how they are assessed **during the event**. Officials are given the guidance that, "the punishment should fit the crime". This means the race director **and review officials have** full authority to adjust any penalty to fit that guidance.

- Avoidable Contact, Incident Responsibility, Failure to leave room to race, swerve, intentionally leaving track:
 - **Minimum 2-position penalty, plus any positions gained by the action**
 - In addition to any position penalties issued for the reasons above other than "Incident Responsibility"; racers will additionally have 10 Heat points deducted from their total heat points score that is used to seed the LCQ's and Finals.
 - Race Officials may increase penalty to any level they feel is appropriate.
- **Retaliation, Unsportsmanlike Conduct:**
 - Event disqualification (includes all classes entered)
- Tram Line & Starting Procedure penalties:
 - 2 tires out of the tram lines will be a 2-position penalty
 - 4 tires out of the tram lines will be a 4-position penalty
 - Pushing prior to the green flag being displayed will be a 2-position penalty
 - Jumping the start will be a 2-position penalty **(or number of positions/time perceived to be gained)**
- Blocking penalties:
 - Single incident: Minimum 2-position penalty
 - Up to as many positions as the number of karts that officials feel we're held up by the driver's actions.
 - Multiple Incidents: Disqualification
- Mechanical penalties (if not due to contact):
 - **Lost ballast, camera or wheel: Disqualification from that session, and a 15 point deduction from heat points.**

SCALES CONDUCT (Yellow and Red Cards):

Confrontations at the scales will not be tolerated. A CKNA official will be stationed in the scale line all weekend to enforce our conduct policies. To simplify this, we are implementing a cut and dry system utilizing Yellow and Red cards:

- If for whatever reason our official believes you are violating or about to violate our conduct policy (ex. arguing in the scales with other competitors) they will issue you either a yellow card or a red card:
 - Yellow card is your first and only warning. No penalty has been assessed yet, but it is time to stop whatever you are doing.
 - Red card means you have stepped over the line. You are in violation of the CKNA conduct policy and have been excluded from the next session in that class.
 - **A red card may be issued without a yellow card warning.**
- There will be no discussion or review of a red card penalty in the scale line. The decision is made and is final.
 - If the behavior continues after the red card is issued, or a second red card is issued at any time during the event; you will be escorted off of the property.
- **Parents/Family of drivers may also be issued yellow and red cards. They and their driver(s) will be subject to the consequences of their actions.**
- **Team owners/managers/mechanics may also be issued yellow and red cards. They and their entire team will be subject to the consequences of their actions.**

CKNA PENALTY POINTS:

In an effort to improve the driving standards at CKNA events as well as properly penalize drivers who are habitual offenders; a penalty points system that will be used at all CKNA events moving forward has been instituted.

In addition to any position or time penalties assessed during a race, penalty points will be assigned based on the offense. These points are assigned to the driver, specific to the class they were competing in at the time of the offense. Furthermore, these points apply to all CKNA events, regardless of whether it is a Divisional event, or a National.

After a driver reaches 15 penalty points in any one class, they will automatically be excluded from the next scored session in that specific class they are scheduled to compete in (Qualifying, Heat or Feature) within the next 380 days. At the conclusion of the session they served their exclusion, their penalty points will be reduced to 7.

If a driver receives a second 15-point exclusion penalty within 380 days, they will be disqualified from that event in all classes, suspended for the next National race on the CKNA calendar and receive a 20-position qualifying penalty (in that class) at that season's Grand Nationals if the suspension would not take place at Grands.

Following this disqualification, the driver's points will be reset to zero. However, if an additional 15-point exclusion is earned within 380 days, the driver will be indefinitely banned from CKNA.

