

## **2024 NCMP 200 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, they will be checking fuel caps and watching for any other infractions - This is about safety and fairness. Fuel testing and durometer testing will also take place repeatedly during the race.

\*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.

\*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. There will also be buckets of water placed about the pit road.

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

\*Onboard communication is allowed.

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

\*MG SH2 tires 460/710 will be the spec tires. All rain tires must be MG rain tires. These are the only tires allowed in your pits. No excuses.

\*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 tech at anytime. Fuel will be purchased at NCMP. Oil will be Elf, Motul, or Redline only

\*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. 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 during the event**. Weight vests on drivers will be allowed but must be fixed weight. No vests with removable weight will be permitted.

\*All weight must have double nut or the bolt drilled and cotter keyed.

\* Any team that loses a weight or a wheel at any time during the weekend will be removed from the remainder of the event.

\*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 consist of a minimum of one and a maximum of four people.

\*Green Flag 3rd time by

\*Top Five finishers drive back to start finish line after finish of the race, we will scale/tech the top three after podiums

\*There are 2 areas you may signal the driver from and will be discussed at the driver's meeting.

\*Minimum age in hot pits is 12 years of age.

\*Pit lane crossing will only be allowed in designated areas.

\*There will be a discussion in regards to air boxes, rear bumpers, side pods, noses, lead weights, wheels being tight, red flag or black flag situations, pit road dangers and pit entry chicane