

Memorial Go-Kart Inc. Handbook and Rules

Contents:

1. Intro-MGK Mission
2. Track Personnel/MGK Officials
3. Race Communication
 - 3.1 Intro
 - 3.2 Hand Signals
 - 3.3 Flags
 - 3.4 Signs
4. Race Classifications/Divisions
5. Required Race Wear/Gear
6. Kart Specifications
 - 6.1 Engine
 - 6.2 Drivetrain
 - 6.3 Wheels and Tires
 - 6.4 Chassis
 - 6.5 Safety & Scoring
 - 6.6 EIRI
 - 6.7 Kart Ownership
7. Racing Event Schedule/Cancellation
8. Lanes of Racing
9. Points System (optional)
10. Pit Area Rules & Courtesy
11. On Track/Racing Rules
12. Tips: At Home Pre-Race Preparation Checklist



1.Intro-Memorial Go-Kart Mission

Memorial Go-Kart was developed, planned and organized by Slinger/Allenton community members after the tragic passing of 13 year old Parker Klumb in 2007. This group of volunteers, lead by Kathy Fies, established the non-profit, charitable organization Memorial Go-Kart Inc.(also known as MGK).

Our mission is to create positive activities and educational opportunities for area youth (ages 7-18) through teamwork and mentorship while team racing a go kart at Slinger Speedway. Through go karting, youth are exposed to the skills and knowledge needed to maintain and drive a go kart.

Additionally, our mission is to offer annual scholarships to multiple area youth pursuing trade related career education. Scholarship awards are the result of fundraisers throughout the season and typically average a total of \$8,000 per year.

MGK was inspired by Parker Klumb's dream to race a go kart. MGK is proof that good things can sometimes come from tragic situations. Our mission has always been to race in memory of Parker and other children who have been taken away from us. In addition MGK has always shown support for the families who have lost these children. In 2019 MGK started supporting another non-profit organization called Bo's Heavenly Clubhouse. Bo's directly reaches out to families in our area who have experienced the loss of a child and offers them care packages, counseling and other services. MGK invites families who have lost children to honor their memory at our annual season finale Memorial Tribute Race in August.

Through the MGK racing season and Memorial Tribute Event youth will experience:

- Assistance and mentorship from community members and volunteer race car drivers.
- Teamwork, how to have fun as a team and show good sportsmanship.
- Positive encouragement to build self-confidence.
- Basic skills and tools required to maintain and race a go kart.
- General racing procedures.
- Experience with volunteer opportunities to support our mission.
- A fun, low cost entry level racing experience in a minimal performance go kart.

Win or lose, Memorial Go Kart's goal is to provide a POSITIVE and FUN racing experience for EVERYONE INVOLVED!



Memorial Go-Kart's first hand drawn logo design in 2008



One boy's dream. | OUR INSPIRATION

Fulfilling one boy's dream.

A tragic accident that occurred in the Slinger/Allenton, WI community on September 27, 2007 ended the life of 13 year old, Parker Klumb. Parker and two of his friends were riding their bikes on a rural road, making their way to the local gas station for refreshments after a school project. Parker was struck from behind by a hit and run driver and died that day—in the arms of his best friends. Those same friends *and family* knew that Parker had an unfulfilled dream; to build a go-kart and race it with his friends.

Fulfilling Parker's dream was the inspiration that founded Memorial Go-Kart, Inc. (MGK)



RACING TO REMEMBER:

Racing is a privilege and the only reason our program exists is because of one boy's dream to build and race a go kart was taken away from him.

When racers are on the track we want them to remember Parker and all of the youth we've lost who never got the chance to get involved with a program like this.

We want them to remember the families and friends who never got the chance to cheer them on during a race, but had to say goodbye way too soon.

We want them to remember how lucky they are to be doing what they are doing, no matter where they finish the race.

2.Track Personnel/MGK Officials

MGK is 100% volunteer based. Without volunteers there is NO racing. Track Personnel/MGK Officials are the “enforcers” of on track activities. They are a driver’s link to what is going on around the track. If there is any “unsportsmanlike conduct”, or an unsafe kart on the track, these officials have the final say in the disposition of the issue, and if a driver may be removed from participation.

Race/Line-up Director

This person(s) is in charge of keeping the program running from the pit area. The Race/Line-up Director ensures that the racers are ready and lined up correctly prior to karts leaving the pit area. They communicate via radio communication to the on track, tower and flag volunteers. The Race/Line-up Director is in charge of sending the ambulance to the track if needed. They also can aide in on track judgement calls.

Flag Person

This person(s) is in charge of leading and signaling on track racing procedures through flag, hand or sign communications to racers. This person determines the official start and finish of the race. They also communicate to racers if there is a problem on the track or a problem with a racers equipment. Learn more about the Flag Person’s signals in the “Hand Communication” and the “Racing Flags” section in this document. The flag person makes judgement calls on an incident based on what they saw and other track official’s information.

