



Supplemental Rules

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
- Plenty of free parking is available on site. Please tell the Parking attendant you need a free spot!

PIT BIKES/SCOOTERS:

- Bicycles, scooters, skateboards, hoverboards, etc. are not permitted during the race day. CKNA and NCMP staff will confiscate any of these items without 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 is 87 octane gasoline available at the track. Please purchase your fuel from the parts counter at NCMP. Cost will be \$7 per gallon.
- **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.

PRETECH:

- All karts must pass pretech prior to Friday's **"FINAL PRACTICE"**.
 - **Chassis tech stickers and engine tech seals will 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.**
- Drivers must bring their helmet to pretech for inspection and turn in their completed pretech 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 pretech officials' job to inspect the entire kart for legality. If a problem is observed it will be brought to the racers attention. Officials are not responsible for any potentially missed items.
- Passing pretech 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.

KART NUMBERS:

- All numbers must be legible. Black numbers on either a white or yellow background are REQUIRED!
- CKNA has approved numbers available at registration for only \$1 each.
- If pre-tech **officials** determine the numbers on your kart cannot be easily read, you will be required to install replacement numbers **prior to leaving pre-tech**. This may be their opinion, but that is what counts!
 - **To be clear, having the correct number AND legible numbers is now a pretech requirement!**

TRANSPONDERS:

- Timing and Scoring will be operational throughout the weekend to give officials every opportunity to make sure your transponder is correctly associated to your name/kart.
- All drivers are required to run their transponder **all weekend**. Even though lap times may not be displayed via Race Monitor, timing staff will be actively verifying the registration information.
- 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 that did not confirm their transponders operation in practice sessions may not be eligible for these exceptions. **It is the YOUR responsibility to verify your transponder is communicating with timing.**

TIRES:

- Only Vega VAH tires will be permitted in any dry session. Wet sessions require Vega W6 tires.
- Vega representatives will record the serial numbers of each entry's dry and wet tires at the distribution point.
 - Dry tires will have serial numbers recorded and 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.
 - All w6 tires must be scanned in at the tire distribution area prior to the start of qualifying.
 - **Competitors will be only permitted to scan one set of slicks and one set of wets per class.**
 - 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.
- If a tire is damaged during racing, racers must report to tech to obtain permission to replace the damaged tire.
 - If the replacement tire is a used tire of similar condition to the remaining tires on the kart, the driver may retain their starting position.
 - If no used tire is available a new tire may be equipped, but the kart will start in the rear of the next race.
 - If multiple new tires must be installed, an additional 10 grid penalty will be assessed in the feature race.

OIL:

- A spec oil is not specified; however, no oil additives may be used.
- Oil is subject to testing for additives by oil sniffer or flame test. Oil may not carry a flame before, during or after a race.

BODYWORK:

- **As KG is still distributing their new 507 drivers 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 KKGARTING.IT website as well as a known unmodified sample.**

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) to allow the field behind them to form up behind them.
- For starts and restarts only, we will bypass the monza (turns 15 and 16) and head straight to utilize the I-70 turn which will allow all drivers to get lined up prior to entering the tram lines.
- If a competitor falls out of formation, their spot is to remain open for the start. Competitors have up until the start of the tram lines to regain their earned starting position. If that is not possible, they will unfortunately have to reform at the back.
 - If the start is waived off, the competitor again has until the tram lines of the 2nd attempt to regain their earned 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 some gap between each other in the tram lines. Pushing prior 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.
- 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.
- 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, starting officials 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 jumping 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 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 KART TRACK CONFIGURATION:

- Kid Karts will run the same race length but use the shortened track layout as depicted on the attached track map.

SPORTSMANSHIP FLAG:

- The Black and White diagonal flag, may be used in the event of a penalty to notify a driver.
- There is no guarantee of the usage of the sportsmanship flag. It is a courtesy from race officials. It may not always be possible to utilize the flag in a timely manner.
- If a penalty for avoidable contact, unsportsmanlike driving, or blocking has been called prior to two laps remaining in the race, the flag will be displayed to the driver who has committed the penalty along with the white board by the chief starter at the start/finish line for 2 laps.
 - The first lap the white board will display "# behind #" to tell the driver where they belong on track.
 - The second lap the board may display the infraction along with the drivers # who has been penalized. The offending driver has the option to adhere to the penalty and place themselves in the correct running order completely behind the kart that the infraction occurred upon.
- If the offending driver can and does adhere to the flag during the race, the penalty will be removed and acknowledged by race officials immediately and the drivers can go back to racing as normal.
- In the event a driver does not adhere to the Sportsmanship Flag, the effected driver(s) will be notified and penalized after the race by the Rules Official at scales.



PODIUM PROCEDURES:

- An "Unofficial Podium" will be held on track in Turn 3 at the conclusion of each Feature Race.
 - The top 5 from each class will bypass scales and stay on track to attend the podium presentation WITH their race karts.
 - Friends and Family are welcome. However, no one may hand their driver ANYTHING at this time, and karts may only be lifted onto kart stands once directed and observed 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.
- 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. There will be NO EXCEPTIONS!

