

# Challenge of the Americas Supplementals to NKA Rules

Updated 1/31/2025

## 10.5.11: Official Scoring

COTA: Every tool available to the officials will be used to score the finish of the race. The winner will be the first kart to break the vertical plane of the finish line.

### 10.5.11.3 Omit.

COTA: The kart may not be pushed by the driver.

### 10.5.11.4 Omit.

COTA: A transponder (rented, owned or otherwise) is the driver's equipment, therefore, the driver's responsibility.

## 10.5.16: Video/Camera Use

COTA: The officials have the right to confiscate video to review at will.

## 10.6.4: Right of Line. Omit.

COTA: We will follow standard race practices when contact infractions require investigation.

10.6.7: Impeding is the intentional or unintentional act of placing your kart and adjusting speed so that it inhibits the trailing driver(s). Impeding is also to be defined in a more general sense of creating a situation that affects another driver, or drivers, negatively. Typical impeding is being off pace and in the racing line, or generally holding up other drivers from managing their session.

COTA: Impeding can also be defined as the altering of driver's driving line to inhibit the trailing driver(s).

10.6.10: Starting/Restarting of Karts: Starting of karts must be completed with the driver fully seated in the vehicle at all times, either in the grid for an initial start or on course for an attempted restarting of the kart. Restarting of a kart during green conditions is allowed by instruction from officials only. Karts involved in a yellow flag incident may restart if they were previously stopped on course or their engine not running was the cause of the caution.

COTA: In addition, karts are allowed to rejoin up to the point where the officials deem they will impede the field and/or will be put a lap down, this is the sole discretion of the officials and is non-protestable. Shifters may push-start themselves, unless instructed otherwise by an official, and may do so not fully seated.

### 10.8.3 Yellow Flag. Omit

COTA: A Yellow flag signals a caution and a no passing zone. The Yellow Flag Zone starts at the point where the first yellow flag is displayed and ends once you have completely passed the incident/cause of the yellow flag or have reached the next corner station/flagman not displaying a yellow.

10.8.6: Black Flag - Waived this flag indicates you are being removed from the course immediately for a number of potential reasons. A driver has a maximum of two laps to adhere to this flag.

COTA: Driver will stop being scored at the display of the black flag.

10.8.7: Black Flag w/ Orange Dot This flag is specifically meant to warn a driver of a serious mechanical issue with their vehicle. They are to exit the track with caution immediately.

COTA: Driver will stop being scored at the display of this flag.

10.9.2.5: NKA observes a quiet grid. All engines can be warmed in your pit, but once you leave your pit the engine is to be off until given the signal to fire by the grid steward. Omit.

COTA: Upon entering the grid you are under the control of the grid steward, all with the steward.

### 10.9.3: Race Start - Sprint. Omit.

COTA: Covered separately in the Rolling Start Procedures.

### 10.9.3.6: Standing Start Drivers. Omit

COTA: Covered separately in the Standing Start Procedures.

## 10.9.5 Race Start

COTA: Omit.

10.10.1.8: Each legal entrant is entitled to one (1) protest per event. Should the legal entrant win their protest, their protest fee will be returned and they are still eligible to use the 1-r one (1) protest.

COTA: Omit

## 10.10.1: Protests

COTA: A penalty notification may be presented to the driver in person or posted to the official posting board(s). Any protest must be presented to the Race Secretary within 30 minutes of notification. To be considered, the Series Protest Form must be filled out in its entirety, accompanied with the \$200, cash only, Protest Fee and with any applicable evidence relevant to the protest. Competitors are limited to one Protest per event.

### 10.10.2: Appeals

COTA: Any appeal must be presented to the Race Secretary within 30 minutes of the ruling of the protest. The Series Appeals form must be filled out in its entirety and will only be accepted with any NEW applicable evidence and the \$500 Appeal Fee. The Protest Committee will rule on said appeal and their decision will be final. Should their ruling create any additional penalties, the affected driver can protest this additional ruling per Series Supplemental 10.10.1

COTA: The penalty structure intends to have the penalty fit the infraction.  
Most infractions will fall under the following penalties (this is not an exhaustive list):

A verbal warning

A written warning

A position penalty ex: 1, 2, 3, 5 etc.

A timed penalty ex: 3 sec, 5 sec, 10 sec, etc.

Scored at the rear of the field

Exclusion, disqualification

Expulsion from the event

Probation

Suspension

Loss of fast lap or multiple fast laps

### 20.1.25

COTA: No Lambda sensor allowed.

## Red Flag

The red flag will only be shown by the Starter. The red flag will be displayed if the race director determines there is an unsafe condition on the track. An incident that may require medical attention that is clear of the track may not require stoppage of the race if the medical staff can safely attend to the injured parties.

Under red flag conditions, all corner marshals will display their yellow flag and move to the edge of the racing surface. They will motion to slow down. Drivers need to prepare to stop as the incident may be between the driver and the starter with the red flag.

Move off the racing line and come to a safe stop. Remain in the kart until given instructions otherwise. Do not work on the kart. Drivers will be instructed when and what can be done as different rules apply depending on the remaining lap count.

- A. If less than 2 laps have been completed, a full and complete restart in original grid positions will commence. The Race Director may reduce the number of remaining laps based on the remaining time.
- B. If more than 2 laps but less than 75% of the race laps have been completed by the full field, less the karts involved in the incident, there will be a single file restart. The starting order will be determined by the last full-field passing of the scoring loop prior to the red flag. Those causing the need for the stoppage may be excluded from the restart. With a single file restart, there is no passing until crossing the start area signified by a cone, which is typically placed at the finish line.
- C. If 75% of the race laps have been completed by the full field, the race will be ruled complete.