- Penalty points expire 380 days after the offence.
- Drivers will have 2 of their previously accumulated penalty points forgiven for each subsequent weekend (per class) they enter and compete in. Driver's may not have a negative total of penalty points.
- If a driver changes classes, they will carry their points total from the previous class to the next one.
 - If a driver is competing in multiple classes, and changes more than one class, changes classes multiple times or drops a class; CKNA reserves the right to reassign any current penalty points or qualifying penalties to their new classes as it sees fit.
- The following penalties have been assigned a point value:
 - Avoidable Contact: **4pts**
 - Incident Responsibility: **3pts**
 - Blocking: **3pts**
 - Failure to leave room to race: **3pts**
 - Jump start: **1pts 2pts**
 - Missing or Incorrect Kart Number: **1pts 2pts**
 - Lost Equipment (Camera, Wheel): **4pts**
 - Lost Equipment (Weight): **6pts**
 - Passing under yellow: **2pts**
 - Retaliation: **15pts**
 - Swerving: **3pts**
 - Intentionally leaving the track to gain an advantage -or- failing to immediately give back any advantage gained by unintentionally leaving the track: **3pts**
 - Unsafe re-entry to track: **4pts**
 - Unsportsmanlike Conduct (On or off the track): **DQ & Suspension** (minimum 6 months)

There will no longer be use of the sportsmanship flag to serve a penalty on track. If a driver on their own volition determines they have committed a penalty and gives position(s) back, it will be at the sole discretion of the race director whether or not to consider the penalty as "served on track". In the event the Race Director determines that the offending driver sufficiently penalized themselves by returning any positions gained, the penalty will be noted as "served on track" in the system, and only half of the penalty points will be assessed.

Logic has also been added to the CKNA penalty board system, to display additional information about on-track penalties. The penalty board will now also denote if a penalty is "Under Review", "Overturned" or "Served on Track". If a race finishes under review as denoted by the black and checkered flag together, additional penalties may be assessed post race as per the CKNA rules. These penalties will not be displayed on the penalty board, but SMS notifications will be sent to the offending driver(s).

If CKNA determines that the point values above need to be adjusted in the future, it will not be adjusted retroactively. It will only affect penalty points assigned from that point forward. However, as CKNA feels that the change of tracking points on a per-class basis is a major change to the system, any penalty points earned prior to the change will be allocated to the class in which they were committed.

The list of accumulated penalty points will be publicly available. Racers will be able to view the status of their own penalties via RaceSelect, and we will also be publishing a page on our website to view all penalties and accumulated points.



Review Process

CKNA's all new camera system will be debuting at Grand Nationals this year. Here is how we will utilize this system:

- All calls (other than tram lines) will still be initiated by on-track human officials. When calling in a penalty, they will have two options:
 - A hard call, meaning that they are confident in what they saw and how the penalty should be enforced. Video will not be referenced for hard calls.
 - A request for video review, at which time the video team will take over and determine what action if any needs to take place.
 - If need be, video may also be used to confirm the correct enforcement of a position penalty resulting from a hard call if there is question of how many positions the offended driver lost.

REQUESTS FOR REVIEW / PROTESTS AND VIDEO REVIEW:

The CKNA rulebook specifically outlines the procedures to request review of a decision of a race official or an on track incident, as well as technical protests. The following changes will be in place for Grand Nationals 9 due to the addition of the Video Review System:

A Review Official will be stationed in the scales area throughout the event. In the event a Review Official is not available, the scale official will act in their place. Completed Request for Review forms should be brought to them along with the associated \$300 cash payment. Competitors must submit their request for review no more than 30min after the conclusion of their session (per the time recorded in the penalty system). The review official will gather all the pertinent information and present it to the Video Review Team.

- Regardless of the penalty being issued immediately, or post-race from a call that was made during a race that finished under official review, the window to allow a competitor to request the additional review is 30 minutes from the time recorded in the penalty system.
- Racers may submit only on-board footage as apart of a request for review. Footage from third parties is not admissible. This includes footage from the livestream.
- To be eligible to submit on-board footage, you must declare you will be utilizing an on-board camera at registration prior to the start of Round 1.
 - 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 official's request will result in disqualification.
 - If submitting your own on-board footage, you must provide a device with the entire session's video for officials to view the video on. The screen built into the camera is small, and likely useless in a review.
- Race Officials reserve the right to review any other officially obtained video, including video from CKNA's official media partners at the Race Director or Video Review Director's discretion. Competitors will not be permitted to request this additional video be a part of their own request for review. It is solely available to the Review Officials.
- Although a Request for Review cannot be used to create a penalty that was not called during the race, Officials reserve the right to use any officially obtained footage from CKNA staff, or its media partners, to confirm a call if a race finishes under review (black and checkered flags together).
 - Officials will have no more than 20 minutes to resolve any race that finishes under these review conditions.
- The Video Review Team and Review Officials have the full authority of the Race Director to confirm or overturn any call. Requests to further escalate the decision to the Race Director will not be honored.
- Competitors are only permitted to submit one request per event at a National, 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 event.
- No requests for review will be heard to review a non-call.