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 he/she feels are imperative to maintaining the spirit and safety level of the event.

PENALTY GUIDELINES AND ADDITIONAL EXPLANATIONS:

- The following explanations have been added to this document to provide clarity to what is already in the CKNA rulebook. Unless a specific penalty is called out in this document, the CKNA direction in the Rulebook will be used.
- In general, our officials are given the guideline of, "the punishment should fit the crime". This means that the race director has full authority to adjust the severity of any penalty within those guidelines.
- The majority of our "contact" related penalties will be handled by placing the penalized driver behind the offended driver. This can be adjusted based on the situation by the race director.

TRAM LINE / STARTING VIOLATIONS:

- Competitors are required to stay within the tram lines until they have passed the starting line or chief starter.
 - 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
- Additional penalties can be called for start violations:
 - Pushing prior to the green flag being displayed will be a 2 position penalty
 - Jumping the start will be a 2 position penalty
- None of these violations are servable via the Sportsmanship Flag

BLOCKING:

- Blocking is defined as intentionally and repeatedly positioning a kart in an erratic fashion so that it physically impedes the progress or momentum of another kart. Blocking may result in the loss of position(s) via post-race penalty.
- "Draft breaking" is not blocking, so long as the action is completed without it causing contact or forcing others to take evasive action.
 - With the straightaway at NCMP, this can become a point of conversation going into Turn 1. Race officials will permit "draft breaking" down the main straightaway.
 - To ensure that this does not turn into blocking into turn one, race officials will look to see if the driver breaking the draft was traveling straight for a noticeable amount of time before choosing a line for turn 1.
 - This means that "last minute draft breaking" will be considered blocking.
- Blocking penalties will be at a minimum 2 positions, and can be as many positions as karts that race officials feel we're held up by the drivers actions.

PRACTICE PENALTIES:

- Competitors are subject to the same driving etiquette in practice sessions as they are in races. Officials may penalize a driver causing any avoidable incident in a practice session as outlined in the CKNA rule book.

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 on track incident as well as technical protests. The following changes will be in place for Grand Nationals 6:
 - A Review Official will be stationed in the tech area throughout the event. Completed Request for Review forms should be brought to them along with the **penalty slip issued by CKNA** and the associated **\$200 cash payment. No checks!**
 - Forms will be available in the scale area from a Review Official, who can help you fill out the form if needed.
 - **Competitors are only permitted to submit one request per event, 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 weekend.**
 - The official will gather all the pertinent information and present it to the Race Director or other series officials. The officials will notify you on the result of the process. **Leave a valid cell number to be contacted at.**
 - At their sole discretion, officials may choose to interview other competitors in direct relation to the request for review. **No "third party testimony" will be valid.**
 - **Forms, payment and any supplied video evidence must be turned in no later than 30 minutes from the time the racer received their penalty slip.**
- 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)
 - 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 any 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.
- 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 waiving yellow conditions
 - Competitor was issued a penalty for TRAM LINE violation
 - **On board footage can not be used to create a call or penalty that was not originally called on track.**
- Burden of Proof: A high standard of evidence will be required to have a successful video review.
 - The video must show clear obvious visual evidence that the on-track call was incorrect, or the incident was created by another competitor's actions.
- In order to be eligible to submit on-board footage, you must declare at registration prior to the start of Round 1 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 official's request will result in disqualification.
- Any request for review of an official's decision that cannot be resolved within 60 minutes from the time the Review Official begins their inquiry will be found invalid.
- Race officials reserve the right to review any other officially obtained video at the Race Director or Video Review Director's discretion. Competitors will not be permitted to request this additional review.
- Although a Request for Review can not be used to create a penalty that was not called during the race, Officials reserve the right to use any Officially obtained footage to confirm a call if the race finishes under review (Black and Checkered flags together).
 - Officials will have no more than 60 minutes to resolve any race that finishes under these review conditions.

RAIN PROCEDURES:

- The race director has the option of calling either for "Rain Option" or "Full Rain" conditions.
 - Rain option can be announced at any time and may not come with a 15 minute warning period. Competitors can race on either Slicks or Rains, but must still be the matched set that they 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.

RACEMONITOR / SPEEDHIVE:

- Both RaceMonitor and Speedhive will be utilized during this event, but they are considered unofficial results. Both are "for entertainment purposes only".
- We do encourage you to utilize these tools during practice day to ensure that your transponder is communicating with Timing and Scoring.



Tech Reminders

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 classes will be required to run CIK seats as described in the CKNA rulebook.
- 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 are now utilizing floating rear bumpers. Tech officials will move your bumper to the most extreme positions in both directions to check this measurement.
- 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 on hand at all times for spot slide checks.

TECH CLARIFICATIONS:

- 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.
- 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.
- 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.
- There will be no "Clutch Claim" rule in place.
- Both engines with holographic seals WITH black tracer wire and the new SMART seal are legal for competition.
- All parts of the engine are subject to inspection including those inside the short block.



