

2011 Robopong 200 Presented by Bridgestone and NOS Supplemental Rules Sheet -

***It is the teams responsibility to make sure that team members and drivers follow these rules and any rules that the officials designate during the event.**

*We will have an abundance of pit road officials. They will be checking to make sure the proper tire compounds are being used, that everyone is legal with their weights, they will be checking fuel caps and watching for any other infractions - This is about safety and fairness.

*We will be issuing refueling jugs to all teams that are in the Endurance Race. The jug must be unaltered with the cap tight during fuel stops. We are doing this in the interest of safety and to make stops less chaotic. Any alterations to the fuel jug and/or cap or if the cap is not tight during pitstops will result in a DQ for the event. No excuses.

*Driver Both Hands on Steering Wheel when on pit road - no tank cap loosening - you should be paying attention to where you are going and other people and karts on pit road, not worried about getting the cap off

*Engine must be shut off and the driver must exit the kart before refueling starts. If the engine is running and/or the driver enters or exits the kart during refueling the team will be assessed a 30 second hold penalty on that stop or the next stop if the driver takes off before an official stops the kart. If it is the karts last stop of the event then the team will be penalized 30 seconds from their overall race time after the event has been completed.

*In the event of a mechanical breakdown drivers should always try to pull off the track to the drivers right if possible. It is safer and faster for the Gator to reach the kart.

*With high's only around 60 your tires will be COLD when you leave the pits! Don't spin out leaving the pit road and possibly getting yourself or others in a big wreck, use caution! Pit road is particularly dangerous.

*A funnel may be used on refueling stops.

*Fuel tank MUST BE 9 liters or less. This will be strictly enforced. We will DQ you.

*All teams must have a fire extinguisher in their pits during the race.

*One electric impact per team on pitstops, no air impacts allowed.

*No on track oiling or belt drive systems, chain drive only.

*No onboard radios for the kart or drivers.

*All engines must be WKA legal. Weights will be as NCMP declares for this event.

*YLC Tires only, 450x5 front/7.10x5 rear only. All rain tires must be Bridgestone rain tires.

- *You must start the race on the tires you qualify on. We will be marking tires.
- *Fuel is gas and oil only, all fuel must pass WKA fuel tech at anytime.
- *Onboard or external starters can be used during the event, all onboard starter components and systems are non-tech for this event.
- *No spare karts allowed during the event. One spare engine is allowed per team.
- *It is the teams responsibility to make sure their transponder is installed and working properly. We will be timing practice on Sunday morning if you want to make sure your transponder is reading properly. Don't forget to charge your transponder. This is your responsibility!
- *The driver that qualifies the kart must make post qualifying scaling, no other drivers must make weight for qualifying. All drivers on a team must make prerace weigh in with full fuel and post race weigh in with full fuel. No removable weight or ballast is allowed on the kart or driver during the event.
- *All weight must have double nut or the bolt drilled and cotter keyed.
- *The kart rear tires must be on the ground when it is started during pit stops, no revving in the air and dropping the kart.
- *All teams must run a minimum of two different drivers in the race, maximum of four.
- *Green Flag 3rd time by
- *Top three finishers drive back to start finish line after finish of the race, we will scale/tech the top three after podiums