

NNKCMM 2022 Rules

These rules are made available to any individual. Compliance with these rules is the responsibility of each racer. Enforcement of these rules is the responsibility of each race's designated officials.

MOTORCYCLE RACING IS DANGEROUS. EVERY COMPETITOR ASSUMES BY HIS/HER PARTICIPATION RESPONSIBILITY FOR ALL RISKS OF COMPETITION INCLUDING INJURY OR DEATH. EVERY COMPETITOR ASSUMES BY HIS/HER PARTICIPATION THE RESPONSIBILITY AND OBLIGATION TO ASSESS THE SAFETY ASPECTS OF FACILITIES AND INDIVIDUAL CONDITIONS AND MUST ASSUME ALL RISKS OF COMPETITION, INCLUDING INJURY OR DEATH.

Welcome to NNKCMM; the mini motorcycle racing league of Northern Nevada that facilitates fun and competitive grids for all mini motorcycle riders.

Welcome to a select group of racers participating in the most exciting form of competition on two wheels: NNKCMM Mini Motorcycle Road Racing. Get ready for one of the greatest experiences of your life—safely using all the power and handling your machine was designed with, without worrying about speeding tickets, traffic hazards, pedestrians, erratic or drunk drivers or any of the other nagging realities of today's street world. **NNKCMM policies, rules and class formulas have been formulated with a few simple ideas in mind, to provide a fun and exciting experience to our racers and families with the highest level of fair competition as our goal.** While NNKCMM welcomes participation by contingency program and race team sponsors, NNKCMM management is independent and makes decisions based on fairness for all competitors and the wellbeing of our sport.

NNKCMM takes pride in its role as an organization devoted exclusively to the advancement, operation and sanctioning of mini road racing.

These NNKCMM rules are written to ensure that all riders have the opportunity to compete impartially and as safely as possible in motorcycle road racing. It is not possible to anticipate every circumstance and cover it in this rulebook; therefore, common sense and a regard for fairness will be the fundamental principle in interpretation and enforcement of the rules by NNKCMM officials. The individual NNKCMM official responsibility for the matter concerned will be empowered to carry out the enforcement of these regulations and shall have the final voice at the scene (See Chapter Five for rider protest and appeal procedures). Any discussion of or suggestions regarding NNKCMM rules should be submitted in writing to NNKCMM. Suggestions will be reviewed for consideration by the NNKCMM officials and technical advisors for possible inclusion in the next Rulebook.

NNKCMM Website

<https://www.nnkcreno.com/minimoto>



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CHAPTER ONE

CLASSIFICATION OF RIDERS, RACE SERIES, POINTS AND AWARDS

Depending on class, riders may be assigned a Novice or Expert status, based on evaluation by NNKMM staff.

Points earned at all Sprint Events count toward the championship points for each individual class. Due to the variety of bikes that participate in NNKMM events, there are no overall championship points. Points, for each class, will be awarded using the following table:

1st - 20
2nd - 17
3rd - 15
4th - 13
5th - 11
6th - 10
7th - 9
8th - 8
9th - 7
10th - 6
11th - 5
12th - 4
13th - 3
14th - 2
15th - 1

Only riders completing a minimum of 75% of a sprint race and taking the checkered flag at the start/finish line under power on the racetrack or pit lane will be awarded points.

CHAPTER TWO

RACE OFFICIALS

1. The race director shall be in charge overall at any race meet. The duties and responsibilities of the race director include but are not limited to, course preparation and safety; supervising corner workers and start finish Marshall; rulings on protests; determining punishments for rule violations, from warnings, to lap penalties, and up to but not limited to disqualification of riders and or motorcycles who/which fail to meet the safety/class requirements
2. At each event, because of the fact that our race director will/can also be a competitor in said event, a secondary race director will be at the race meet ready to take over full responsibility of race direction should anything happen that would interfere with the judgment of the declared race director. Examples that would result in turning over race direction duties include but are not limited to, crashing in race, affecting another competitor; or assessing penalties of a protest that involve the race director directly.

