



2017 MDD Sprint Kart Championship

RULEBOOK

Version 2017.06.30

MDD Motor Club

2017 MDD Sprint Kart Championship Rules

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GENERAL

Spirit and Intent

Karting is a sport designed for the fun and enjoyment of individuals and entire families. In the interest of maintaining this focus, this set of rules is the standard by which karting, under both practice and racing conditions, will be guided at MDD. Guidelines offered in this publication are subject to the term "Spirit and Intent" and apply to the technical aspects of kart racing as well as to the actions of drivers and crew members. MDD does not intend to waste valuable time with internal disputes. "Spirit and Intent" clause allows the Race Director to make timely decisions and resolve disputes. No attempts to test the rules will be tolerated.

Ultimately the conduct of all crew members and guests are the responsibility of the driver. Consequently, all offenses will be charged directly to the driver. Disciplinary actions will range from verbal warnings in private up to and including disqualification or ejection from the facility. Some of these violations will include abusive verbal language, physical violence of or by any individual, official, member or spectator. The offender will be subject to immediate reprimand. Each situation will be addressed as necessary by MDD management and its designated representatives or, under racing conditions, by the Race Director.

The karting facility, all equipment, all staff, including volunteers, and all racing participants must be treated with respect. By participating in any activity at MDD you agree that you have read and will comply with the rules set forth.

It is understood that membership in any MDD is granted as a privilege to members that participate within the rules set forth in the Rules and Regulations booklet. It is the responsibility of members to have knowledge and awareness of all rules and regulations and these rules are accepted upon entering the racing facility.

Rules Revisions

MDD at any time has the right to revise any rules.

Revisions to the rules will be posted and available on the MDD Forums at www.MDDmotor.com/MDDforum/index.php. Such revisions supersede the related sections in this document.

Rules Disclaimer

These rules and regulations are designed to provide for the orderly conduct of practice and racing events, and to establish minimum acceptable requirements. No express or implied warranty of safety shall result from adherence to this publication. Also the rules and regulations are intended as a guide for the conduct of the sport of karting, and in no way guarantees against any injury, serious injury or death to participants, spectators or crew members. If this book does not say you can, you can't!

MDD does not assume any responsibility for any article of personal property that becomes lost, damaged or stolen at the facility.

It remains the exclusive right of MDD to grant or deny any or all sponsorship or advertising. No retail sales of any products will be allowed by any individual or company without the express written permission of MDD Management. The posting of fliers and the distribution of handbills is prohibited.

Liability Forms

All drivers, crew members, and spectators shall sign a waiver and release of liability before participating in any MDD event. The entrant and/or driver, by signing the entry form for any MDD event, agrees to hold MDD, together with its owners, heirs, assigns, officers, representatives, agents, employees and members, harmless from all liability. This includes, but is not limited to: injury to persons, property, employees and/or reputation that may be sustained by said entrant or driver from all claims of said injuries to parties listed above growing out of, or caused by any construction, condition, other drivers or spectators, over the course of which the event is held.

Parental Consent Forms

It is mandatory that the parent or legal guardian for any minor that will be in any restricted area, to complete the annual "Parental Consent, Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement" which will be kept on file at MDD. Upon securing the annual consent forms from each parent or guardian for the racing season, a minor may sign the multiple line form without securing additional parental consent forms each time he or she participates or enters the facility.

SAFETY

Safety is the primary concern of MDD at all of its sanctioned or affiliated events. Methods of operation, vehicle construction, track facilities, competition, and practices are under constant review to protect all participants, spectators and to reinforce the safety standards of the sport.

Disclaimers

Kart racing has certain inherent risks. Each competitor assumes those risks when they participate in an event. While everyone involved including drivers, crew members, officials, promoters, and MDD have taken measures to reduce the risk of serious injury, the risk cannot be eliminated and will always be present at a high level.

MDD reserves the right to cancel, reschedule, or delay a race at its sole discretion, if the safety of competitors, spectators, crew members, or staff are at risk for any reason.

Competitors' Responsibility

Competitors are closer to the racing facilities, track conditions, safety personnel and equipment and are, therefore, better able to monitor track conditions on a continuing basis.

Competitors are obligated to inspect, observe, and promptly report to the Race Director or track manager any inadequacy in the facilities, personnel, equipment, or conditions at the track before, during, and after each event. All competitors have the right to withdraw from an event for safety concerns whether real or perceived. Competitors are solely and directly responsible for the safety of their race karts and racing equipment and are obligated to perform their duties (whether as the vehicle owner, driver or crew member) in a manner designed to minimize the risk of injury to themselves and others. MDD or any of its affiliate companies will not assume any liability for the safety or technical compliance of a competitor's race kart and/or any racing equipment.

During any MDD event, practice or race condition, ALL persons entering the paddock, pit or track area must possess and display a pass provided at the time of registration. All drivers, crew members and spectators must pay all associated track fees for all classes they are racing in prior to participation. The driver is responsible for those people who are with him/her, which includes pit crew and spectators.

MDD Officials

MDD officials, in the exercise of their independent judgment, shall report promptly to the Race Director any observed safety inadequacies in the racing facilities, safety personnel or equipment. In addition, if a MDD official observes any safety inadequacy in a competitor's race kart, racing equipment, or conduct, the official may take whatever action is deemed reasonable and appropriate in order to correct such inadequacy. Such action may include, but is not limited to, physical examinations, medical determinations, and driver ability or experience tests. The competitor is obligated to follow the official's directives.

Driver Equipment

Spot checks may be made at any time during an event. In the sole discretion of MDD officials, safety violations will result in a correction requirement and/or a one finishing position penalty.

Helmets

Effective as of January , 20 6, all helmets must meet one of the following standards: Snell: K2005 (exp 2/3 / 8); K20 0 (exp 2/3 /23); M2005 (exp 2/3 / 8); M20 0 (exp 2/3 /23); SA2005 (exp 2/23/ 8); SA20 0 (exp 2/3 /23); CMR-2007 (youth helmet); CMS-2007 (youth helmet); M20 5, SA20 5 and SAH20 5 helmets allowed SFI: 24. (youth helmet/exp 2/20/ 6); 3 .2a (exp 2/20/ 6); 4 .2a (exp 2/20/ 6); 24. /2005 (youth helmet/exp 2/20/ 6); 24. /20 0 (youth helmet/exp 2/20/2); 3 . /2005 (exp 2/20/ 6); 3 . /20 0 (exp 2/20/2); 4 . /2005 (exp 2/20/ 6); 4 . /20 0 (exp 2/20/2).

British Standards Institution Specification: Helmets with BSI A-type and A/FR-type BS6658-85 certification manufactured within the past 0 years are approved.

Motocross style bolt on chin and face protectors and modular full face helmets do not meet these standards. Helmet manufacturers recommend replacing helmets every five years

Gloves

Gloves must be abrasion resistant and cover the hand and wrist completely.

Driving Suits

Driving Suits must be manufactured for racing. Suits must be constructed of heavy weight, abrasion resistant nylon or leather. Driving suits must be of sufficient length to cover entire leg and ankle when in seated driving position. No portion of the leg or ankle may be exposed when in the driving position. Jackets and jeans are not permitted.