Tech Notes

REMINDERS FROM OUR TECH STAFF:

- Whether you have raced a CKNA event before or not, please make sure to read the rulebook prior to the event.
- Special attention will be given by Tech Staff to ballast being safely and securely mounted to the kart per CKNA rules.
- All equipment is subject to any level of technical inspection officials see fit at any time. This includes pre-race once your kart has been presented to the grid. Officials will pick random karts to perform spot checks as well.
- All parts of the engine are subject to inspection including those inside the short block.

DATA ACQUISITION SYSTEMS:

Data acquisition systems may only consist of the following external sensors:

- GPS or Beacon receiver for Lap-times/Speed
- RPM
- Cylinder Head Temperature
- Driver heartrate

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/warm-up sessions).

Two-way communication with any data logger while on track is also prohibited.

TOOLS IN TECH PROCEDURES:

If you are called to Tech, please be prepared with the tools to do the following: (loaner tools will not be available)

- Remove engine side nerf bar / side pod
- Remove fan cover
- Remove valve cover
- Remove exhaust
- Remove air filter
- Remove Carb and Intake manifold
- Remove black upper heat shields (both)
- Remove engine from the kart

Mechanics in restricted classes should have a screwdriver/nut-driver on hand at all times for spot slide checks.

TECH CLARIFICATIONS:

- CKNA's officials have designed AND verified a variety of our own tools and equipment to conduct tech inspections and compare parts to known stock samples. Officials have full authority to issue penalties and disqualifications based on findings obtained by utilizing any of these tools.
- All classes will be required to run CIK seats as described in the CKNA rulebook.
- No additional elements may be attached to any CIK body part unless it is specifically designed for that particular body part and supplied by its manufacturer. Exceptions would be cameras, graphics or data acquisition equipment.
- Wheel widths are taken from the outside of the wheel as raced. The advertised width of the wheel is irrelevant.
- The air filter may not be modified in any way or have any material added or removed.
 - 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.
- There will be no "Clutch Claim" rule in place.
- Please measure the distance your sidepods protrude from your chassis in relation to the rear tires. Regardless of bodywork style, tires may extend 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.
- Rear bumpers may not be wider than the rear track width unless rain tires are utilized.
 - Many of the available plastic one-piece bumpers may be too wide depending on the chassis setup, so please be prepared to have this inspected. Racers will be told to find a way to comply with this rule.
- Rear bumpers must cover at least half the rear tire at all times, as measured from the outermost portion of the wheel/tire assembly
 - Some chassis utilize floating rear bumpers. Tech officials will move these bumpers to the most extreme positions in both directions to check this measurement.

PERIODIC COMPLIANCE CHECKS:

Throughout the day, tech inspectors will randomly select karts to inspect for compliance with all safety requirements INCLUDING pre-tech items. This includes our new policy on washers for ballast! Any competitors found to be non-compliant with any safety related or pre-tech items will be issued a disqualification for that session.

- Numbers that were lost in the course of competition will not result in a disqualification.
- Failure to correct any items as requested by officials will result in disqualification from future sessions if not immediately corrected.
- Competitors will not be permitted to file a Competitor Technical Protest against another competitor for any safety related items or items specifically called out on the CKNA pre-tech form.
- Competitors receiving a disqualification as a result of a random compliance check will have no right to request a review of that decision. These safety related items are black and white rules.