RULE CREATION AND MODIFICATION

3. Rule creation and changes to existing rules will take place when there is a need in the organization due to either safety concerns, member/racer feedback, or in effort to build, create, and sustain competition. Submit requests in writing. Member feedback will be the main consideration in creation or modification to a rule.

CHAPTER THREE

RACE PROCEDURES

The Race Director may at any time revoke the racing privileges of any racer for acting improperly, being abusive, fighting, disobeying instructions or doing anything else to disrupt orderly procedures or affecting overall race operations or safety.

1. Refunds will only be given as credit for a future round. "Pro class" or any similar style "prize purse" entry cannot be refunded once a racer enters the track for practice. If a racer begins practice but does not compete in any of their scheduled races they may receive a partial credit for their entry fees if they approach staff BEFORE THE BEGINNING OF RACES. Credits will not be issued once races have begun.
2. During Sprint Series Rounds, grid positions will be determined by the outcome of the heat event. The grids for the heats will be determined by registration order. If a timing system is available, timed qualifying may be implemented.
3. There are two basic procedures used for starting a race: a) A group or groups of machines may be separated on the grid by a multi row break and started simultaneously with one green flag. OR b) A group or groups of machines will be separated into two or more waves (these waves may also contain multi row breaks), these waves will be started with each wave getting a separate green flag. Waves will have a grid marshal with a wave board separating them on the grid. The method of start used will be determined by the Race Director. All riders will be notified at the Riders' Meeting and on the grid sheets which races will contain wave starts.

-Start procedure: Races are started using red and green lights located above the start finish line next to the starter. After one warm-up lap, racers are to line up on the grid at their assigned grid position, with the contact patch of their front tire on their grid line. While lining up on grid the red lights will be illuminated. Once gridded, racers will put at least one hand in the air; this signals to the grid marshal that all racers are ready to start. Once the grid marshal can see that the racers are ready he/she will give a thumbs up to the flagger and exits the track. With the grid marshal off track the race is about to begin. The starter will point to the riders on grid. This indicates that visors should be down and bikes put in gear. Starter will then point to the lights. Now at any point the starter will change the red lights to green and start the race.

4. Racers MAY be given a first, second and third call for each class over the track loudspeaker system. It should be noted that this is a courtesy and all racers are responsible for knowing the schedule at each event. NNKCM is not responsible for racers missing their race due to no announcement being made. When calls are made, they will most likely be announced using the following: The first call will be made at the beginning of the previous race with the second call at the halfway point of the previous race and the third and final call at the checkered flag of the previous race. Calls may be sped up or lengthened as determined necessary by the officials.

Racers will be instructed to enter the track by the grid marshal or starter. All racers will be allowed one warm-up lap. If a racer is not on the track before the 1st rider of the group crosses the half-way point during their warm-up lap, he/she forfeits their warm-up lap and must report directly to the grid. If a racer is not on track by the time the lead rider has reached their grid spot then they may be penalized by starting from the pit lane. Further infractions may incur additional penalties as determined by race direction.

5. Crew and family members are prohibited from access to the racing course for any purpose; a violation will result in the disqualification of the racer for that event. Habitual violations will result in a more severe punishment, which will be determined by the Race Director. Riders needing medical attention will be attended to by qualified, official race personnel. Disabled motorcycles may be retrieved ONLY with permission of the Starter and/or Race Director. If available, there will be a designated location for crew and family on the track to operate a pit board and communicate with the rider. There is no radio communications allowed with any rider on track during any race. Communication will be allowed during a practice, however, there can be no communication device on the helmet during the races, no exceptions.

During Youth events, parents or guardians of the racers are allowed on the infield of the course only during the race. At no point should a parent or guardian cross the track during an active race. Once all riders have been shown the checkered flag and have indicated their intent to exit the track can parents or guardians return to the pits. Punishment for violating this will be up to the discretion of the race director and can range from a warning up to disqualification of the parent or guardians child or disqualification of the parent or guardian themselves (if applicable).