Footwear

Footwear must cover and protect the ankle and foot .

Neck Brace

Neck Brace shall be worn as manufactured and shall not be altered in any way and is required for all "on track" activities for Junior and below. For all other classes neck braces are optional, but recommended. Altered neck braces, including removal of foam insert are in "Non Compliance" and will result in a disqualification and impound of the said neck brace. If a driver loses their neck brace or it becomes loose while on track they will be blacked flagged immediately.

Advanced neck braces are highly recommended for drivers of all ages.

Approved devices include all Leatt-Brace, EVS R4 and similar, and Valhalla 360.

Rib/Chest Protectors

These protective items are highly recommended but NOT considered required. The lateral forces generated in kart racing are a serious concern, and all MDD competitors are urged to consider this protective device. Use of the SFI 20.1 chest protector is required for drivers 12 and under.

Accidents

Race officials and emergency medical personnel are the only persons authorized to be on the track after an accident has occurred. Exceptions to this are at the Race Director's discretion ONLY. Karts involved in an accident may be subject to inspection by officials. Medical personnel shall examine any driver who sustains an injury. Any kart and driver involved in an accident shall continue only with approval from the Race Director. The Race Director shall approve any repair to a damaged kart. All karts returning to the race surface after an accident shall adhere to the safety tech portion of this rule book. Major damage resulting in a need to change kart chassis shall ONLY be undertaken with the written approval of the Race Director.

DRIVER ELIGIBILITY

Ability

All drivers shall demonstrate their driving ability to the satisfaction of the race officials, during the mandatory practice period before being allowed to compete. The Race Director has the authority to remove an entrant from competing at an event. In such cases, the entry fee may be refunded in whole or in part at the sole discretion of the track officials. The intent is not to ban a driver but to insure the safety of everyone.

Rookie Status

All new drivers and/or drivers that have not competed at an MDD kart racing event in the last calendar year will be required to follow these steps:

1. Attend a driver orientation class provided at no charge by MDD. Please contact the Karting Center for class dates and times at MDD
2. After the class is completed, the driver is recommended to start at the back of each grid for at least three race event weekends. All drivers that have rookie status shall have an orange number panel on the rear of the kart at all times (Practice and Race).
3. On the day of the driver's third rookie race, if the driver wishes to be removed from rookie status, the driver must inform the Race Director and provide race results from their previous two races. The Race Director and his/her officials will evaluate the driver's ability. Once this has been completed, the Race Director will determine whether the driver's rookie status will be dropped. (It is permissible to maintain rookie status for as many races as the driver would like until they feel comfortable.)

*Any driver that has not competed at MDD in the last year and wishes to waive their rookie status and has competed at a local, regional, or national event, examples: USRMC, SKUSA, TPKC, IKF, WKA in the last calendar year will need to provide proof of participation (i.e. MyLaps). It will be the driver's responsibility to provide those documents to the Race Director.

Licensing

All competitors are required to hold a MDD SKC Competition License to compete in all MDD SKC sanctioned Sprint Kart races. Competition Licenses can be obtained at the Kart Center or via email to joe@jayhoward.com. All racers must have competition license completed for Round 3, or after 3 race grace period.

Age

The minimum age to compete in a MDD event depends on the class in which the applicant desires to compete. In no case, shall any applicant be under 5 years of age. A driver's age shall be determined by the age to be attained ending December 31st of that year. A copy of a birth certificate may be required for all minor drivers (under 8 years of age). On a driver's bump year, you have an option of bumping to the next age group. If you choose to run in the next age group there will be no returning to the previous class. You may bump to the next age class at any time during the racing year. For example: A Junior driver turning J5 in December of that year can run either Junior or Senior, but once that driver moves to Senior they will not have the ability to go back to Junior.

Medical Condition

Competitors are prohibited from participating in any MDD SKC event if their physical or mental condition makes it unsafe to do so. This restriction applies to practice sessions as well as competition. Medical conditions include persons on medications that may impair their physical or mental acuity, persons with weakened physical condition, persons under a doctor's care for physical or mental illness, or persons with any physical condition or disability that would jeopardize their safety and the safety of others, including pregnancy. MDD at its sole discretion has the ability to keep any driver that may propose a safety risk from competing in any race event.

Drugs

No competitor, crew member or other related persons shall be allowed within the confines of MDD while under the influence of any substances, commonly considered to be mind or mood altering in nature and not being prescribed by a licensed physician. Any person suspected to be under such influence is subject to immediate ejection from the premises or even turned over to local authorities. Any entered competitor or MDD member considered to be under such influence is also subject to immediate and permanent ban from the organization. All drivers are responsible for the conduct of their crew and family. MDD shall bear no burden of proof in their determination. Under no circumstances shall a prescription be any defense for misuse or misconduct. This is a "No Tolerance" policy. MDD is not liable for injuries or problems incurred by drivers with any medical condition.

Alcohol

The use of alcoholic beverages is prohibited by drivers and crew members during any MDD event. No alcoholic beverages can be opened or consumed on MDD property until the closure of the track on any practice or race day. After the event is declared concluded for the day, track/facility rules and local laws governing the use of alcohol shall apply. At no time will alcohol be allowed on track surfaces. Any violation will result in a disqualification of the driver(s) for the event.

Crew Members/Parents/Spectators

The pit crew and affiliated personnel MUST sign the "Release and Waiver of Liability Agreement" and be in possession of proper credentials prior to engaging in the business of race preparation. Failure by anyone to comply may result in disqualification, suspension, or other action deemed as appropriate by MDD. MDD has determined that 2 crew members per entry may be permitted access to the pre grid area. MDD may revoke permission, as may have been granted any

individual, for misbehavior or non-compliance of these competition rules. The driver is responsible for the actions of their pit crews, parents, and spectators at all times. The disciplinary actions taken against the pit crew will be levied against both the pit crew and the registered entrant/driver.

Appearance

It is essential, especially as our sport grows, that every effort be made to present the most professional racing appearance possible. Certain minimum requirements shall be imposed on all competitors. All MDD events will require clean and professional driver and team attires. All crew members shall maintain a high standard of appearance at all events. During the "Official" event days, teams are encouraged to wear team uniforms and maintain them in the most professional manner possible.

Refunds

No entry refunds are allowed once the kart has taken the track on competition day. Pre-entry refunds or rollovers will be at the discretion of the MDD.

Substitute Drivers

Substitute drivers are not allowed. If a driver is not able to compete in an event or for any reason, not able to compete in a future event(s) with the same series, no alternate or substitute driver may replace the entered or affected driver, whether for one race or one event, for the purpose of accumulating points on behalf of the affected driver.