Schedule Overview

WEDNESDAY:

- Gates open: 9:00am (*Gates will remain open all weekend this year!*)
- Registration open: 11:00am – 8:00pm
- Tire pick-up / scanning: 2:00pm – 7:00pm
- Pre-Tech Inspection available: 12:00pm – 7:00pm

THURSDAY:

- Registration open: 7:30am – 4:00pm
- Tire pick-up / scanning: 7:30am – 1:30pm
- Pre-Tech Inspection available: 7:30am – 3:45pm (**Must be completed**)
- Thursday practice: 8:45am – 6:00pm (*4 rounds of unofficial structured practice*)
- Divisional Awards during practice:
 - Junior: 1:45pm
 - Legends: 2:25pm
 - Kid Kart: 3:05pm
 - Masters: 3:55pm
 - Sportsman: 4:35pm
 - Cadet: 5:15pm
- Divisional Awards for all Senior Classes: 6:30pm

FRIDAY:

- **Late Arrival Registration ONLY!** Tire pick-up/scanning: 7:00am – 9:00am
- (Morning Session): Cadet, Sr. Medium, Masters, Kid Kart, Sportsman**
 - Mandatory Drivers Meeting: 8:00am
 - Warm-up begins: 9:00am
 - Happy Hour: 9:50am
 - Qualifying begins: 11:00am
 - Round 1 Heats begin: 12:45pm
- (Afternoon Session): Junior, Sr. Heavy, Legends, Sr. Light**
 - Mandatory Drivers Meeting: 2:25pm
 - Warm-up begins: 3:20pm
 - Happy Hour: 4:10pm
 - Qualifying begins: 5:20pm
 - Round 1 Heats begin: 7:05pm

Saturday:

- (Morning Session): Junior, Sr. Heavy, Legends, Sr. Light**
 - Warm-up begins: 9:00am
 - Round 2 Heats begin: 10:00am
 - Round 3 Heats begin: 11:40am
- (Afternoon Session): Cadet, Sr. Medium, Masters, Kid Kart, Sportsman**
 - Warm-up begins: 1:40pm
 - Round 2 Heats begin: 2:40pm
 - Round 3 Heats begin: 4:20pm
- Grands9 Saturday Night Festivities**
 - Burgers and Brats served for spectators: 6:00pm
 - Vega / Target Distributing Tire Mounting competition: 6:20pm
 - Briggs & Stratton "Outa' the Box" Challenge: 6:30pm - 8:00pm

SUNDAY:

- LCQ warm-up sessions: 8:15am
- LCQ races: 8:50am
- Feature warm-up sessions: 10:00am
- Grand Final races: 11:50pm
 - Racing scheduled to conclude approx. 6:00pm
 - *Unofficial podiums will take place on track in turn 2. Driver's will be permitted to pick-up their trophies and prizes in the main lobby 30 minutes after tech clears for that class, and/or after all protests are resolved.*

Please stay tuned to track announcements regarding any schedule changes throughout the weekend.



Staff

Race Director: Andy O’Gara
Asst. Race Director: Chris Olds
Chief Starter: Jason Burgess
Event Coordinator: Meghan Olds
CKNA Director: Greg Jasperson