6. If a SPRINT race is red flagged after half of the total distance has been run (half way being defined as the entire field on the lead lap has completed half the race distance), officials may declare the race completed. In that case, riders shall be scored according to their position on the final lap that was completed by the entire field preceding the red flag. Any rider(s) not running on course at the time of the red flag, as well as any rider(s) deemed by officials to have caused the red flag will not be

scored in the final Sprint results. In the event a race has been red flagged, the restarted event may be shortened at the discretion of the Race Director.

7. All events will run rain or shine unless the track is impassable or unsafe as determined by race officials. When an event is canceled by NNKMM the following may happen: The un-run races, their points and awards may be moved to another event/weekend -and/or- a credit for unused entries will be issued from NNKMM for future events.
8. Any rider who runs off the track must reenter the course safely and without attempting to cut the course unless instructed to do so by an official or corner worker. If an advantage is gained, a rider will be subject to penalties of a stop and go penalty and/or loss of laps and/or disqualification.
9. In a sprint race crash, the rider and machine may reenter the race if the machine is deemed safe to race. Flaggers may instruct the rider to enter the pit via a BLACK FLAG if the machine is deemed unfit to continue racing.
10. Weaving at any time to break the draft or prevent a pass, or reckless weaving for any purpose, will be penalized by a disqualification or suspension.
11. Tear-offs are allowed in all series and must only be removed on straightaways.
12. Riders must always follow track direction. Only entering the track at the pit exit/pit out. Riders must not use the pit in/pit entrance road or any other access point to enter the track.
13. Any competitor intending to pull off the track must clearly signal their intentions (eg. by raising a hand, or hanging a leg out, or both) and must never cut across the track in front of other riders.
14. Responsible riding in the pit, pit area, and track is expected of all riders. If a staff member deems some actions inappropriate (speeding, wheelies, etc), first offense will be a warning. No stuntin' and no 'splodin' in the pits.
15. It is the responsibility of each competitor to be aware of all information covered by the Rulebook, mid-season updates, as well as information covered at any Rider's Meeting.
16. Riders may not protest other riders for infractions listed in Chapter Three, which are enforceable only at the observation and discretion of Race Officials.
17. NNKMM reserves the right to tear down any machine to check for class compliance. If the machine is found to be in compliance with the class, NNKMM will be responsible for any costs incurred. If the machine is found to be non-compliant, the racer will be disqualified for the round and any cost incurred will be the responsibility of the racer.
18. NNKMM Right of Refusal-NNKMM reserves the right to refuse participation in an event to any person for whatever reason it deems appropriate.
19. Protests regarding machine legality, grid position, scoring discrepancies must be filed as soon as possible, usually within 30 minutes of competition's completion.
20. By attending NNKMM events as a rider, pit crew, or spectator, you may be filmed/photographed at NNKMM events, and NNKMM may use these images for marketing purposes.
21. Riders taking action to impede, harass or distract other riders on the track may, along with their Team, be disqualified, fined or suspended. If a rider's actions as outlined above result in the injury of another rider or riders, the guilty rider may be suspended for any time period up to and including for all time, at the discretion of NNKMM.
22. The speed limit off of the racing surface at all facilities (unless posted lower by the track) is 10 Miles Per Hour. This pertains to all vehicles! This covers the entire Pit, Paddock and access roads etc.
23. An AMB transponder is required for all competition with NNKMM. They are available to rent on a first come, first serve basis. If you do not have a transponder on your bike during qualifying/heat/main/endurance race, you will receive no points for competition. If you very obviously come in first, second, or third place, you will receive a trophy at Timing's discretion. If it is unclear what position you finished, preference will always go to the competitor with a transponder.

CONTINGENCIES

In the event that a series sponsor requires a decal to be run to qualify for contingency or purse, NNKMM reserves the right to apply said decal anywhere on a participant's machine.