Track/Corner Safety Workers

These volunteers keep an eye on the track during racing events. They have radio contact with the Flag Person, Race/Line-up Director and Tower and help communicate to the racers in the event of an on track incident. They also act as first responders to racers who need assistance on the track. If a racers is in trouble while on track they should safely pull to the inside of the track and get the attention of a Corner Safety Worker immediately. They also can aide in on track judgement calls.

Tower Workers

These volunteers monitor the AMB racing transponder scoring system which electronically registers karts as they cross the start/finish line. Each kart should be equipped with an MGK supplied or their own transponder which will score the kart throughout the event. The tower communicates line-up order in the event of a caution. The tower also determine the winner and final finish of the race event. They also can aide in on track judgement calls.

Announcer

The Announcer communicates what is happening on the track to the spectators in the grandstands and the pit area during a race event over a PA system. They also lead opening ceremonies.

3. Race Communication

3.1 Race Communication Intro

- Safety is one of the main reasons for using the flag communication system.
- Flags are used for communication because you cannot talk to individual drivers on the track without radio equipment.
- No radio communication with race drivers is allowed during a race.
- There are 2 main forms of Race Communications: Hand Signals and Flag Signals. Signs may also be used.

3.2 Hand Signals

- A raised hand **FROM A DRIVER** while driving indicates that the driver is slowing down due to a problem with the kart or a caution on the track or that there is something in the way that needs all karts to reduce their speed.
- A raised hand/palm **FROM AN OFFICIAL** during a caution means you should stop. He or she may waive/direct karts to lineup karts correctly.
- A hand moving across the throat **BY A TRACK OFFICIAL** indicates that you should come to a stop safely and turn off your engine immediately.

3.3 Flag Signals (7)

#1: Green Flag

- The race has begun and everything is clear to continue.
- As long as the green flag continues to be shown, racers know that the track is clear for continued racing.
- Can indicate the re-start after a caution period.
- A rolled up green flag pointed in the air represents racing begins on the next time by.



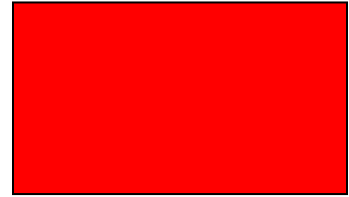
#2: Yellow Flag

- Caution! Slow down safely but DO NOT stop!
- Drivers can warn other drivers with a HAND SIGNAL in air.
- No passing allowed after you see this.
- See Track Personnel/Officials for direction/lineup.
- Be prepared to STOP ONLY if directed by an official to line up in proper order.



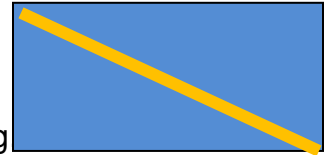
#3: Red Flag

- Do not SLAM on the brakes!
- Means come to a **STOP** in a safe manner.
- The track has become unsafe.
- Once stopped stay in position in kart until told otherwise.
- If there is a kart rolled over shut off your engine.
- **Red + Black Flag means everyone RETURN TO PIT AREA.**



#4: Blue Flag/Yellow Stripe

- If you see this flag the leaders are approaching from behind you.
- Hold your line or stay to the inside lane to let the faster kart pass.
- Blocking or making contact as they pass could lead to a black flag



#5: Black Flag

- Used to signal a driver for unsafe mechanical problems
- Used to signal a driver for a race infraction or rough driving
- Leave the track at the next pit exit when you see this flag
- A rolled up black flag pointing at a driver is considered a Warning for a possible race infraction, usually bumping.



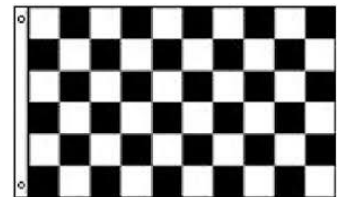
#6: White Flag

- One lap left in the race.
- After leader takes the white flag a **Yellow Flag** or **Red Flag** will end the race. Scoring will take into consideration scoring from the last completed lap and any karts involved in the incident.



#7: Checkered Flag

- Signals the race is complete.
- If you are the first kart to see this YOU are the WINNER!
- Winners get a flag and picture with the flag girl, all other racers should exit



3.4 Signs

The Flag Person may show a "1 LANE" white sign to a driver who is not picking a lane during the race. There are 2 racing lanes (inside and outside) and if a driver is consistently racing in-between lanes they could be black flagged for a race violation. See section #8 for more details on Lanes.

4. Race Classifications/Divisions

ALL RACERS REQUIRED to have a signed and notarized WAIVER and a MINOR RELEASE FORM (unless 18) in order to race! Find forms on the MGK website!

There are currently 7 classifications (divisions) of driving for MGK karting events. These classifications are the recommended guideline that will be used to place drivers in the appropriate classes based on age first and skill second. Divisions are explained below.

Memorial Go-Kart Inc reserves the right to place drivers in the appropriate classes due to skill level if necessary. Based on a request from a team owner and mentor combined, the kart committee or board will vote on a decision to move the driver to up or down 1 division based on skill level shown.