Class Structure

Class	Age	Weight	Notes	Tires	Rules
Shifter Senior (S2)	15+	385		MG FZ (Yellow)	MDD/SKUSA/
Shifter Masters (S4)	30+	405	21 years of age and 190lb of body weight	MG FZ (Yellow)	MDD/SKUSA/
Shifter Open	15+	385	KZ, ICC, Moto engines (2-cycle up to 250cc, 4-cycle up to 450cc) & Axiro Rotary	MG FZ (Yellow)	MDD
Rotax DD2 Max	15+	382		MG FZ (Yellow)	MDD/USRMC
Rotax DD2 <i>Master</i>	32+	397		MG FZ (Yellow)	MDD/USRMC
TaG Masters	32+	TaG USA	21 years of age and 190lb of body weight	MG Hz (Red)	MDD/TaG USA
TaG Senior	15+	TaG USA		MG Hz (Red)	MDD/TaG USA
TaG Junior	12-15	TaG USA		MG Hz (Red)	MDD/TaG USA
TaG Cadet	8-13	TaG USA		MG HZ (Red) 4.6 (all around)	MDD/TaG USA

Senior 4	15+	370	Briggs LO206 Stock Slide	MG HZ (Red) 6.0 or 7.1/Rear 4.6/Front	MDD/B&S
Masters 4	40+ or (21+ *)	385	Briggs LO206 Stock Slide * 40+ or 21+ and 215lb Body Weight *Engine Rules per Briggs LO206 Ruleset *Gold Cup or CIK body work.	4.6 front/6.0 or 7.1 rear/MG HZ (Red)	MDD/B&S
Junior 4	12-15	310	Briggs LO206 Yellow Slide	MG HZ (Red) 6.0/Rear 4.6/Front	MDD/B&S
Sportsman 4	7-11	265	Briggs LO206 Red Slide	MG HZ (Red) 4.6 (all around)	MDD/B&S

*MDD SKC regards the right to change weight per class and engine standard at any given time.

Technical Regulations

Fuel

This is a spec item that is requires to be purchased from MDD and will run as follows:

- All 4-Cycle: 87 Octane Street Fuel
- All TaG: MS93 or C12
- All Shifter: C12

Non-compliance fuel found in use during time trials, heat races, pre-finals, or mains will cause the competitor to be DQ'd for the race that the fuel was found. Participants may be granted a courtesy fuel test prior to the event, time permitting. If a competitor is found to be in non-compliance on the fuel twice in the same season, they may be suspended from MDD sanctioned or affiliated events (penalties # 4- 6). All fuel baselines will come from MDD fuel station. Fuel must be purchased from MDD Kart Shop for Race Day.

Mix Oil

This is a spec item and will be run as follows

- Rotax XPS or Motul 2T

Crank Case Oil

- Rotax and SKUSA - Open
- Briggs LO206 -Open

Tires

This is a spec item and will be run as follows

- **All TaG Classes:**
MG HZ (Red)
- **Rookie 4, Junior 4, Senior 4, Masters 4:**
MG HZ (Red)
- **Shifter Senior (S2), Shifter Masters (S4), Shifter Open, and DD2 Classes.**
MG FZ (Yellow)
- **Rain Tires**
Rain tire Mojo or MG.

Strictly NO modifications, tire treatment, or tire warmers allowed. All Tires must be mounted according to the marked direction of rotation in all classes.

It is the intent of MDD to run rain or shine it is the competitor's responsibility to be prepared for this MDD is not responsible to have rain tires in stock for race day; MDD will make every effort to have rain tires available for purchase.

Worn or damaged tires must be removed by competitors and not left in pit area or trash receptacles. **A \$100.00 fine will be charged for each tire left on site to the competitor based on the pit spot they were left in.**

The fine will have to be paid in full before any other track activity. Competitors can also bring used tires to the Kart Center for disposal. There will be a \$.00 charge per tire.

Tires must be purchased from MDD Kart Shop and must be stamped with the official seal to be eligible for Race Day. This will be enforced starting Round 3.

Inspections

The Race Director and his or her designated representative(s) has the responsibility and authority to enforce all rules and regulations pertaining to technical inspections and all safety regulations. Spot checks of a competitor's kart may be made at any time during a MDD event. At the sole discretion of MDD officials, violations of this section could result in a one finishing position penalty. Dimensional violations will result in disqualification and loss of points for the day.

Tech is to be operated one kart at a time. Tech official will supervise any action done to the kart and is MDD SKC's decision on what is tech'd. Karts to be tech'd will be moved to tech area and left untouched. No body other tech official to be allowed inside of tech area. A representative of each kart will be called upon by an official while kart is being tech'd. Penalties will be assessed if not followed.

Pre Tech Inspection

All drivers must use the approved MDD or USRMC Pre-Tech inspection forms available at registration or at the back of this rulebook.

Competitors are responsible for correctly filling out the form completely and signed by the driver. Forms are to be turned in at Kart Retail Center in exchange for a tech sticker that needs to be placed on the upper part of the driver's fairing before any on track activities.

Number Plates

Kart number assignments can be obtained from the Kart Center or at joe@jayhoward.com. Numbers are subject to availability. It is mandatory that each kart displays its racing number on all four sides. The racing number shall consist of two elements; 1) The background and 2) The Numeral. The background is defined as an area onto which the numerals are affixed. This area can be a plastic plate, such as that common to kart racing, or bodywork that allows sufficient display area, background color must be in contrast to the number shown, and be easy to read and identify. Numerals shall be of a style that is easily readable. All drivers that have rookie status shall have an orange number panel on the rear of the kart at all times (practice and race).

Required Decals

Competitors are required to display the Series (USRMC, Briggs WRS included) and /or Class Sponsor's decal(s) in the specified location(s) if applicable. It is the driver's responsibility to obtain the correct decals from MDD or approved vendors. (This is a tech item)

Number Structure

All classes will have a class designator number. It is mandatory to have a class designation number on your kart for ease of scoring.

- Mini Max: 00 - 99 DD2 Max: 400 - 499
- DD2 Masters: 500 - 599
- TaG: Open 000-999
- Rookie 4 : 700 - 799
- Junior 4: 800 - 899
- Senior 4-Cycle: 900 - 999
- Shifter Senior (S2): SKUSA S2 number plate, -99 or 300-399 Shifter Masters (S4): SKUSA S4 number plate or 500-699
- Restricted numbers are 0, 1, 2, 3.

Race Vehicle Standards

Safety checks of a competitor's kart may be made at any time during a MDD SKC event. At the sole discretion of MDD officials, violations of this section could result in a one finishing position penalty.

Chassis

The driver is the official entry in a MDD SKC racing event. That driver is allowed to enter and race only one chassis per class at an event, and there shall be no substitutions. Official Chassis Replacement Form is available at the back of this rulebook if chassis replacement is needed, replacement must be approved by Race Director. Viable reasons for replacement could include a bent or broken chassis. The Race Director is to consider all safety concerns involved. The kart chassis is official once the first competitive green flag (qualification, first heat, etc.) is thrown on that kart chassis. A driver may practice with as many chassis as he/she wishes that have cleared pre-tech,

but once competition begins, the driver is bound to that chassis for the remainder of the event competition. A kart may be entered in more than one class, but only if the kart and driver meet all the requirements of all entered classes. The kart chassis identification number may be recorded or the chassis will be marked after qualifying.

Construction

Chassis must be constructed of a carbon steel alloy using traditional tubular construction.