CHAPTER FOUR

START PROCEDURE & FLAGS

Racers will be instructed to enter the track by the grid marshal or starter. All racers will be allowed one warm-up lap. If a racer is not on the track before the 1st rider of the group crosses the half-way point during their warm-up lap, he/she forfeits their warm-up lap and must report directly to the grid. If a racer is not on track by the time the lead rider has reached their grid spot then they may be penalized by starting from the pit lane. Further infractions may incur additional penalties as determined by race direction.

NOTE: THE USE OF FLAGS WILL BE DISCUSSED AT THE RIDER'S MEETING FOR EACH EVENT. THE BELOW ONLY SERVES AS A GUIDELINE, AND IS SUPERSEDED BY THE CONTENT OF EACH INDIVIDUAL RIDERS MEETING.

FLAGS

It is the rider's responsibility to know all flagging positions and suggest any changes in position. These suggestions need to be made before racing begins to be considered for that day. The flag rules listed below are considered suggestions. Flag rules discussed at the rider's meeting will supercede the rules listed in this manual.

Passing under a red flag or waving yellow will result in lap penalties, loss of position, or disqualification.



Yellow Flag - Caution on the track. A yellow flag indicates a problem on the track that requires your attention. Slow down enough that you can avoid a dangerous situation if needed. You may resume your normal pace once past the incident. **No passing under a yellow flag.**



Red Flag - Stop on the track. A red flag indicates a problem on the track that requires emergency action. Riders are to safely move to the edge of the track and stop their motorcycles. Riders are to indicate their intention to pull over by raising their hands as they do so. This indicates to those behind that they are pulling over.



Black Flag - Problem with an individual rider. A black flag indicates an issue on track with a rider or their bike. A black flag will be waved at a specific rider if there is something wrong that requires their attention. Examples of situations where a black flag will be flown include but are not limited to: issues with a rider's motorcycle (eg. leaking oil, panels falling off, etc.), transponder issues, or unsafe riding.



White Flag - Last lap. The white flag indicates the beginning of the final lap of the session. If you're going to pass someone, now's the time.



Checkered Flag - Session over. The checkered flag indicates the end of the session.

CHAPTER FIVE

PROTESTS, APPEAL PROCEDURES & PENALTIES

1. Any rider who feels that an illegal machine has been entered in their class and wishes to protest, must submit a statement to that effect to the Race Director within thirty (30) minutes after the results for their class has been posted. Each race result will be time stamped when it is posted. The protest must specify the machine protested and the specific area of protest, and must be submitted within 30 minutes of the time stamped race results.
2. Should the protested machine prove to be illegal for the class in which it is being protested, or if the rider refuses teardown (constituting illegality) the rider found illegal will be subject to disciplinary action and responsible for any fee incurred. If the

- bike is found to be in compliance the rider (or riders) who filed, the protest will be responsible for any fees incurred.
3. Protests shall be determined at the event at which they occur, and the decision shall be at the discretion of the Race Director
 4. When a protest is made, the burden of proof is with the protested rider and/or team. Failure to furnish proof of convincing evidence/witnesses as to the legality of the machine will result in the automatic upholding of the protest.
 5. If a protest cannot be decided at the time of the event, the awards, points and prizes for that class may be held pursuant to the decision of NNKMM.
 6. Protests can only be made by a rider in the same class, same status, as the protested rider. In an endurance race any team may be protested by another team in the event in the same class. Participants in the protest are limited to 1 designated representative of the protesting rider/team, no more than 2 representatives of the protested rider/team (i.e. the rider and a mechanic) and NNKMM Officials. No other rider/team, mechanic, spectator etc. will be allowed input into or viewing of a teardown. When a machine protest is upheld, the protested rider may not lodge a counter-protest, or other protest against any other area or person in his class at that event.
 7. Unsafe and unsportsmanlike riding techniques should be reported to an NNKMM Official. At the discretion of the Race Director, a rider found guilty of unsafe or unsportsmanlike riding techniques will be punished at the discretion of the Race Director.
 8. The purpose of the rules is to run an orderly, competitive and fair race, emphasizing safety of all involved. The rules are not intended to allow a racer to defeat another with the rulebook, rather than on the track. The rules are not intended to allow one racer to harass another. Protests deemed capricious may be denied. In the event this rule, which states the overall purpose and principles of the NNKMM Rulebook somehow is interpreted to conflict with another rule or statement, this rule shall prevail in its literal sense.
 9. Chapter 3 rules regarding Race Procedures (and certain other rules, as noted in the rule itself as printed in this rulebook) are enforceable by race Officials only and must be observed by Officials and cannot be protested by other riders.