- Racers can only register to race in **one division per event** with the following exception. If there are less than 6 karts registered in the Blue or Green division a racer: in the White can race an extra race with the Blue, or if in the Blue can race an extra race in the Green. If the total number of racers in any of these division grows to greater than 9 as a result of this option, then all karts exercising this option will be forced to a semi feature to get the total number of karts down to 9 for the feature.
- Once a racer achieves a top 3 finish in a given color division feature that becomes their main division. Unless otherwise decided by the kart committee they can only move up from that division, not back down.
- No more than 9 karts should be allowed to race together at one time.

Divisions by Color (7):

- **PURPLE- Pre-beginners –Minimum age 7:** This division is for beginning racers. The main goal for youth in this division is for youth to get used to the kart and track, not necessarily win. We DO NOT award a winner in Purple. Think of it as Wisconsin Dells go karting. Racers will follow the pace kart for 4-5 speedy laps and then be “turned loose” for 5-6 laps for the night. Racers who can maintain a good racing pace speed, show good kart control can move up to Yellow upon approval. 6-7 karts max
- **YELLOW- Beginners- Minimum age 7 or completed Purple:** This division is for those Purple who have shown that they can maintain a consistent racing pace speed and show good kart control. The pace kart will lead this group single file for 2 laps at a slightly slower than normal race starting speed. Coming to the start/finish line on 3rd lap the pace kart will quickly speed away and duck off the track as the green flag drops. Yellow will get 10 laps of racing for the night (possibly more if time allows). Racers who maintain good speed, kart control, passing and win 2 races can move to Orange if open spots are available upon approval. 6-7 karts at a time on track max for this division.

- **ORANGE- Minimum age 8 or completed Yellow:** Races are started single file (for most of the season) so drivers can get used to running a line and a better feel for passing or being passed. Faster drivers may be split and integrate into side by side starts as the season progresses based on lap times. 6-7 karts at a time on track max for this division.
- **RED-Minimum age 10 or completed Orange:** This is the first level of side by side full field green flag racing within MGK. This division may be split into a RED A or RED B so we don't overload the racing field and everyone gets necessary seat time/experience. How they are split is based on heat race finish and average lap times. 6-8 karts at a time on track max for this division.
- **WHITE-Minimum age 12 or completed Red:** This is the second level of side by side green flag racing within MGK.
- **BLUE-Minimum age 14 or completed White:** This is the third level of side by side green flag racing within MGK.
- **GREEN-Minimum age 16 or completed Blue:** This is the premier level of green flag racing within MGK. Racers should have a minimum of 1-2 years of go kart racing experience to compete in this division. Any new racers in this age group should race in the Blue Division, establishing consistent lap times and kart control before moving into the Green Division.

5. Required Race Wear/Gear

When operating a kart on the track, the racer will have no bare skin visible and:

- Wear LONG PANTS or racing suit. Wind pants must be wrapped at the ankle with tape.
- Wear LONG SLEEVED SHIRT, sweatshirt, jacket or racing suit.
- Wear STURDY SHOES, no sandals or open heel/toe shoes! No crocks!
- Wear LONG SOCKS (over calf) only. Short ankle socks will be NOT be allowed.
- Full finger mechanic's type GLOVES are required.
- Wear a full-face approved helmet. Helmets must be rated **Snell 2015 newer or ECE.**
- Eye protection such as shield or goggles must be used if no shield/visor.
- Doughnut style neck brace required or an approved racing head restraint safety device.
- Side harnesses and wrist restraints are required on karts.
- 4 or 5-point 2" or 3" race harness (seat belt) and aluminum race seat required on karts.



6. Kart Specifications

New karts are to be supplied through MGK as available. MGK designed/approved karts are the only karts allowed on the track at any time. The following rules apply to every kart using the track. Rules may be enforced by any Kart Committee member or MGK Official.

- NOTICE ALL EQUIPMENT IS SUBJECT TO APPROVAL BY MGK OFFICIALS. NO EQUIPMENT WILL BE CONSIDERED AS HAVING BEEN APPROVED BY REASON OF HAVING PASSED THRU SAFETY INSPECTION. UNNOTICED. EFFORTS TO TAKE ADVANTAGE OF "LOOP HOLES" IN THESE RULES WILL NOT BE TOLERATED.
- AT THE DISCRETION OF MGK, ALL GO-KARTS WILL BE SUBJECT TO INSPECTION BY MGK OFFICIALS AT ANYTIME.