Suspension

The term "suspension" applies to elements of the overall chassis that would allow the actions of each or any of its four wheels to function independently of one another or the front axle to function independent of the rear axle. Such elements consist of, but are not limited to,

springs (leaf, coil or torsion) and "action dampening" devices. The term "suspension" shall apply to, and only to, the relationship between the chassis and the tires. Components considered to be integral to the chassis are welded to the main chassis components. All other components of the vehicle are mounted to the chassis in a rigid or

semi-rigid manner utilizing bolts, screws, and nuts; or tapped and threaded holes in the main chassis components. All such bolted or screwed mounts are subject to safety inspection and pre-tech items. Traditional chassis set-up and tuning allows the use of plastic, rubber, and other such elastic composition washers or spacers, between chassis and removable frame component(s) for the purpose of adjusting overall chassis flex.

Differential Mechanisms

Differential mechanisms that allow the rear wheels to rotate at different speeds relative to each other are prohibited.

Overall Dimensions

Maximum rear track width is fifty-five (55) inches for all classes. Maximum length is eighty-four (84) inches for all classes.

Minimum wheelbase is thirty-five (35) inches for all classes. No part of the driver's head may extend past a vertical plane defined by the trailing edge of the rear tires. The distance between the ground and the center hub of the steering wheel will be no less than sixteen (6) inches. Dimensional violations will result in disqualification and loss of points for the day.

Exception: Rotax classes have different minimum wheelbase measurements depending on class, see USRMC Technical Rules for more information.

Bumpers and Bodywork

All karts that compete in a MDD event must have a minimum: (a) Two CIK or CIK-style side pods (Note: All new-style CIK side pods must have double framework on the nerf bars and a driver fairing);

(b) front and rear bumpers approved by CIK/IKF/WKA, driver fairing - CIK style with maximum width of 5" and must have a minimum of 3" clearance to any part of the steering wheel. Bodywork allowed for competition in MDD events are a front nosepiece of plastic construction in general accordance with CIK specifications. The nosepiece may not exceed in width that of the front tire/wheel width as measured from the outside of each front wheel while in a straight forward position. Aerodynamic noses designed for road racing are not allowed. 20 5 CIK nosepiece mounting system is allowed but not required. All karts are to have full length rear bumpers covering at least half of the inboard part of the tire, but not to exceed past the outboard most portion of the tire. No bodywork may extend wider than the rear tires.

Exception: 4-Cycle classes are allowed use WKA Gold Cup (Speedway) bodywork made of plastic or fiberglass. All common rules of attachment protrusions apply.

Seat

All mounting of seat components to the main chassis shall be done in a manner that does not place the safety of the driver in jeopardy. Seat mounting, at the minimum, must include the use of all traditional and integral chassis-provided components. Such components shall attach to the seat utilizing the standard nut and bolt method. The use of washers, either metal or of a softer composition is allowed as long as such washers or spacers are in compression. Such integral components shall not number less than four (4). The addition of more struts is allowed and may also utilize the flex washers. Seat incline shall remain consistent with sit-up sprint racing incline.

Exception: 4-Cycle classes have the option to run either a sprint style (sit-up) or a speedway style seat (semi lay down). Full lay down style seat inclines are prohibited on the MDD kart track.

Seat Struts

Struts with mid-point washers are allowed as long as the furthest most ends of said strut(s) are rigidly mounted at each end. In no case may the use of any strut(s) preclude the use of chassis-provided seat mounts. In no case may the strut become more complex and include the use of metal springs of any kind, gas shocks, or any other mechanical devices expanding on the flex associated with flex washers. The "appearance" of the existence of a through bolt by affixing bolt and nut heads to mounting areas with no actual and physical connection is illegal.

Brakes

2 and 4 Wheel Brake Systems

All shifter karts, 80cc and larger, are required to have four-wheel braking with two (2) independent master cylinders.

All other classes are rear brakes only.

Where rear brakes only are stipulated, 4 wheel brake karts are eligible to run as long as the linkage to the front brakes is disconnected (i.e., the front brakes must be inoperable). Sufficient force applied to the brake pedal shall result in all applicable wheels being unable to turn. Flexible duct tube is allowed for brake cooling.

All hydraulic connections shall be tight and free from leaks. Fastening for all brake pedals, pedal to master cylinder linkages, brake caliper bolts, and master cylinder roll pins shall be cotter pinned, safety wired, or secured by an OEM clip. All brake rotor nuts must be "ALL-METAL" lock nuts.

"Carbon/fiber" braking systems are prohibited. Carbon brake pads are allowed. Connection between brake pedal and master cylinder(s) must consist of OEM rod/cable and safety cable. Safety cable must be at least .065 inches.

Tires/Wheels

Wheel size for all classes shall be five (5") inches in diameter. Maximum wheel width will follow MDD regulations for their respected classes, all 4-cycle classes are open wheel width. Tires are spec for all classes. Same brand and compound must be run on all four tires. Tires must be purchased through MDD and have the official stamp to be eligible.

Safety Wire

The following items shall be safety wired, cotter pinned, Nyloc nuts, or the use of OEM clips.

Steering

- 3 Steering wheel hub bolts.
- Bolt, steering hub to steering shaft.
- Bolt, steering shaft to chassis.
- Tie rod bolts (at steering shaft and spindle arm).
- Kingpin bolts.
- Spindle wheel nut.

Braking System

- Brake rotor to hub must have OEM clip, safety wire or metal lock nuts.
- Clevis pin, brake pedal to frame.
- Clevis pin, brake actuating rod(s), both ends.
- Bolts, master cylinder(s) to chassis.
- Bolts, brake caliper(s) to chassis.
- Bolts, brake caliper(s) to spindle.

Throttle

- Clevis pin, throttle pedal to chassis.

Weights

- Weight mounting bolts, double nuts or nut with safety wire.
- Weights 10 lbs. or more must be contain at lest two bolts
- Weights must be white or red in color with designated kart number on each weight.

Miscellaneous

Data Acquisition

Data acquisition devices are allowed in all classes. Data acquisition systems used during time trials and racing shall be limited to the collection and storage of data only. Systems that are capable of modifying ignition timing, air or fuel ration mixtures, traction control, throttle position etc. are forbidden.

Radio/Telemetry Communication with a driver or to/from instruments while on course during qualifying or race is not allowed. The Race Director and/or Tech Officials may require that all such devices be removed for qualifying and/or racing.

Special Needs Special "driver aids" may be allowed in certain circumstances for drivers with special needs due to physical disability.

Cooling Fluid Water Wetter solutions and anti-corrosion solutions are allowable in cooling system. (Rotax Excluded, water only) Glycol based anti freeze is NOT allowed.

Fluid Capture The goal of MDD is to eliminate fluid spills (fuel, oil, and water) on the racing surface, it is highly recommended competitor has a fluid catch bottle(s) installed. Obviously, the existence of such a device does not preclude spillage. The competitor must control fluid spillage. The penalty for not complying could result in a black flag.

Fuel Pumps A single, pulse-type feed system is allowed. Any additional pumps must be for evacuation pump around system. No electric fuel pumps are allowed.

Aerodynamics Floor Pan Floor pans are not allowed to extend rearward past the front seat mount/crossbar, and must be inside the frame rails.

Aero Effects No duct or packing tape shall be allowed to form aerodynamic effects. Side pods may be open or closed. Taping them closed is allowed.

Skirts No skirts or vertical aerodynamic sealing devices are allowed to extend below the mainframe rails from the forward edge of the front tires to the rear of the kart.