PENALTIES

Penalties are assessed by NNKMM Officials for any Rulebook or procedural infractions including but not limited to any of the following: behavior of the rider or his crew, passing under a waving yellow flag, paddock infractions, alcohol or controlled substances, etc.

Penalties may range as follows:

- a) Loss of event points & purse (if applicable)
- b) Loss of points for the season up to the time of infraction.
- c) Suspension from NNKMM Competition
- d) Jumping the start: A minimum of two NNKMM Officials must call a jumped start. In a heat race a one-lap penalty will be assessed. In a sprint final, or an endurance race, the offending rider or team will be notified via a black flag at start/finish signifying they have been assessed a stop and go penalty. The black flag will be shown until the starter is satisfied the rider has had ample opportunity to see it. This is strictly at the discretion of the starter and is not a protestable issue. Should the offending rider or team fail to comply with the stop and go penalty within two laps of being notified, the rider or team will be penalized one lap in the final official result. Definition of a jumped start: Any forward movement before or at the time of the green lights that gives an advantage. NNKMM Staff will announce at the riders meeting if the track is suitable for a ride through penalty. Not all tracks have accommodations for a ride-through; in this case, a 10-15 second penalty will be given based on the size of the track and is at the discretion of Race Direction.
- e) Passing under a waving yellow: An NNKMM Race Official or corner worker must report a pass for position under a waving yellow. For the first offense, a one lap penalty will be assessed. The no passing for position zone is defined as from the location of the waved flag until past the incident or incidents.
- f) Grid Infractions: (including but not limited to: assuming the wrong grid position, etc.) At the discretion of the NNKMM Officials the offending rider may be assessed a stop and go, or lap penalty.
- g) Unsafe riding under red flag conditions will be assessed a penalty, and/or disqualified. In an endurance race the offending team will be penalized one lap in the final official result, and/or disqualified. Unsafe riding may include but is not limited to wheelies, riding too fast, passing other riders, and weaving.

CHAPTER SIX

RIDER and CREW REQUIREMENTS

All competing riders must meet the following requirements.