### Red Flag Conditions During a Qualifying Session:

- A. If a red flag occurs in qualifying, the qualifying clock will stop, and all competitors will move off the racing line and come to a complete stop at or near the finish line. Once the track has been cleared and/or the incident has been remedied, the karts will restart on track and the clock will resume until the end of the session. Those driver(s) causing the stoppage may not resume.
- B. If a split group does not have similar conditions from one group to the next, each group will be arranged by row, fastest to slowest to set the grid

Those deemed to have caused the need for the stoppage may not take the restart. Those injured may not take the restart unless cleared by medical staff. The Race Director may assess penalties before the restart. Those having fallen out of the race prior to the stoppage of the race are excluded from the restart.

If an immediate restart is not an option, karts will be moved to an area of the Race Officials choosing. Do not attempt any repairs until given instructions by Race Officials. The Race Director may allow specific work to be performed on the karts. Work prior to being given permission may result in penalties.

Certain circumstances may warrant running the next class(es) and moving the affected class until later in the schedule.

## **Standing Start Procedure**

Karts will be given the start order from the grid steward and released to the racetrack. The yellow commitment line will denote the racing surface and will be the last point where drivers may receive assistance. Drivers may not push back across that line and return to the track. Some track layouts may require some modifications, which will be addressed at the Driver's Meeting if necessary.

Drivers will have the entire outlap at speed. On the second lap, drivers will slow down and proceed to their earned start box. If a driver has an issue on the grid, they are not required to complete both laps and may blend in with the field and continue to their grid position. No cutting of the track is allowed at any time.

Once the field is set in their start boxes, a signal from an official at the back of the grid will be sent to the starter. The starter will then signal the drivers and proceed to the edge of the racing surface and begin the start sequence.

If a driver has an issue, an official will attempt to assist that driver. If we are unable to assist within a reasonable amount of time, and the delay requires an aborted start, that driver will start in the rear of the field and their grid spot will remain vacant.

Once the start sequence has begun it will not stop. Any driver with an issue must signal to the drivers behind that there is an issue. Officials will make one attempt to assist after the field clears. If this is unsuccessful, the driver must remove their kart from the racing surface.

The starter will meet with the shifter drivers separately at every Driver's Meeting to review the Standing Start Procedure.

## **Rolling Start Procedure**

Karts will be given the start order from the grid steward and released to the racetrack. The yellow commitment line will denote the racing surface and will be the last point where drivers may receive assistance. Drivers may not push back across that line and return to the track. Some track layouts may require some modifications, which will be addressed at the Driver's Meeting if necessary.

Drivers will have the entire outlap at speed. On the second lap, the formation lap, the pole sitter will slow to gather the field to form the grid for the start. If for any reason a driver is out of their earned grid position, they will have until the delineation line to retake their spot. The delineation line will be a red line with cones, typically located prior to the corner before the straight where we will be starting the race. If a driver is out of position at the delineation line, they must blend into line and NOT advance position. There will be a 10-second penalty for advancing beyond that delineation line. Blend into the row at that point. If a driver has an issue on the grid, they are not required to complete both laps and may blend in with the field and continue to their grid position during the formation lap. No cutting of the track is allowed at any time.

As the field approaches the start straight, there will be two sets of tram lines painted on the track parallel to the track direction. There will be an acceleration line painted across the track with cones. Approximately 50 meters further up the track, there will be a similarly marked line. This is the start line. The area between the acceleration line and the start line represents the start box.

The pole sitter will set the pace, this should be a consistent pace to the acceleration line. Erratic speed changes, early acceleration may result in a jump start penalty for the pole sitter.

The pole sitter must have the advantage at the acceleration line, off pole may receive a jump start penalty if they have the advantage at the acceleration line. However, if it is evident that P4 is pushing off pole to the jump start, that driver will receive the penalty. If it is evident that the jumpstart is a result of a driver further back in the field, that driver will receive the penalty. Video may be used to verify.

In most cases, there will be no restarts. The race will commence, and penalties will be issued based on observed infractions. However, should a restart be required, standard procedure will be followed. Lap count will begin at Official's discretion.

The Rolling Start Procedure will be reviewed at the Driver's Meeting by the Race Director.

## Hot Pit

Hot Pit is a timed session that allows drivers to come into the grid, make changes and return to the track. This requires a closed grid. When karts are released to the track, the grid entrance will be closed to further access. No one will be allowed to enter for the remainder of this session. No exceptions.

Drivers and mechanics are allowed to bring tools and any part(s) they believe may be needed. No one will be allowed to leave the grid and return; no parts or tools will be allowed over the fence in any manner. If it is not already on the grid it may not be used but anything already within the closed grid may be used or borrowed from another competitor with permission from that competitor.

The driver and only one mechanic will be allowed to work on the kart at the same time. A second mechanic may assist in getting parts ready or handing tools to the others. The team principal or coach may talk to the driver, share data, or help lift the kart to a stand.

No liquids allowed on the grid; no weights are allowed on the grid.

Any part swapped on the grid may be confiscated and will be marked. Officials have the right to inspect, measure and watch any change being made on the grid.

With two minutes left in the session, the grid will be closed to traffic, the mechanics and remaining karts will be cleared. All karts must scale to receive an official time.

There will be a marked and separated through lane and work lane. These lanes will be track specific. Each lane will be noted on the grid.

Excessive speed or dangerous maneuvers may be assessed penalties. Directions given by officials must be followed, penalties may be assessed if directions are not followed. These penalties are non-protetable.