Wings No wings are allowed.

Transponder Location CIK position on back of seat at a height of 25cm +/- 5cm is required **IN ALL CLASSES**

Exception If using a passive TranX 40 transponder (see picture below), it must be mounted on the rear crossbar of the kart.



Engine Standards

Stock Honda CR125

Refer to the current SKUSA Technical Rules for S2-S5 and US Open Spec Honda Technical Rules available at:

www.superkartsusa.com and www.maxspeedentertainment.com

Rotax FR125

Refer to the current US Rotax Max Challenge Technical Rules available at: www.gorotax.com

IAME

Refer to the current SKUSA Technical Rules available at: <http://www.superkartsusa.com/dmdocuments/2017-SKUSA-RuleBook.pdf>

Briggs & Stratton LO206

Refer to the current Briggs & Stratton LO206 Technical Rules available at: www.briggsandstratton.com/engines-racing

Engine Rules Updates

All rules updates for engines will be posted on the MDD Forum at www.nolamotor.com/NOLAforum/index.php

Engines must be sealed prior to any official session on track, i.e. qualifying - pre-final - final.

If a seal must be removed, must be done in front of tech official. All work must be done supervised by tech official and sealed without leaving tech.

Event Operations

ANY leakage of fluids from a kart on the track surface will result in an immediate Black Flag.

Each participant and crew member is responsible for housekeeping in their pit space. Oil, fuel, brake fluid and coolant spills are to be addressed immediately. If you do have a spill notify race control and help will be sent to assist in clean up. MDD will have appropriate materials for addressing spillage on site, and will have appropriate containers for waste and contaminated fuel and oil. Refueling of karts is only allowed in the pit space and on the concrete pad. No refueling is allowed in the pre-grid or on the track unless approved by the Race Director. No open flames are allowed in the paddock, pre-grid area, or on the track. Smoking is not allowed in the pre-grid or on track surfaces. Smokers must properly dispose of their materials in appropriate trash containers and not on the facility surface. Inappropriate disposal of fluids will result in disciplinary action. The extent of such discipline will be determined on a case by case basis.

QUIET PRE GRID

Engines may only be run in your PIT AREA (OX 2 areas), and must be on a kart stand. In Pre Grid engines may only be run with Kart on the ground, then only on start command of grid steward to enter track. Driver must be in kart when engine is running.

Race Officials

Race Director

The race director is the head official at all MDD race events. The responsibilities of the Race Director include all decisions on matters of competition, rule interpretation, and disciplinary action. It is the Race Director's obligation to certify the legality of all aspects of the competition, including timing and scoring, vehicle conformity, fuel, engine legality, and protests. Decisions by the Race Director are final.

Grid Steward

The Grid Steward directs all grid operations, including releasing karts to the grid, supervising the grid alignment, and overseeing the entry of karts onto the track.

Starter

The starter is in charge of all infield personnel and is in control of the racing surface during all competitive activities. Responsibilities of the starter include maintaining a safe competitive environment on the track and displaying the appropriate flags of competition.

Technical Director

The Technical Director and his/her officials are in charge of all pre and post race inspections to insure that all karts comply with published safety and technical guidelines. The Tech Director is in charge of all technical officials and reports any and all infractions concerning safety and technical issues to the Race Director.

Other Officials

The Race Director will appoint other officials as considered necessary for race operations. These officials may include but are not limited to registration, timing and scoring, pit area, etc.

Race Procedures

Qualifying

Each registered driver will get a one timed session to post his/her fastest lap; once the checkered flag is displayed the session is over regardless of where you are on that lap. The time will determine your starting position for the pre-final.

Race Sessions

The number of race sessions (heats, qualifiers, LCQ's, mains) will be determined by the Race Director based on the entry count. In the event of qualifying heats, aggregate point ties will be broken by qualifying time.

Pre Grid

The pre-grid serves the following functions: (1) to allow race officials to stage the forthcoming event, (2) to inspect for safety violations, and (3) to allow for last minute adjustments by mechanics or crew. Once the driver and kart leave the pre-grid, there can be no mechanic or crew assistance without penalty. This stands whether or not the need was for safety. All drivers should be prepared to show their wristbands showing they have registered for practice/race when leaving the pre-grid or entering the track for any reason.

Empty positions at pre-grid will be filled by reordering the field. Example: Kart in P6 (outside row 3) is missing from pre-grid "A". P7 would move to outside row 3, P8 to inside row 4, P9 to outside 4 and so on. Any driver obtaining pole position in the heat or the main event may choose either side of the grid. This will affect the front row of karts only and must be done before the karts leave the pre-grid. The Grid Steward must be informed of the change. Anyone arriving to the pre-grid after the karts have been released will be held at the track entrance. Once the field has been given the green flag, they will be allowed to join at the rear of the field.

The Driver is only allowed two crew members within the pre-grid/Hot Pit area. Those two crew members are to assist the driver with starts or any last minute changes. Once the driver is released from the pre-grid to the track, any crew members need to clear the pre-grid and move to the crew member only area to view their driver. This area will be marked for each event and is to be used only by the two crew members that accompanied the driver to the pre-grid. Each crew member at the time of registration must be present to receive their wristbands, pay all fees and sign the waiver. Violating this will have penalties (-3). Pre-grid attire: No tank tops are allowed, closed toed shoes are required.

Grid

Once karts are released to the racing surface from the pre-grid, all competitors are under "Race Conditions" and the direction and control of the Race Director. From this point forward to the point where the competitor clears post race tech, no person may assist the competitor unless directed to do so by the Race Director. (Penalty # -). Course workers are not required to help restart or assist drivers in any way. Karts stalling on warm-up laps or experiencing difficulties in keeping the warm-up pace are in jeopardy of losing their starting position. A kart not in proper position upon approaching the formation cones will be placed at the rear of the field. The Race Director, at any time he feels it may be a safety issue can request that a corner worker remove the kart from the racing surface, if a driver drops out of formation prior to the start and after the formation cone, the karts directly behind the absent driver will move forward to fill the void.

"No Wrench" Grid

It is assumed that a kart and driver are ready for competition when they leave the pre-grid. If it becomes necessary to work on any competitor's equipment after leaving the pre-grid, the competitor is unable to return to the race surface.

Any part that breaks or falls off of your kart under race or practice conditions is deemed a safety hazard by the Race Director and will result in a Black Flag.

Race Starts

Standing Start

One or more warm up laps are provided with the field staying in line up position. At the direction of the officials, the field will slow and proceed to their designated grid position in two abreast format. It is the driver's responsibility to know their proper position. A driver stalling on the grid must first and foremost, raise both hands to signal trouble. Where possible, a grid official may assist in a restart effort. Failure to restart will result in officials ordering the kart and driver to a safe position off the racing surface. Front tire must be in small tire box, and the kart must be square to the track, no angling of the kart.

Start Lights

1. During the warmup lap, no lights will be shown.
2. After the warmup lap is completed, on the formation lap, the RED lights will be shown.
3. After all karts are gridded, at the S/F Stewards discretion, the RED lights will be extinguished, signifying the start of the race.
4. *If False start is called, the RED lights will remain on, accompanied by FLASHING YELLOW lights. This means an additional formation lap is required.

