



## **2023 NKA REGULATION UPDATES**

### **ORIGINAL RULE 10.3.9: OPTION YEAR**

NKA option year is designed to give the rookie and junior drivers flexibility during transition years by allowing them to either stay in the current level class or move to the next class level. Series officials retain the right to make the final determination.

### **UPDATED RULE 10.3.9: OPTION YEAR**

The NKA option year is designed to give drivers flexibility during transition years by allowing drivers to choose either age (actual or competition) they are in a calendar year as their competition age for the entire year.

### **ORIGINAL RULE 20.2.11.2: BODYWORK**

The bodywork must be attached as intended, and remain as intended throughout an official session. Loss of bodywork on track may result in a mechanical black flag, with the driver receiving points for the finishing position. Bodywork that has become unattached may not be used in post-session scale procedures. Bodywork may not extend past the width of the rear or front tires with the exception of rain set ups.

### **UPDATED RULE 20.2.11.2: BODYWORK**

The bodywork must be attached as intended, and remain as intended throughout an official session. Loss of bodywork on track shall result in a mechanical black flag if time permits, with the driver receiving points for the finishing position. Bodywork that has become unattached will not result in disqualification unless the driver fails to obey the mechanical black flag. Bodywork that has become unattached may not be used in post-session scale procedures. Bodywork may not extend past the width of the rear or front tires with the exception of rain set ups.

## **ORIGINAL RULE N/A: GENERATOR SOUND LIMIT**

### **UPDATED RULE 10.4.13: GENERATOR SOUND LIMIT**

If a generator is used at an NKA event, the generator must be rated for residential/recreational use, with the UL decibel limit of no more than 65 decibels measured from a distance of 10 feet. Commercial use generators are not permitted.

## **ORIGINAL RULE 20.6.7: FRAME MATERIAL**

Must be of standard kart configuration. Frame tubing shall be circular cold roll steel tubing or other material of equal strength, with a consistent diameter throughout the frame member (i.e. no oval, elliptical, square, etc.). Main frame members shall have a minimum diameter of 1" with a minimum wall thickness of 0.078", and a maximum diameter of 1.125" with a minimum wall thickness of 0.060". All joints must be welded, with no slip joints or similar. Carbon fiber is prohibited as an integral part of the chassis. Integral part of the chassis does not include: floorpan, seat, bodywork, clutch and engine components.

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## **ORIGINAL RULE 20.6.21: BODYWORK**

Front midget/sprint car style cowl, wing, and tail are mandatory. All bodywork must be fiberglass or similar non-metallic, excluding wing. No wood or exotic materials like titanium, or similar are allowed. All edges must be rounded. Tail section bodywork is optional. If used must be midget/sprint styling and be fully inside the rear bumper.

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Front midget/sprint car style cowl, wing, and tail are mandatory. All bodywork must be fiberglass or metal, with all edges rounded. No wood or exotic materials, such as titanium or similar, are allowed. Tail section bodywork is optional. If used must be midget/sprint styling and be fully inside the rear bumper.

## **ORIGINAL RULE N/A: DRONE USAGE**

### **UPDATED RULE 10.4.14: DRONE USAGE**

The use of aerial drone/video equipment is expressly prohibited unless a waiver has been issued by the NKA.

## **ORIGINAL RULE 10.5.9: FAILURE TO COMPETE**

Should a competitor attend or enter a NKA event, but is unable to compete due to circumstances out of their control (approved by race director), they will be given last place points as if they had competed in any official session.

### **UPDATED RULE 10.5.9: FAILURE TO COMPETE REMOVED**

## **ORIGINAL RULE 10.6.2: ESTABLISHED COURSE**

Drivers are to follow the established course as designed, with all four wheels remaining on course. Deviation is only acceptable in avoiding an incident. The Established Course does include all curbs and exit curbing.

### **ORIGINAL RULE 10.6.2: ESTABLISHED COURSE**

Drivers are to follow the established course as designed, with a minimum of two wheels remaining on course. Deviation is only acceptable in avoiding an incident. The Established Course does include all curbs and exit curbing.