6.1 Engine Specifications

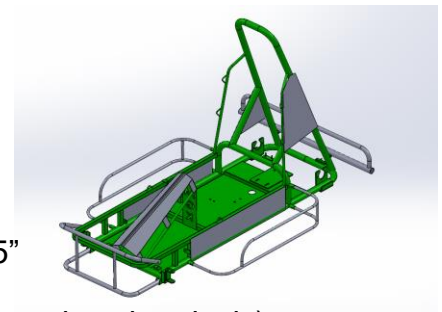
- A **MGK ISSUED** Briggs 13 series (CR 950, 208cc) is the only engine allowed for regular MGK racing, not practice. **All engines will be distributed on or before race days by MGK.** Engines should be installed with help from the team/crew. MGK members should assist any new teams with engine installation. Engines must remain unmodified from stock specifications at all times. Teams need to supply their own mount bolts/clutch.
- MGK motors INCLUDING FUEL will be available for rent at a cost of \$100 per season. (subject to change on an annual basis based on cost)
- Motor RPM is preset and will be checked/set after the motor is installed. Any adjustment to the motor RPM will result in immediate disqualification.
- **Oshkosh Kids Club sealed motors** will be allowed for up to 2 racing events with the addition of a RPM screw (which MGK has upon request).

6.2 Drivetrain Specifications

- A MGK issued 11/12-tooth clutch and an 85-tooth sprocket are the only drive sprockets to be used for racing. No changes or adjustments to internal clutch components are allowed.
- 36" wide solid 1" rear axle with $\frac{3}{4}$ " step downs only. Both hubs must be locked to axle with a keyway.
- Chain size is #35 only. No transmissions, torque converters, or other gear ratio devices permitted that change the gear ratio on the kart is allowed. Chain guards suggested.

6.3 Wheel and Tire Specifications

- MGK supplied and approved tires and wheels only.
- Rear tires 18X8.5-8. Front tires 15x6.00-6
- Rear rims steel 8"x7" 4 bolt. Front rims steel/aluminum 6"x4.5"
- No alterations to tires allowed (i.e. cuts, additives, traction enhancing chemicals)



6.3 continued....

- Smooth grooved front and rear tires only. Treaded “dirt style” Oshkosh tires allowed on the front wheels only.
- Any bald/blistering/cord exposed tires are considered unsafe and will not be allowed.

6.4 Chassis Specifications

- MGK chassis or Oshkosh Kids Kart Club chassis design allowed only. New chassis can be purchased through MGK is available. Used karts purchased from outside the program need approval before competing.
- Wheelbase should not be altered and **must be the same on both sides**. Wheelbase is the distance between the front and rear wheels measured at the center of the wheel.
- MGK supplied unaltered front and rear axle specifications only. Full functioning disc or drum brake on the rear axle. No brakes=no race. All keyways must be intact.
- NO Chassis or suspension modifications will be allowed. Any illegal or modified parts or improper mounting to gain performance will lead to disqualification. No lead/ballast allowed.
- Camber and caster must remain unaltered and within +/- 1 degree from square. Camber is the angle of the wheel from top to bottom. Negative camber is when the top of the wheel is tilted in towards the kart. Positive camber is when the top of the wheel is tilted away from the kart. Caster is the angle measured at the front spindle mount. Positive caster is when the top of the mount is located closer to the rear of the kart than the bottom of the mount. Negative caster is the opposite.
- Top of roll bar cannot be less than 4” above the helmet of the racer. Roll bar extensions are available if needed. Racing is not permitted until this requirement is met.
- Front and Rear bumpers must be capped off and firmly attached to the kart with no sharp edges. Front bumpers consist on 2 hoops (upper and lower) attached with 2 vertical uprights. Top hoop should be +12” from the ground. Bottom hoop should be mounted below the frame. Top of rear bumper can be no more 12” from ground so the front bumper meets the rear bumper on the track. A hoop on the rear bumper keeps the front and rear bumpers from being hooked. Bumpers are required for safety only. **A racer should NEVER use their bumper to intentionally push or bump another kart or push them out of the way= black flag**
- Side bumper bars or “Nerf” bars (2). These double rail bars are required on each side of the kart. These bars must be connected to the kart and at their lowest point be roughly 4” from the ground. These bars should extend outside past the front and rear wheels by no more than 2”. **Open wheel to open wheel contact is extremely dangerous.**
- Minimum 5-inch tall numbers are to be used on all karts and shall be visible on both sides of the kart above the rear wheels. No duplicate kart #'s allowed. #'s allowed on a first come, first serve basis. Check with an MGK official before choosing a new #.

6.4 continued.....

- All parts must be purchased through Memorial Go-Kart Inc. Any parts purchased outside of MGK without prior approval may be confiscated for inspection with potential disqualification.
- Memorial Go-Kart Inc. has the right to impound any parts and/or equipment that do not meet MGK specifications, for the purpose of further inspection for a reasonable amount of time.