Flag Start

Once the field is set:

1. The flagman will raise his non-flag hand vertically, with the green flag pointed straight down and beside his leg, to signal a five-second "window" count.
2. The flagman will throw the green flag at any time within the five-second window.

Rolling Start

Warm up Laps

The field will be given a minimum of one warm-up/formation lap.

Formation Laps

During formation lap, karts will maintain their grid positions. It is the driver's responsibility to retain the proper grid position and the starter is not obligated to allow any additional formation lap to allow a driver who has lost position to regain it. If a driver intentionally starts out of position, that driver will be black flagged.

The pole position driver will control the pace of the warm up and formation laps. The driver should modulate the pace such that it is possible for the field to maintain good order by the time it enters the straight on which the start line is located. If either front row drivers do not live up to this responsibility (excessive speed, brake checking, etc.) the front row drivers in violation will be moved to the back of the pack and that line will move forward.

If a kart stops or spins during any formation lap: The driver may not attempt to restart until the entire field has passed them. The driver must push the kart to a safe spot before attempting to work on it. No outside assistance can be given to the driver. Working on the kart in an unsafe spot causing a delay to the start of a race can result in a DQ from the race. If you drop out of your grid position prior to the green flag, you can rejoin the field in your original starting position.

Start

At the direction of the officials, the field will slow and proceed toward the start line in two abreast format. Speed shall be constant and relatively slow when approaching the acceleration line (marked by cones approximately 75ft prior to the start line). The No. 2 driver must maintain position level or slightly behind the pole driver as they approach the acceleration line.

At any point between the acceleration line and the start line, when the two leading karts are level, or the pole man is slightly ahead and the majority of the field is in position, well bunched up, and in two parallel lines, the starter may give the starting signal.

The front row will get two chances to get the start right, after which, at the race official's discretion, both of front row drivers will be moved to the back of the pack. Once the start signal has been given and the race has begun no further karts will be allowed out of the pits onto the track after one completed lap unless approved by the race director.

At race official's discretion, penalties may be assessed at the end of the race for the following infractions:

Breaking out of line prior to the green flag for reasons other than contact avoidance. Bumping or pushing. Aggressive maneuvers that lead to contact between karts deemed avoidable by race officials.

After the green flag has dropped, if a driver spins or has a mechanical. An effort may be made by a driver to rejoin the race, unless directed to the contrary by a race official.

DNS, DNF

Any driver failing to cross the start line after the green flag (race start) will be scored as "Did not Start" or DNS, DNS does not score points. If a kart fails to finish the race and pass the checkered flag it will be marked as a "Did not Finish" or DNF. DNF finishes will be scored finish position points if the competitor has completed any of the scheduled distance of the race session. DNS and DNF are not scored in practice or qualifying sessions.

Restarts

Restarts will be a single file, rolling start in the same order as the last fully completed and scored green flag lap prior to the red or full course yellow condition. A lap is considered complete when the leader crosses the finish line to begin the next lap. Karts that caused or were involved in the incident resulting in the need for a restart may be required in the case of a full course yellow flag, or will be required in the case of a red, to restart at the rear of the field. In the case of a red flag, drivers, unless otherwise directed, must make their way to the start/finish line and await restart alignment instructions. If the track is blocked due to a red flag incident and one or more competitor(s) stop in full control of their kart and are not involved in the incident, the Race Director has discretion, when the track is clear and safe, to allow the competitor(s) to continue to the start/finish line and be placed in grid position determined by the last completed and scored lap. NO crew or other persons may come upon the racing surface without SPECIFIC authorization from the Race Director.

Drivers waiting for restart may not go to the pits. Crew members may not approach the kart or driver for restart or work until, and only if, directed to do so by the Race Director.

Red Flagged Events

In cases where a race is halted due to a red flag, two methods exist regarding restarts:

Method #1 : The red flag was displayed before the completion of one half of the total scheduled laps or distance. In this situation, the race will be restarted as a general rule, conditions permitting.

Method #2: The red flag was displayed after the halfway point. In this situation, at the discretion of the Race Director, the race may be declared complete and the results will be based on the last completed and scored lap. Any passing taking place in the incomplete (red flag) lap will be negated. Drivers involved in the red flag incident will be score behind the last running kart in the lineup and not in the position they were in on the last completed green flag lap.

Race Completion

All races will be run until the leader has completed the prescribed distance or the checkered flag has flown. If conditions prevent the completion of the prescribed distance, the race will be considered officially completed if half of the prescribed distance is completed. After the race has been deemed complete, all drivers need to proceed to the scales and weigh the kart and driver. No crew member is allowed to touch the driver or kart until the kart and driver has passed through the scale house. If the kart is unable to reach the scales by its own means, the kart and driver are still required pass through the scales unless deemed unnecessary by Race Officials. When an event is halted due to adverse conditions, the event may be rescheduled. If a feature line-up has been determined, or if a feature is less than halfway completed, points shall be awarded as to the line up position or the last fully completed and fully scored lap in the feature.

Podium/Awards

Awards will be given to the first, second, and third place finishers of all classes. Race awards will be given out at the next scheduled MDD race unless requested by the competitor. Championship awards will be given to the first, second, and third place in class. Competitors who have not competed in 50% or more races in a class during the season are not eligible for Championship awards.

Points System

Points based on finish position in class Final. Bonus points will be awarded to Fastest Lap in Qualifying, Pre-Final and Final per class, and Pre- Final class win. Classes with single entries will not receive bonus points. Racers are allowed one drop race. All sessions deemed as "wet" sessions where rain tires are required are double points, bonus points included, sessions.

<i>Position</i>	<i>Points Awarded</i>	<i>Position</i>	<i>Points Awarded</i>	<i>Position</i>	<i>Points Awarded</i>
1st	200	13th	65	25th	20
2nd	175	14th	60	26th	18
3rd	155	15th	55	27th	16
4th	140	16th	50	28th	14
5th	130	17th	45	29th	12
6th	120	18th	40	30th	10

7th	110	19th	35	31st	8
8th	100	20th	30	32nd	6
9th	90	21st	28	33rd	4
10th	80	22nd	26	34th	2
11th	75	23rd	24	35th	1
12th	70	24th	22		

Fast Lap in class during qualifying = 5 points

Pre Final Win in class = 10 points

Fast Lap per class during overall race (pre-final/final) = 5 points

Disqualification

Drivers DQ'd from qualifying/heat race shall start at the rear of the heat race field. Drivers DQ'd from the final do not receive points or other awards. DQ's will not be eligible for drop races.

Flags

Each competitor is responsible for the adherence to the following flag signals. Any driver that commits a flag procedure infraction is subject to penalties at the discretion of the Race Director.

Green Flag

A green flag is displayed at the start of practice or competition.

Crossed Flags

A set of crossed flags (Green and White) is displayed to indicate that the race is at the halfway point.

Two Vertical Flags Side by Side

A rolled Checkered and rolled White flag, side by side, represents two laps remaining in the race.

White Flag

A white flag is displayed to indicate that the race has one more lap.

Checkered Flag

A checkered flag is displayed at the finish of competition or practice. A driver is to race to the checkered flag irrespective of the lap number.