## **ORIGINAL RULE 10.9.3.4: Rolling Start Start Zone**

The use of the Start Zone has shown significant ability to control the starts of an event, and has also shown to greatly eliminate the chance of significant accidents at the start. While it is not required, it is highly suggested that a NKA facility adopt this procedure. Procedure: The pole sitter shall approach the start zone at a reasonable and maintained pace, roughly 20mph. The speed shall be constant until the pole sitter reaches the start zone which is defined by a set of cones spaced 40-60 feet apart. The pole sitter will start the race anywhere within this defined zone, and the starter will use a light or green flag to signify that the race has started once the leader has started the race. There is no waived start. If the leader goes before the first set it shall be considered a jump start and is subject to infraction. If the pole sitter has not accelerated when they have reached the last set of cones the starter shall start the race and begin. The outside pole may not lead the pole sitter into the start zone or out. If it is deemed the off pole has led

the entire way and the race has started it shall be considered a jump start and shall be subject to infraction.

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**ORIGINAL RULE 40.4.6.11:** The maximum thickness of the mounting flange of the header is: 0.500"

**UPDATED RULE 40.4.6.11:** The maximum thickness of the mounting flange of the header is: 0.510"

**ORIGINAL RULE 40.4.11.11:** Carburetor Gaskets Only one gasket is allowed between the carburetor and phenolic spacer, and if a restrictor plate is used a total of two gaskets are permitted.

**UPDATED RULE 40.4.11.11:** Carburetor Gaskets Only one gasket is allowed between the carburetor and phenolic spacer. If a restrictor plate is being used, there must be a gasket on both sides of the restrictor plate.

**ORIGINAL RULE 40.4.15:** Ring Tension Inspection Procedure

- Top 2 rings must support themselves without assistance in cylinder.
- Each of the top two rings should be placed, individually, approx. one inch (1" ) down in cylinder.
- Square ring with piston turned upside down. "ø If ring supports itself it is legal.

**UPDATED RULE 40.4.15: Ring Tension Inspection Procedure**

- Top 2 rings must support themselves without assistance in cylinder.
- Each of the top two rings should be placed, individually, anywhere in the cylinder.
- Square ring with piston turned upside down. "ø If ring supports itself it is legal.

**ORIGINAL RULE 10.4.10.2:** All weight added to meet minimum kart/driver weight requirements shall be bolted and safety wired to the kart with a minimum 5/16 or 8mm through bolt. Weight over 7 pounds will require a minimum single 3/8 bolt, or two 5/16 bolts. All bolts are to use double nuts, with threads of at least 1/4" still visible. Drilling and using cotter pin/safety wire in addition to the double nuts is highly recommended.

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**ORIGINAL RULE: 10.4.10.3:** Weight mounted to the seat should use a large washer to prevent the head of the bolt from pulling through the seat.

**UPDATED RULE 10.4.10.3:** Weight mounted to the seat requires a metal washer more than 2x in diameter to the bolt size to be used to prevent the head of the bolt from pulling through the seat.

**NEW RULE 10.4.10.6:** All weights must be a solid single piece with no slotted holes where mounted.

**NEW RULE 10.4.10.7:** If at any point during an event a weight is determined to be improperly secured by an official, this may result in a disqualification from the session or exclusion from the event at the officials discretion. This is non protestable.

**NEW RULE 10.10.3.4 (NEW PENALTY) Loss of weight/battery – Exclusion From Event**

**ORIGINAL RULE 40.4.19.5.5:** Port Depth: Measured from the top of the valve seat to the port floor; Intake: .880" Max Exhaust: .830" Max. Valve bowl height gauge is the preferred measurement tool.

**UPDATED RULE 40.4.19.5.5:** Port Depth: Measured from the top of the valve seat to the port floor; Intake: .880" Max Exhaust: .830" Max. Valve bowl height gauge is the preferred measurement tool. Rod cannot be above valve bowl gauge.

**ORIGINAL RULE 40.4.19.3.3:** No angle milling of head. Measurement taken from gasket surface: depth check to combustion chamber floor cannot vary more than .005" in any direction.

**UPDATED RULE 40.4.19.3.3:** No angle milling of head. Measurement taken from gasket surface: depth check in between valve seats to combustion chamber floor cannot vary more than .005" in any direction.