6.5 Safety and Scoring Specifications

- Aluminum race seat required mounted with minimum of (4) 3/8" thick grade 5 bolts + washers on the seat bottom. If loose, seat back should be mounted to the frame with minimum (2) 5/16" grade 5 bolts + washers. Threads must show through nuts. Lock nuts or washers suggested. Extra cushions suggested to secure smaller drivers firm in seat.
- 4 or 5-point 2" or 3" racing harness required. Belts should be in good condition. Any fraying or rips require replacement (no repairs). Shoulder belts should be mounted level or lower than race seat opening. A minimum of 3/8" grade 5 bolts + washers required for mounting or welded mount. Any loose or excess strap ends should not exceed 4" or hanging outside the kart.
- Side harness and wrist restraint required. Side harness attaches to welded on loops on the chassis and should be tight. Wrist restraint ring attached to steering column.
- 12" steering wheel with quick disconnect required. No sharp edges on steering wheel.
- Kill switch required in a spot easily accessible by the driver/crew (to the right of the seat).
- An AMB Transponder must be mounted 4" min behind the center of the right front wheel, pointed at the ground. 4" measured from center of spindle bolt to center of transponder mount. Transponders are required on every kart for scoring purposes. As the karts cross the start/finish line a signal is sent to the tower to keep track of kart positions on the track. MGK offers transponders to karts or run your own. Mounts can be purchased through any parts suppliers.

6.6 EIRI (Except in rare instances)

- Decisions of MGK official(s) are final and binding without exception. In some cases, track safety rules may take precedence over rules -any discrepancy between track rules should be brought to the attention of a MGK Committee/Board member. Any rule changes or clarifications during the course of the year will be announced and will be considered as an official part of these rules.
- **WARNING:** The rules and or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. By participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.**
- These rules are intended as a guide to provide orderly conduct and to establish minimum requirements for the racing events. All participants are deemed to have complied with these rules upon participating in these events. No expressed or implied warranty of safety shall result from publication or compliance with these rules or regulations. They are in no way a guarantee against injury or death to participants, spectators, officials or crew members.

EIRI continued....

- A MGK official, along with approval majority vote from the MGK Kart Committee shall be empowered to permit minor deviations from any specifications herein or to impose any further restrictions that do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from alterations of specifications. All interpretations or deviations of these rules are left to the MGK Officials. **THEIR DECISION IS FINAL!** Karts and teams found to be non-compliant with any of these rules will be disqualified. Any trophies or awards will be given to the next runner up.

6.7 Kart Ownership/Teams

MGK racing is TEAM RACING. We encourage as many racers on a team as possible. There are 2 types of kart ownership in MGK, a Business/Organization owned kart and a Privately owned kart. Any member of a kart competing at an MGK event (family, friends, crew, racers, mentors, owners) are considered part of the team!

- **Business/Organization owned** karts are purchased by a business or organization and maintained and lead by a team mentor. The mentor is generally responsible for transporting and general care of the kart. Only a business owner or mentor can order parts for a business/organization owned kart. He or she then assumes liability for payment to MGK once invoices are generated. Racers on business/organization owned karts are determined by the business/organization themselves and/or from a MGK waiting list. Generally business/organization owned karts have multiple drivers for 1 kart. Only 1 driver is allowed per kart per division, so a maximum of 7 drivers could be on one team per event. Racers on a business/organization owned kart team should treat the equipment with respect at all times. Team standards and expectations should be expressed from the owner or mentor. Racers are responsible for representing these team standards and expectations both on and off the track, and at ALL times. Mentors and owners have the right to exclude a driver from competition at any time if the team standards are not being met.
- **Privately owned** karts are purchased and mentored by a single person or “family”. Only the appointed owner can order parts for a privately owned kart. He or she then assumes liability for payment to MGK once invoices are generated. Privately owned karts have the choice as to how many drivers are on their team (from 1 to 7 drivers per event). MGK encourages privately owned karts to offer a seat to any interested outside youth, but it is the choice of the kart owner to do so. In the event of an outside racer joining a privately owned team possible **cost for parts and maintenance on the kart should be discussed with parents of youth racers BEFORE the racer hits the track.** Racers on a privately owned kart team should treat the equipment with respect at all times. Team standards and expectations should be expressed from the owner. Racers are responsible for representing these team standards and expectations both on and off the track, and at ALL times. Owners have the right to exclude a driver from competition at any time if the team standards are not being met.

7. MGK Racing Event Schedule/Cancelations

Cancelations: MGK will do everything possible to get racing events in. In the event we need to cancel racing due to weather, poor track conditions or any other situation teams will be notified on our facebook page, website and/or through email. If you don't hear anything by 3pm on race day WE'RE RACING!

Pit Gates Open: This is the specified time MGK officials will allow admission into the pit area. Teams can line up their haulers outside of the pit gate and pit shack before the pit gate opening time. Sometimes the pit gate may open a little early if MGK is ahead of schedule, or sometimes a little later if behind. Please realize MGK is a 100% volunteer based organization and patience is appreciated!

Grandstand Gates Open: The grandstand gates are generally opened shortly after the pit gate is opened. It is FREE to enter the grandstands and watch MGK racing unless otherwise noted during special events. A concession will be open in the pit area and can be accessed off of turn #4 for anyone in the grandstands until feature racing begins.

Engine/Transponder Checkout: After entering the pit area teams can check in at the MGK trailer to get a randomly assigned engine and specifically assigned transponder. Engines may need to be checked for fuel and filled accordingly with MGK supplied fuel near the MGK trailer only. A half tank full is plenty for a racing event. Once teams have their engine they should work together to install the clutch, bolt the motor to the chassis, attach the chain and connect the kill switch and throttle cable.