Waving Yellow Flag

A yellow flag indicates that there is a problem on the course ahead. The driver is to proceed with caution and may raise a hand for courtesy to signal following drivers. A driver is not to pass another driver from the point that the yellow flag is being displayed until cleared of the incident. Passing on a yellow flag will result in lap penalties. (Penalties 6-8)

Standing Yellow Flag (not waving)

Continue at racing speed. Minimal danger ahead requiring driver's attention at next corner. Passing on a yellow flag will result in lap penalties. (Penalties 6-8)

Yellow with Red Strips

Surface Condition Flag: Informs racers that fluids, gravel, or other substance is on the track surface. This flag is held stationary, until the debris has been removed or for 2 laps, whichever is shorter. This is flag is for information only.

Blue Flag

A blue flag indicates that the driver is being overtaken by a faster, lapping kart. This flag will only be displayed at start finish. Failure to adhere to this flag will result in lap penalties. (Penalty # -5).

Rolled Black Flag

May be displayed as a warning of a driving infraction. If the driver does not heed the rolled Black Flag warning, the unrolled Black Flag will be displayed.

Black Flag

Unrolled Black Flag indicates that the driver has committed an infraction. The driver is to immediately report to the pits and stop where directed by a race official. Failure to respond to the Black Flag for 3 consecutive laps will result in (Penalties #9, - 3). This flag will only be displayed at start finish.

Red Flag

A red flag indicates that the race is stopped due to an emergency, weather or darkness. In a red flag situation, if a driver sees a red flag waving a corner station flagger or by start/finish flagger, to slow down and come to a complete stop at the edge of the race track by the closest corner worker station, and wait until further instruction by the corner marshall as to when it is safe to proceed back to the start finish line to be regrouped, and the restart grid will be set by position of the last completed lap. Any kart involved in the red flag incident, under any circumstances will go to the back of the field, If more than two karts are involved in a red flag incident, those karts will be positioned at the back of the field and set by their last scored position in a fully completed lap... A driver is not allowed to enter the pits nor are they allowed to work on a kart unless otherwise stated by the race director.

Pit Rules

Access

Only those persons who have signed a release and waiver of liability will be allowed in the general pit areas. (penalties # - 3)

Scooters and Golf Carts

Push Scooters, motorized scooters, golf carts and mini motorcycles (pit bikes) are allowed in pit area. Motorized pit vehicles are only to be operated by adults 8 years of age or older who have signed a release and waiver of liability. (penalties # -3)

Fluid Disposal

No fuel, gear oil, or coolant may be disposed of at a MDD event. If no officially designated container is provided for

disposal of specified fluids, all such fluids and their disposal are to remain the responsibility of the driver (penalties # , 2-4).

Pre-Grid/Hot Pit Entry/Exit

All drivers must enter and exit the pre-grid/hot pit area at designated pit entrance and exit only. When entering or exiting the pre-grid/hot pit area, during a practice or a race, a driver shall yield the right of way to all other competitors already on the track and signal by raise of hand. The entering or exiting drivers must stay out of the fast groove until the kart is up to racing speed and able to merge with traffic safely (penalties # -5).

Warming of Tires

It is illegal to warm or heat tires, in any manner (penalties # -3).

On Track Conduct

Driver conduct rules are in place to protect competitors from unreasonable interference from other competitors. This unreasonable and unacceptable interference could be generally classified as rough driving and/or blocking.

Signaling Procedure

A driver will raise one arm overhead to signal following drivers when slowing abnormally or pulling off course. The slowing driver will maintain their line.

Blue Flag/Lapping Procedure

The driver is not to block or race the lapping kart. The overtaking vehicle may or may not be right behind the kart being lapped. Furthermore, the overtaking process may or may not take place in the next turn. In the opinion of the official, the kart being lapped will be overtaken before the driver completes the present lap. It may well be by more than one vehicle, often indicated by fingers from the official presenting the flag. Failure to respond to this flag and properly yield may result in a penalty (Penalty # 5).

Track Re-entry

Competitors should always raise a hand when re-entering the track. A kart that intentionally or inadvertently cuts the track, a corner, and/or has 4 wheels off the racing surface must yield right-of-way to competitors at racing speed. When re-entering the racing surface during practice or a race, the driver must stay within the blend line while staying out of the racing line until the kart is up to racing speed and able to merge with traffic safely (Penalties # -5).

If an accident or unsafe situation results upon re-entry, a penalty for "Reckless or Dangerous" driving will apply. If a driver cuts the course during racing or qualifying, regardless if position(s) were gained or lost, he/she will be subject to penalty. This judgment is at the sole discretion of the Race Director and may be based on reports from corner flag stations or the head flagman. Any driver that commits a driving procedure infraction is subject to (Penalties #6-).

If the kart cannot be restarted, the driver is to assist course workers to get the kart to a safe position. Once the kart is secured, the driver must remain in a safe place near their kart until the race is completed. Kid kart and cadet drivers are not to attempt to move their karts to a safe position. When it is safe to exit their kart they are to move themselves to a safe position and out of the way of others. Corner workers will at that point take control of the kart and move it to a safe position.

Rough Driving

Rough driving is a term commonly applied to knocking (punting) another competitor from the line or the course, nerfing, or other avoidable contact with another kart. It must be understood that there is a fine line that exists between malicious intent and inadvertent contact. The basic rule is "no contact." Good competitive racing sometimes sees contact between competitors. This type of contact can still be considered a violation of the rules, depending upon the incident in question. Officials will spot such infractions and take the prescribed action. MDD shall employ the assistance of all race officials to identify rough driving (penalties # -). Some contact results from missed shifts and will be judged by the official.

Blocking

Blocking tactics are blatant efforts by a leading driver to avoid being overtaken by a trailing driver. There is a difference between being tough to pass and blatant blocking. These blocking actions observed by officials will be subject to penalties (penalties # -5). Blocking is considered when a driver makes more than one move off the preferred racing line on a given straightaway.

Inadvertent and Unwilling Participants

Rough driving violations can involve unwilling victims. Every effort will be made to minimize or eliminate rough driving, but it must be understood that when you enter the course you could become the victim of poor judgment or malicious intent. No compensation can or will take place with regard to the violated competitor(s). All actions in such situations will be taken toward the violator (penalties # - 6 during practice; penalties # - 6 during a race).

Prescribed Action

Marginal infractions shall be met with a rolled black flag warning. Blatant rough driving is NOT subject to a warning rolled black flag, but instead a full waving black flag. Ignoring a black flag is grounds for event disqualification. (penalties #9- 6).

Repeated Violations

Competitors exhibiting tendencies toward repeated conduct violations will become susceptible to suspension penalties (Penalties #9- 6).

Tires

It is recommended all race tires be purchased in advance before the event. It is not guaranteed the MDD Kart Shop will have tires in stock on race day.

Spec

Tires are spec for all classes, see tire regulations on page 3 for allowed tires.

Marked Direction of Rotation

All Tires must be mounted according to the marked direction of rotation in all classes.

Tire Softeners

Any alteration of the spec tire from its original construction is illegal. This includes any chemicals or softeners.