- 1) All participants and spectators acknowledge that racing is dangerous and accept the inherent risks, including serious injury or death.
- 2) All riders must evaluate each facility for conditions and other matters related to their individual safety. All entrants and other race personnel must rely on their own judgment and assume all risks of participation in competition or working in competition in any manner. All riders and other participants are strongly urged to carry comprehensive medical insurance to supplement event coverage. Attendance at the Riders' Meeting is MANDATORY.
- 3) Any competitor annoying or harassing an Official, infringing on the rights of other competitors or conducting themselves in any sort of unbecoming manner as determined by NNKCM officials may be disqualified or suspended.
- 4) Any rider under the age of 18 may not compete without the duly notarized consent of parents or legal guardian. The notarized consent will be retained by NNKCM. In addition, each rider under the age of 18 must have on file with NNKCM a minor release form which can be obtained from NNKCM. Our facility requires this form every weekend, the forms will be available at registration.
- 5) Any rider, spectator, pit crew, or worker must have a valid insurance wristband to be on the premises. These cost \$5 and must be worn at all times while attending NNKCM events.
- 6) Any person found consuming or under the influence of a substance that could create an abnormal state of mind shall be removed from and refused admittance to all restricted areas of the event premises at the discretion of the Officials. Any rider under these conditions will be immediately disqualified from the event in progress and is subject to suspension. The Rider is responsible for their crew's actions and will be penalized for their behavior. Drugs are bad, m'kay.
- 7) It is recommended that all competitors display the following information on the base/side of his/her helmet: name, drug allergies and blood type. It is also advisable to carry this information on a small card inside the leathers and add any other pertinent information such as epilepsy, diabetes, current medications and past medical problems.
- 8) Riders clothing and protective requirements:
 - a) All NNKCM competitors must wear helmets which have a Snell 2010 approval sticker, or must be ECE approved and must be in good condition (as determined by Tech) and not manufactured more than 5 years prior to the date of the event. Helmets must be taken to Technical Inspection and must display a NNKCM Helmet Tech decal prior to being allowed on the track. It is recommended all racers wear a road-specific helmet, and any helmet can be disallowed at Race Direction's discretion.
 - b) Proper footwear must be worn at all times. Boots must fully protect the ankle and lower shin area. Gloves must be worn, and while leather is preferred, combinations of nylon and leather are acceptable, if leather protects the fingers and palms. Gloves and boots must be of a fit so there is no gap between them and the leathers.
 - c) Clothing must be primarily of leather. All suits must be a one-piece garment for racing. Separate jackets and trousers are acceptable only if they zip or snap together to make one piece of clothing, pending approval of the Technical Inspector.
 - d) It is required that riders wear back protectors under their leather racing gear unless their racing gear is equipped with a back protector.
 - e) A rider must bring for Technical Inspection his machine; his helmet; his leathers; his boots; and his gloves. A Tech sticker must be displayed on the machine and rider's helmet.
- 9) It is the responsibility of the competitor to inform NNKCM of any medical condition which might be worsened by virtue of participation in an NNKCM event. Riders must also inform NNKCM of any medical condition that would affect the treatment of them by on site medical personnel (i.e. life threatening allergies etc.)
- 10) All Entries must be signed in ink by the rider prior to Technical Inspection. Under no circumstances may a person other than the rider sign the entry form, unless the rider is a minor. Failure to comply with this regulation may result in the rider being disqualified, or suspended.
- 11) Children under the age of 10 must be attended to at all times by a responsible adult. Pets must be on a leash at all times.

Children under 14, unless a participant, and pets are prohibited from the hot-pit lane at all times.

- 12) Alcohol consumption is prohibited while participating in a race event, whether you are riding or working, until you are 100% done touching the bike or on track.
- 13) No one may enter the track without proper credentials, registering, executing a release, and passing NNKCM Technical Inspection. Any NNKCM rider who rides during any practice session without properly being registered, or rides in an event, for which he/she is not registered, shall be subject to disqualification and/or suspension. Any non-registered person who rides on the track will be ejected from the premises. Any NNKCM Licensed rider who permits or allows any person to ride his/her machine in violation of this section shall be subject to disqualification from the event and/or loss of entry fees and any points for the round.
- 14) It is unlawful to physically abuse or threaten any party at any NNKCM event. Guilty parties will be prosecuted to the fullest extent of the law. Any NNKCM racer or related participant found guilty of abusing another rider/associate will be disqualified from the event, possibly banned for the season/all time, and will be prosecuted to the extent of the law.
- 15) Non-English speaking riders must provide an interpreter.
- 16) NNKCM provides excess ONLY type medical insurance coverage for all participants at all NNKCM events. There is a deductible assessed per incident. It is the rider's responsibility to supply their own primary medical insurance coverage.

Some facilities have rules and regulations in addition to those listed above. In such cases the track rules must be followed by all.

CHAPTER SEVEN

TECHNICAL INSPECTION & GENERAL MACHINE REQUIREMENTS

Every race bike must be ready to race when it is brought to technical inspection.