Race Day Practice: At each event we will try to offer a short practice before the racing event starts to ensure the kart is operating properly and the transponder is working. Only the Track Personnel/ MGK Officials can determine when the track is ready for practice.

Non Race Day Practice: Anyone can rent the track from Slinger SS at any time. Contact the track for more information. Slinger SS may offer "off night" practices with your own motor for a per pit entry fee. There will be an MGK member present for these practices. Only 3 karts on track at a time, spread out. Pass with care as there is no ambulance on site or safety workers. Mentors/parents will have to assist with any of these practices. Run your own engine for practice.

Drivers Meeting: When called, everyone in the pit area should attend the drivers meeting, lead by MGK Officials. During this meeting drivers and crew will be reminded of safety rules and be informed on the race event schedule and announcements.

Opening Ceremonies: The announcer will lead the opening ceremonies when the event is ready to begin. Our opening ceremonies includes the National Anthem and sometimes a prayer. Everyone in the pit area and grandstands should take part in opening ceremonies.

Pace Kart: The pace kart leads the karts to the track for every race. Drivers should maintain pace kart speed and stay in lineup order when following the pace kart at all times. When the lineup is approved from the tower the flag person will signal the "1 lap to green" with a rolled up green flag pointed up. The pace kart will turn its safety lights off at this time to signal to racers that the race will start on the next time by the flag person. The pace kart will dart off the track before the last turn, but karts should maintain the slower pace kart speed until reaching the final turn cone. At that time drivers can accelerate and should remain side by side for a good start.

Heat Races: We race in division order, GREEN to ORANGE, or determined at the drivers meeting. Race lineups will be posted near the lineup area. Line-ups are determined by a # draw. Finishing order in the heat races determines the semi- or feature lineups for later in the event. Winners of heat races get a checkered flag at the start finish line! There is only 1 event/race per night for Purple/Yellow unless extra time allows at the end.

Intermission/Purple/Yellow: We try to not really have an intermission. After ORANGE heat races are complete the tower needs to send the results down so the feature race line-ups can be laid out and posted. This could take 10-15 minutes. This is usually the “last call” for concessions. Purple and Yellow Divisions generally get the track during this intermission time.

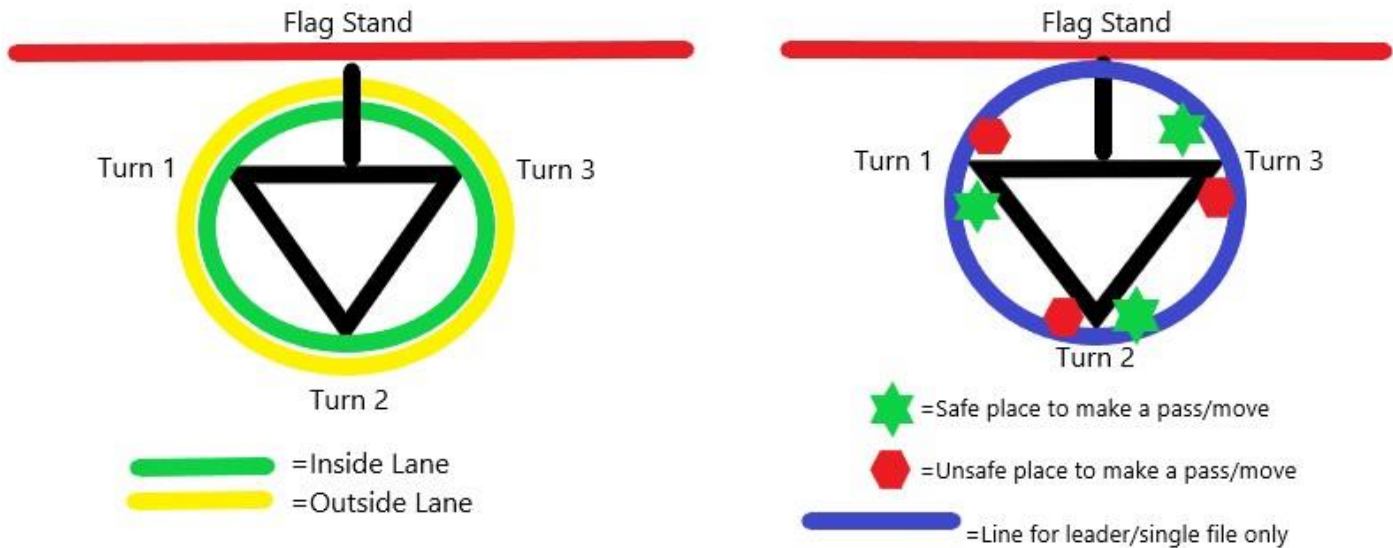
Semi-Features: If there are more than 9 karts competing in a division the top 7 finishers of the heat races combined will transfer to the feature event. 1 spot will be left open in the feature for the winner of the Semi-Feature race. For example if there are 12 karts in the Red Division there will be 2 heat races with 6 karts in each heat. Top 3 from each heat make the Feature race. Whichever kart in the 4th place spot that had a faster lap time will transfer to the Feature race. The remaining 5 karts will have to win the Semi-Feature race in order to transfer to the Feature! The winner of the Semi-Feature will lineup at the rear of the Feature, which is the next event immediately following the Semi-Feature. Semi-Feature winners get a checkered flag, but need to **stay on the track** if the Feature is rolling out next!