Marking

Tires will be marked after qualifying. In all events, competitors will race all heats, pre-finals, and finals on the same tires used to qualify. Unmarked or improperly marked tires at the end of any race session will result in a disqualification.

Replacement

The Race Director may or may not allow "one-for-one" tire replacement of a tire that has been damaged during racing. Tire(s) replaced without the Race Director's approval will result in a disqualification.

Tire Warmers

No tire warmers, tires must be of ambient temperature upon presentation to the pre-grid/grid, and are subject to verification at that time. Karts with tires not of ambient temperature are subject to penalty.

Rain Race

The decision to declare a rain race is at the sole discretion of the Race Director. When rain conditions are declared for a race, it is the racer's option to choose rains or slicks. Rain tires are only optional to use when it has been declared a rain race. The slick tire is always to remain the primary tire.

Fuel/Oil

Fuel and oil are spec items for all classes, see (fuel and oil regulations).

DISCIPLINARY ACTION

Race Director Authority

The power to reinstate a suspended or revoked driver's privilege rests solely with the MDD Appeals Board, and will be based on the severity of the rules infraction and/or the seriousness of the act or omission. The interpretation and application of the MDD Rules by the Race Director shall be final at an event. Penalties for violations are determined by the gravity of the violation and the effects on the fairness of competition, the orderly conduct of the event, and the interest of karting. Only the MDD Appeals Board can overrule the Race Director.

Definitions

Although there can be confusion between the following descriptions of driving and personal conduct at a MDD event, the definitions on the next page are a guideline for driver conduct as well as participant conduct (for any person attending a MDD event):

Careless

Departing from the standard of a reasonably prudent, competent driver and/or reasonable personal conduct (penalties # -5).

Reckless

Performing an act or omission which creates an obvious and serious risk to others without due consideration of the consequences (penalties # - 6).

Dangerous

Performing an act or omission that creates an obvious and serious risk to others and with deliberate disregard of the consequences (penalties # - 6).

Penalties

The penalties that follow apply to driver conduct as well as personal conduct for any person attending a MDD event.

1. Verbal Warning and/or probation.

2. Loss of practice or practice time.
3. Docked one position.
4. Docked two positions.
5. Docked three positions.
6. Docked all positions gained - Plus One.
7. Docked all positions gained - Plus Two.
8. Docked all positions gained - Plus Three.
9. Moved to rear of the field.
10. Docked one lap.
11. Disqualified from Qualifying, Heat, Pre-Final, or Final + No Points that qualifying session, Heat, Pre-Final, or Final.
12. Disqualified for Day + No Points for Day.
13. Disqualified from Event + No Points for that Event. Must leave premises.
14. Suspension for One Race + No Points for that Event. Must leave premises.
15. Suspension for One or More Races + No Points for that Event. Must leave premises.
16. Suspension for Present Season or Next Season. If # 4 and # 5 do not impose a penalty, the penalty can be moved to the next season or previous race(s). Must leave premises.

Any discussion of infractions will be between the driver(s) and Race Director only. No other competitors, crew members, parents or spectators will be part of the discussion, unless their presence is specifically requested.

Suspension

Length of suspension is at the discretion of the MDD Appeals Board.

Disqualification

Any driver who is disqualified from the entire event for any reason whatsoever will lose all race points and awards for that event.

Off Track Conduct

If the act or omission of a participant is determined by the Race Director or MDD official to constitute a threat to the orderly conduct of the event, that MDD official may take temporary emergency actions against the participant. Such emergency action may include ejection from the premises, suspension of competition, or other action deemed necessary to remove the threat created by the member or non member. Any MDD official taking such temporary action must notify the Race Director immediately. Drivers and crew members will, at all times, be responsible for their own conduct.

Any offense committed by a crew member will be chargeable to the driver and/or crew member.

Interaction between Competitor and Officials

All concerns or disputes from drivers, crew, mechanics, or kart owners shall be in writing accompanied by an official protest form to the Race Director. If other officials are to be a party in resolving disputes, it shall be at the sole discretion of the Race Director. Any inappropriate actions directed at any official by parties representing a competitor (including the driver) shall subject the driver to disciplinary action (penalties # - 6).

Outbursts of a loud and vulgar nature and/or failure to follow the instructions of any track official will not be tolerated. This particularly applies during the running of an event while the driver is away from his pit. The responsibility also extends to conduct in the local area of an event or related function (e.g. banquets, seminars, televised events, etc.) including motels, hotels, restaurants, or any private or public area. Such conduct will be treated with "ZERO TOLERANCE" (penalties # 2- 6).

Miscellaneous Violations

Any driver, in the opinion of the Race Director, who competes with illegally modified equipment with the intent to compete illegally or the intent to defraud officials or other competitors by such modification, is subject to suspension and

loss of all points and awards for the entire season. Such penalty shall be made at the particular event and is subject to MDD protest and appeal rules (penalties # 3- 6).

Any driver who falsifies their age on their MDD membership application in order to meet age requirements is subject to suspension (penalty # 4- 6).

Protests

Protest must be submitted in writing, on an approved MDD Protest Form (located at the back of this rule book), it must be submitted within 30 minutes of the decision or within 30 minutes of posting the event results, for the Protest Form to be taken under consideration. The form needs to be time stamped by the race director or one of his designated officials. Protest involving specifications or drivers' conduct must be submitted by a participant in the same class.

If a protest pertains to the last event of the day for a particular class, an official decision will be rendered within 5 working days of the completion of the event. If a protest pertains to a preliminary event, an official decision will be rendered before the next race of the event for that class in which the protest took place.

Protests must refer to a specific regulation, specification or driver conduct. The Race Director has final say in all protests at the event. In the case that the Race Director cannot be impartial, then and only then, shall the Race Director, flagmen, and other race officials at the event collectively make the decision.

A \$1 00 (one hundred dollar) protest fee shall accompany a technical protest. Protest fee will be refunded in the event the protest is found valid and the offending entrant/driver will assume all cost related to this protest. In the event no rule infraction is found, the protestor relinquishes all rights to the funds. The protestor has the right to pick only two technical items that will be checked; this needs to be specific. For example, carburetor, transmission, fuel, crank, piston, reeds, etc. Exceptions: Rotax and B&S motors are limited to unsealed items. For example Carburetor, transmissions, pipe, fuel, etc.

Appeals

Appeals to the MDD Appeals Board

Any appeal shall be submitted no more than 10 (ten) working days after denial of the protest and will include a \$250 (two hundred-fifty dollar) fee, which is non-refundable, regardless of the decision. No appeal should be filed regarding a race event decision unless a competitor first filed a protest, which was officially denied.

Whenever an appeal regarding a particular event is received, the results of that class shall be deemed unofficial and all awards are provisional until the appeal is decided.

If the person wishing to appeal does not provide the appeal, appeal fee, and supporting information in the time frame stipulated in this section, the appeal will be denied. If information requested from third party(s) is not received in five (5) business days, the appeal will be considered without that information.

Any of the time limits set forth in this rule may be changed upon the agreement of all persons involved in the appeal, including the MDD Appeals Board.

The decision of the MDD Appeals Board shall be final. Once the final decision has been made, the results shall be mailed to pertinent parties.