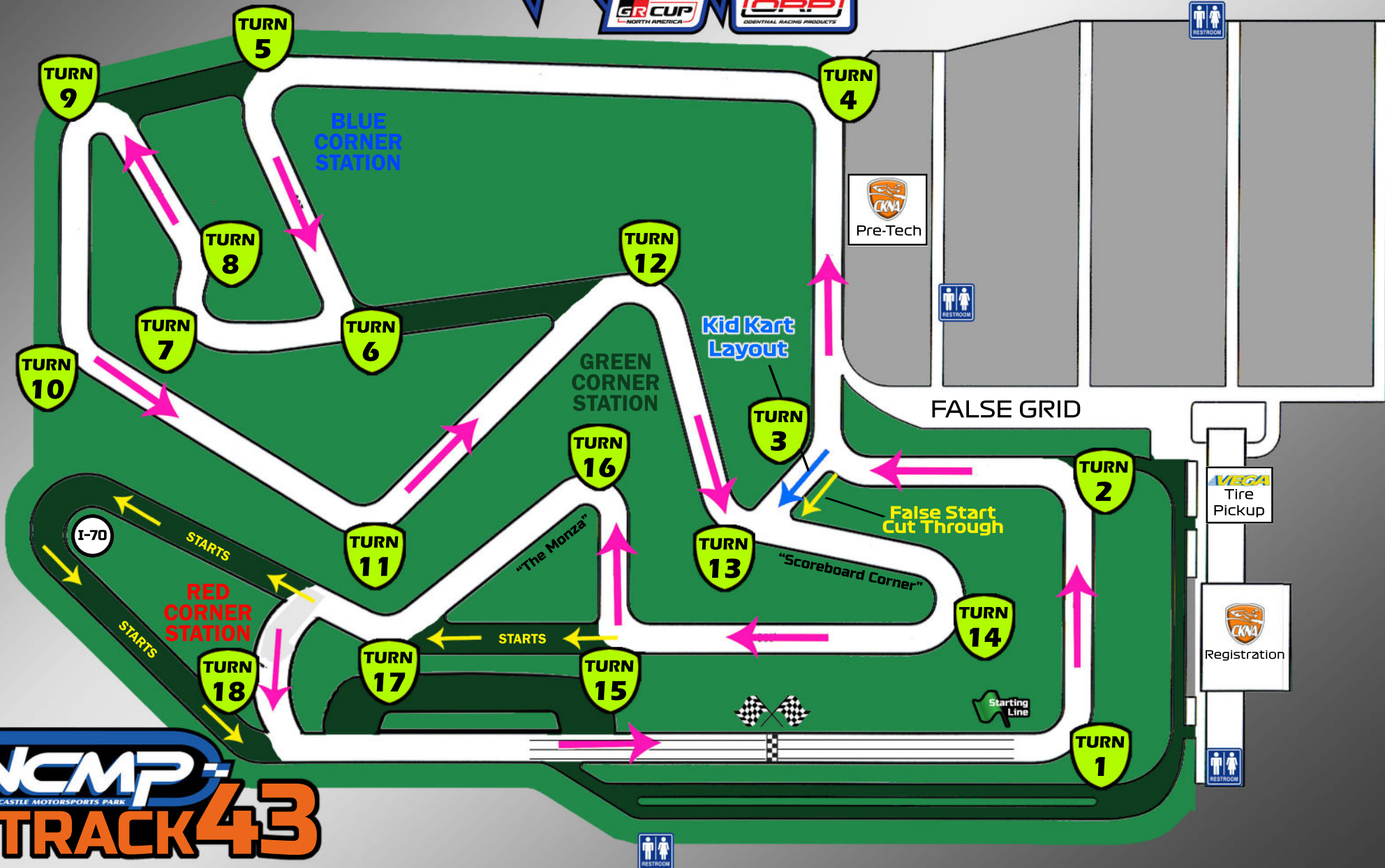
Timing and Scoring:	Darla Frederick	Tech Secretary:	Nancy Messman
Timing Assistants:	Maddie Ksobiech Blair Travis	Tech Officials:	Tom Messman Trevor Frederick Brandon White Emma Messman Bobby Jacobsen
Grid Stewards:	Dave Netherwood Remi Bolton Trey Hinds	Tech Assistants:	Bryce Messman Steve Bushell
Track Officials:	Lorraine Pollack Indy Cassy Alex Eherenman Dakota Pesek Oliver Inscoe Chase Adams Keith Shampine	Tire Tech:	Todd Spaude Danny Tyskiewicz
Corner Workers:	Tyson Carton Jeremy Cunningham Daniel Weaver-Rutter	Scales:	Erik Denton Cody Linstrom
NCMP Track Liasson:	Mike Adams	Registration:	Mandy Jasperson Chelsea Jasperson
Penalty Stewards:	Brittany Caseley	Logistics:	Pete Gonatas
Review Officials:	Bret Spaude Gavin Isaacs Josh Taylor Jason Auckerman	Media:	Ashley Graff Domenic Centofanti Xander Clements
		Awards Coordinators:	Gerald Caseley Marie Caseley
		Communications:	Terry Riggins



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NEW CASTLE MOTORSPORTS PARK
TRACK 43