Feature Races: For safety reasons only 9 maximum karts are allowed to race in a feature. The number of karts allowed will be based on the division and skill level of the drivers to ensure a safe event. Feature events have more laps than Heat races and Semi-Features. Drivers should exercise good driving practices and patience during all racing events, but especially in the Feature event. Feature winners get a checkered flag from the flag girl.

Motor/Transponder Return: After racing is complete please return motors and transponders to the MGK trailer. Be sure to watch out for HOT ENGINES! Use gloves or let cool if necessary.



8. Lanes of Racing



Our MGK track is shaped like a triangle with 3 turns. The goal of the racers should be to maintain the most speed by running a consistent smooth line. Go karts don't stop, go or turn sharp very fast so keeping momentum up is a major key to success.

1: When racers are side by side they should follow the inside **green** and outside **yellow** lanes of the first picture. Race hard, but clean with no intentional contact. Give your competitor room.

2: Only when alone as leader/unchallenged racers can run the **blue** line in the second picture. When alone a racer could choose to just run the outside lane or inside lane or a combination of both as shown by the blue line. But when another kart gets to the outside or inside as they attempt to pass they should be given room.

3. The following is in general, so feel free to form your own opinions. Inside Passing seems more preferred on our track and racing in general, so we will focus there. The inside lane is a shorter distance around the track, so it's technically the quickest way, if you can maintain maximum speed. If a racer is trying to pass a kart in front of them by quickly diving to the inside on turn entry (red hexagon) and makes contact with the other kart in the process we would call a bad pass. If a kart spins out as a result **both karts involved** generally will go to the back of the line. Alternatively an outside pass on turn entry would be ok as long as you can get alongside the front running kart to let them know you are there. **Good passing (not just going fast) is the art of racing!**

4. No mirrors are used on karts, so if a kart is trying to pass they need to get alongside the front running kart to let them know they are there. Most racers can't see their back bumper or rear wheel so the passing kart needs to get further ahead than that before the next turn or be ready to slow down to avoid spinning the other kart out.

9. MGK Points System (optional)

A points system can/may be implemented for the Orange, Red, White, Blue, Green divisions if a volunteer who does not have a kart or team or tower is willing to keep track throughout the season.

Q: What is a points system? All types of racing uses a points system for overall season scoring. Through a points system a “Champion” of a division or series in racing can be achieved by a racer without ever even winning a race. In general, a points system rewards consistency as well as responsible “good” driving practices all season long.

Q: How does a points system work? Points are collected at each racing event. The number of points collected is determined by the final position in the race. The better the finish, the more points will be collected. And more racing events leads to more points accumulated. MGK promotes the “team aspect” and rewards teams with additional points if more than 1 driver per event.

Q: How many points are we talking and who will keep track? The tower will print up and save the final positions recorded in each race. The kart committee will be in charge of updating points. Each division race winner will receive 8 points, 2nd place 7 points, 3rd place 6 points, 4th place 5 points, 5th place 4 points, 6th place 3 points, 7th place 2 points, 8th place and any karts in the semi-feature will receive 1 point.

10. MGK Pit Area Rules & Courtesy

The following rules will help ensure that we have a safe and enjoyable race event. We ask your cooperation in abiding by these Rules & Courtesies.

- No one will be allowed in the pits, on the racetrack or on the premises that is under the influence of alcohol or drugs. Any person proven to be under the influence of a controlled substance will be removed from the property by MGK or law enforcement.
- WRISTBANDS are required for all participants in the pit area. Wristbands are available at the Pit Shack located by the Pit Entrance.
- Park tow vehicles and/or trailers in designated parking stalls only. First come, first serve on pit stall location. General crew/spectator parking in the upper pit lot only.
- No Smoking in the pit area during MGK events. Designated smoking area is located in the grandstands.
- No alcohol allowed in the pit area during MGK events.
- No horseplay in the pit area, to prevent injury.
- Any “stand running” of karts in the pit area should be done in a safe manner to avoid possible kart takeoff or flying debris from moving parts. Eye protection required!
- If possible PUSH YOUR KART, not running, from your pit stall to the lineup area.
- No “riding” or “skating” on running karts is allowed.
- Racers returning into the pits from the track must do so in a safe manner and at a reasonable speed.
- There will be NO driving/practicing karts in the pit area unless a Kart Committee member or MGK Official has approved it and a designated location has been determined. Failure to comply will mean disqualification from the next race.
- Pay attention to announcements on the PA system and in the pit area.
- Once you are in the lineup area no repairs to karts may be made, tire pressure ok.