1. By participating in the event, the rider implies complete willingness to conform to NNKCM rules. Passing Technical Inspection does not give a race bike immunity from protest; if the Technical Inspector does not notice an illegal modification or a failure to conform to NNKCM requirements, the rider is still responsible for the race bike meeting NNKCM requirements; be it their own or borrowed. The Technical Inspector must inspect and pass every machine before it will be allowed on the track. The Technical Inspector will reject any race bike that does not meet NNKCM requirements. NNKCM Staff may, at any time, re-inspect any race bike and revoke approval if the machine no longer meets NNKCM requirements. The Technical Inspector may at his discretion allow a "Temporary Fix" for a particular race weekend. That "temporary fix" must be resolved by the next race event. Any rider who takes his or her race bike onto the racecourse when the racebike does not meet NNKCM requirements will be assessed a penalty for each infraction. The rider or his crew are required to point out any problems or potential problems with their race bike. A rider or his crew will be allowed to make a safety-related fix at an event in order to participate at that event, provided the fix is not an illegal performance modification (at the discretion of the Chief Technical Inspector for that event).
2. All helmets and back protectors must also be brought to tech inspection when you bring your bike. Back protectors are REQUIRED for all NNKCM competitors. Your helmet must also be current (manufactured within the last 5 years), in good condition, and certified by either SNELL or ECE.
3. All race bikes must meet NNKCM requirements. A race bike will not pass Technical Inspection and will not be marked with a Tech Sticker until the race bike is in complete compliance.
 - a) The following item must be safety wired, or secured in a manner approved by Tech (RTV silicone may be acceptable, ask Staff if you aren't sure):
 - Oil Drain Plug & Oil fill cap Radiator
 - Caps
 - Axle Nut Master
 - clip link
 - Any bolt that retains fluid
 - b) A catch can for overflow is required to be securely fastened on all carbureted bikes. If your radiator does not have an overflow

catch, you must also use a catch can for your radiator overflow.

- c) Water cooled engines may use plain water, or water with Water Wetter (or similar product, call NNKMM for verification) cooling system rust and corrosion inhibitor at 0.5 ounces per quart of plain water concentration, Silkolene Pro CCA (Corrosion Control Additive) and Royal Purple Ice is also allowed. Glycol based antifreeze is prohibited.
- d) Only gasoline may be used as a race bike fuel. Nothing may be added to the gasoline except commercially available, approved octane boosters and lubricating oils. No oxygen or nitrogen bearing additives.
- e) All race bikes must have an operating and marked engine kill switch on the handlebars. Dead man tethers are allowed and are suggested.
- f) All race bikes must have a self-closing throttle and operating front and rear brakes.
- g) Kick-start levers are allowed to remain on the machine however they must be secure to keep them from swinging out.
- h) Glass and plastic lenses must be taped (headlights, tail lights, turn signals, mirrors)
- i) The license plate and bracket(s) must be removed.
- j) Items are deemed safe only if secured in a visible, approved manner. Using only aircraft nuts, locknuts, Loctite or similar compound is not acceptable.
- k) The machine must be clean.
- l) Tires must be in good condition as determined by the technical Inspector. Knobby tires are not permitted, tires must be of street/race style.
- m) Clutch and Brake levers must have at minimum a 1/2" ball on the end, or a rounded point deemed safe by tech for competition.
- n) Handlebar ends must have either: (1) end-plugs; (2) be solid; or (3) stock bar-ends must be retained. Handlebar ends may not be hollow or ground to a sharp edge. Lever guards and "bark buster" guards are also acceptable.
- o) Plastic sliders must be installed on the front and rear axles as well as the foot pegs, to prevent gouging of the track in the event of a crash.

SAFETY WIRING HINTS

You should always use stainless steel aircraft type safety wire and proper safety wire pliers. Both of these items can be found through many motorcycle part suppliers. Make sure the wire is tight and pulls the bolt/nut clockwise as if it is still tightening. A list on what must be wired is located earlier in this rulebook.

NUMBER REQUIREMENTS

NNKMM competitors must have easily identifiable numbers on their bike. This means one set on the front and one set on each side, easily visible from a distance. The numbers must be visible at speed, from a distance.

Good luck and remember that you can always ask one of the NNKMM Officials to look your machine over at any time to make sure it will pass tech.