Race Format

RACE FORMAT:

2022 marks the highly requested return of a third round of heat races! To accommodate this request without capping classes this year, we will be running a handful of Round 1 heats on Friday. These races will unfortunately not make the ROCAVAKA Live Steam. We apologize, but felt getting you all the extra racing was far more important!

- Lap times from the **FINAL PRACTICE** will be used to establish a release order for **QUALIFYING**. Drivers running faster lap times will be started ahead of slower drivers.
 - Depending on the number of competitors in a class, qualifying may be split into multiple flights. In this scenario, the slowest group from final warmups will go first.
- **QUALIFYING** is scored by each competitor's single fastest lap. **QUALIFYING** results will determine the starting order of the **ROUND 1 HEAT**.
 - In the event a class exceeds the size race officials deem appropriate to compete at the same time, 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 subsequent **ROUNDS** 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!

- Points will be earned based on the results of each heat race. These points are used to determine the starting order of the **FEATURE** 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

- Four classes (Sportsman, Junior, Sr. Light and Sr. Medium) have been determined to have too many competitors to safely compete together in the **FEATURE**, so an **LCQ** has been added to the schedule. The number of drivers that automatically advance to the final and from the **LCQ** are:
Sportsman=35, Junior=45, Sr. Light=45, Sr. Medium=45
- The **top 5** drivers from each **LCQ** will also transfer to the **FEATURE**, 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 **FEATURE** without running the **LCQ**.
- Sunday's **WARM UP** sessions will be gridded based on the starting order for the upcoming **LCQ** or **FEATURE** in that class. Driver's 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 **ROUNDS OF HEATS**. Highest score will have pole position.
- Any ties will be broken by **QUALIFYING** times.
- Points are no longer kept after Saturday. The **FEATURE** race is the only race that determines the final standings of the Grand Nationals. **The driver that takes the checkered flag will be our National Champion!**



Schedule Overview

Wednesday:

- Gates Open: 9:00am – 7:00pm
 - *(Competitors arriving after 7pm will be required to park outside the gates until the next morning)*
- Registration open: 4:00pm – 7:00pm
- Tire Pick-up / Scanning: 4:00pm – 6:00pm

Thursday:

- Gates Open: 7:00am – 8:00pm
 - *(Competitors arriving after 8pm will be required to park outside the gates until the next morning)*
- Registration open: 8:00am – 6:00pm
- Tire Pick-up / Scanning: 8:00am – 5:00pm
- Thursday Practice: 9:30am – 6:00pm (4 rounds of unofficial structured practice)

Friday:

- Gates Open: 7:00am
 - *(Will remain open throughout weekend for those who already have wristbands)*
- Registration open: 8:00am – 12:00pm
- Tire Pick-up / Scanning: 8:00am – 1:00pm
- Practice Begins: 9:00am
- Mandatory Drivers Meeting: 1:00pm
- Qualifying begins: 2:20pm
- Round 1 Heats begin: 4:40pm
- ROCAVAKA Happy Hour: 6:30pm – 7:30pm (Open to all in the NCMP Lobby)
- CKNA 2022 Divisional Awards Ceremony: 7:30pm *(In NCMP lobby)*

Saturday:

- Gates Open: 7:00am
- Warm-up session: 8:00am
- Round 1 Heats resume: 9:40am
- Round 2 Heats: 11:26am
- Round 3 Heats: 3:14pm

Sunday:

- Gates Open: 7:00am
- LCQ Warm-up sessions: 8:00am
- LCQ Races: 8:40am
- Feature Warm-up sessions: 9:50am
- Feature Races: 11:30am
 - Racing scheduled to conclude approx. 4:30pm
 - *Unofficial podiums will take place on track. 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

Event Director:	Greg Jasperson
Race Director:	Rick Fulks
Assistant:	Bob Monday
Chief Starter:	Jason Burges
Assistant:	Lily Kussman
Timing and Scoring:	Meghan Olds
Assistant:	Maddie Ksobiech
Grid Stewards:	Paul Bailey Mallory D'Augustine
Track Officials:	Bob Chandler Kevin Crisman Rick Eisgruber Caleb Smock Brandon White Aaron Vermeer Alex Eherenman Pete Gonatas
Corner Workers:	Dillion White Alex Duran Tyson Carton Tony Peterson Jeremy Cunningham
Track Liasson:	Mike Adams
Penalty Steward:	Becky Scott
Review Officials:	Mark Enderlein Terry Riggins
Head Tech:	Steve Vermeer
Tech Officials:	Bob Scott Tom Messman Bobby Jacobson Dan Pelizzari Jill Dean Trenton Fredrickson
Tire Tech:	Brad Zoeller Becky Zoeller Kyla Anderson
Scales:	Bruce Shank
Registration:	Mandy Jasperson Amy Lindgren
The voice of CKNA:	Dave Macentyre
Awards Coordinators:	Bret Spaude Gerald Caseley
Media:	Ashley Graff Domenic Centofanti