Pit Area Rules, Courtesy continued...

- Line up on time, no waiting for late racers. Your line-up starts as soon as the previous race exits the pit area to the track. If you are late you could be put to start at the rear.
- Before you leave the pit area be sure to pick up all of your garbage.
- It is your responsibility to bring your own tools to the track.
- No animals in the pit area unless permitted by an MGK Official.
- No motorized driver support vehicles in the pit area except for official track use only.
- Watch out for moving karts going on to or coming off the track.
- Any injuries during an MGK event should be reported to an MGK official and/or the ambulance immediately.
- There will be a fire extinguisher located on the track and at the pit concessions for emergency use during MGK events.
- These events are to be FUN and all efforts should be made to COOPERATE, HELP and RESPECT each other. Show GOOD SPORTSMANSHIP at all times. Any violence or abuse, both physical and verbal will not be tolerated and may result in immediate dismissal from any MGK events.

11. MGK On-Track/Racing Rules

The following rules are designed to provide a safe and efficient race event. If you have questions regarding any of the rules or decisions made during a race night, they should be taken up with the MGK officials AFTER events are complete. Please remember, **ALL MGK OFFICIALS ARE VOLUNTEERS** offering to help a community cause on their own time. Without volunteers MGK can't offer racing to our youth. Things happen on the track quickly. Mistakes may be made, especially when determining the fault of an incident. Even with the use of replay the professionals get it wrong from time to time. If you have a disagreement with a call please respect the MGK Officials and offer suggestions/solutions.

- Treat other drivers, teams, crews and MGK officials with respect! Treat them the way you would like to be treated.
- Race line up will be determined by chip draw/heat race results and/or MGK # draw.
- If the pace kart is on the track the field should maintain pace kart speed, stay side by side.
- No jump starts. Front row should be SIDE BY SIDE when taking the green flag.
- No passing before the start/finish line at the start or restart of the race.
- There will be a restart of the race if there is an incident during the first (1st) lap.
- If the same driver causes an incident two times during a starting lap, they go to the back.
- A driver must finish the race in the same kart they started the race in.
- If multiple karts are involved in an incident, MGK officials will determine line-ups for re-start based on the last racing lap completed. Any karts involved in an incident will go to the rear.
- If there is an injury during a race, MGK officials and parents of the injured driver are the only people allowed on the track.
- Caution laps are not counted as part of the laps for the race.
- Double file restarts unless multiple cautions. Then single file restarts may be implemented.
- If there is a restart within two laps of the end of the race, there will be a single green lap, a white lap and the checkered flag.
- There is a 3-spin rule, meaning that if a racer spins out 3 times in one race, they will be black flagged and sent off the track.

On-Track Rules continued....

- There are 2 grooves or lanes of racing on the track. Inside and outside. If a racer is driving in between the 2 lanes and “blocking” other racers they may be black flagged.
- Karts should not purposely make contact with other karts. Any racer attempting to utilize kart contact as a way to pass another racer may lead to a black flag.
- If your kart breaks down on the track, use a HAND SIGNAL to warn other drivers. Safely pull to the inside or off the track if possible and stay in your kart. Help will arrive to get you off the track safely.
- Any kart that leaves the race track during a race, for repairs, etc. will NOT be allowed back on the track once the race goes back to green flag. (Could on next yellow if occurs)
- Each team/racer must race in a minimum of 2 regular MGK racing events in order to participate in the Memorial Tribute Event.

12. MGK Tips: At Home Pre-Race Preparation

Chassis Check

- Front end tie rods safe and secure.
- Front spindles secure (horizontal & vertical).
- Tire valve stem and tread safe. Safe tread is defined as no bald spots or cords show.
- Front wheel bearings spin free, nuts should have nylon lock or clip.
- Steering wheel secure, make sure quick release latches tight.
- No welds broken on the chassis.
- Bumpers secure and capped off ends with no sharp edges.
- Side bumpers connected and no sharp edges

Rear End Check

- Axle shaft nut and washer intact and secure.
- All keys installed and secure. Hose clamps/tape/weld help keep keys in place.
- All set screws intact and secure (including inner clutch set screw).
- Clutch inner bushing checked for cracks/excessive wear.
- Drive chain lubricated, in line and chain guard (if used) secure.
- Sprockets/chain in line
- Brake full functioning and not worn
- Wheel nuts tight
- Both rear wheels locked and turn together.

Throttle and Brake Linkage Check

- All fasteners installed and secure.
- Linkages operable and safe on brake and throttle.
- Brake and throttle pedals secured safely.

Driver's Cockpit Check

- Seat safe and secure, bolts tight.
- Four/five point seat restraint operable and secure. Free of rips/tears or fraying. Excess strap wrapped if more than 4” exposed.
- Kill switch tight, wires and plugs attached.
- Inspect side harnesses and wrist restraints for damage.
- Inspect helmet for any cracks or damage.