CHAPTER EIGHT

COMPETITION CATEGORIES

Intent of Class Rules

NNKMM was built around the popular classes of converted dirt bikes, small displacement street bikes, and older GP chassis bikes. As new bikes emerge, we will continue to adapt our rules with certain Specs for specific bikes to keep competition fair for sprint and endurance races.

Modern mini GP bikes such as the **Ohvale and Bucci** will be required to remain STOCK in their USD spec form and will be put

into specific classes outside of their spec class. Any mods or engines not considered 2020 USD spec will move them up at least one class.

Unclassified Bikes: Any bike not listed will be allowed in a class on a trial basis but may be moved and points forfeited.

Combined Races: If three (3) or more do not show up you may be combined with another class at race director's discretion.

MicroMoto: *Bikes allowed:* All bikes up to 50cc, including electric. No engine mods or knobby tires allowed. Springs and controls may be changed only. Up to 7 years old. This is a non-competitive class to allow young kids to get the feel for racing on a real race track!

Youth: *Bikes allowed:* Modified CRF50 and TTR50. Up to 88cc engine displacement allowed. Manual clutch kit allowed. NOT PERMITTED FOR THIS CLASS: Stroker cranks. Any displacement over 88cc. 4-5-6 speed transmission (must be kept to 3 speed transmission). Stock frame, stock fork tubes, stock wheel size, stock swingarm must be retained. Up to 10 years old.

65 GP: *(Bikes intended: 65 air cooled 2 strokes, air cooled converted dirtbikes up to 160cc)* GP or Motard frames, max displacement of 65cc (2 Stroke) & 160cc (air cooled 4 Stroke) Must be at least 10 years old. *Ohvale/Bucci 160 Allowed in stock form

85 GP: *(Bikes intended: 85cc 2 strokes, air cooled converted dirtbikes up to 188cc, liquid cooled converted dirtbikes up to 150cc)* GP or Motard frames, max displacement of 85cc (2 Stroke), 188cc (air cooled 4 Stroke) & 150cc (liquid cooled 4 stroke) Must be at least 14 years old

Super Mini: *Bikes allowed:* GP & Motard frame, max displacement of 112cc (2 Stroke), up to 230cc air cooled (4 stroke) & up to 160cc liquid cooled (4 Stroke). Unlimited engine mods allowed. Must be at least 14 years old. *Ohvale/Bucci 190 Allowed in stock form

SuperMoto Int/Exp: *Bikes allowed:* Motard frame,, displacement of 125-250cc (2 Stroke) & 150cc-510cc (4 Stroke). Unlimited engine mods allowed. Must be at least 16 years old.

Ultra lightweight: *Bikes allowed:* Street bikes, displacement up to 250cc (2 Stroke) & 400cc (4 Stroke). Unlimited engine mods allowed. Must be at least 16 years old.

MiniGP: *Bikes allowed:* GP frame, max displacement of 63.9cc (2 Stroke), up to 140cc air cooled (4 Stroke). Unlimited engine mods allowed. Must be at least 10 years old.

Bonus Classes.

The following classes will be run if grid sizes permit. These classes may only include a final race (no heat races) and will be held at the end of the day.

65 Moto Only: *(Bikes intended: 65 air cooled 2 strokes)* GP or Motard frames, max displacement of 65cc (2 Stroke). Must also be registered in 65GP class

85 Moto Only: *(Bikes intended: 85cc 2 strokes, liquid cooled converted dirtbikes up to 150cc)* GP or Motard frames, max displacement of 85cc (2 Stroke) & 150cc (liquid cooled 4 stroke). Must also be registered in 85GP class

160GP Only: *Bikes allowed:* GP frame only, max displacement of 160cc liquid cooled (4 Stroke). Unlimited engine mods allowed. Must also be registered in 65GP class

Do you have QUESTIONS - COMMENTS - CONCERNS? nnkcmimoto@gmail.com

Change History

Changes made to the document will be summarized below:

- 5-11-22: Initial Release