



MRM Oval Racing 2020 Rule Book

2020 is MRM's 2nd year of paved oval racing. Introduced as "Run what you Brung" the program has grown and new rules have been introduced to keep events safe and fun.

GENERAL RULE STATEMENT:

The rules are set to provide for consistent execution of race events and establish minimum acceptable requirements for those events. The rules govern the MRM Oval racing program that is run on Thursday and Friday nights.

Management and staff of MRM raceway reserve the right to adjust, alter or remove any rule in the interest of safety, maintaining equality in competition, or compensating for low competitor turn out.

Management and staff of MRM reserve the right to disqualify, suspend or expel drivers or team members for violations of track rules, policies, procedures, unsportsmanlike conduct, or unethical behavior.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PROVIDING OR COMPLYING WITH THESE RULES. They are intended as a guideline to conduct the oval racing events and are in no way a guarantee against injury or death of a participant, spectator or official.

All competitors by entering any event consent to their use pictures or videos used as promotional material online and in social media.

SAFETY & GENERAL RULES FOR ALL CLASSES

Kid Kart/Cadet	(debuted in 2019)
Predator 375	(new class)
MRM Senior Lite	(previously class A/B)
MRM Senior Heavy	(previously class A/B)
LO206	(debuted in the 2019 Fall Brawl)

All Classes subject to change. If a particular class does not average 4 Karts in a 3 race span the schedule and classes will be adjusted to accommodate more popular classes

Combining different types of vehicles at MRM events is prohibited. At present Champ or Outlaw karts have no class and may not be combined with traditional or 'flat' karts.

Inspection - All karts must be approved by MRM staff prior to racing. Inspections can be done in the paddock but final weigh in is located at the pit entrance.

Minimum requirements include:

- Safety wire, clip or nylock nut for:
 - Spindle nuts
 - Steering shaft and arms / tie rod bolt(s)
 - Master cylinder
 - Brake rod
 - steering shaft to frame
 - steering hub to steering wheel
- Ballast weight fastened with 5/16ths bolt
- Brake rotor key taped
- Exhaust silencer required and must be wired to exhaust bracket
- Front Bumper
- Nerf bars
- Rear bumper must be CIK, Hopper Stopper, or 1-1/4" double bar/loop. Bumper must extend to center of the rear tires.
- All karts must have numbers on both sides and be legible
- No short edges or protruding parts from the body. Bodies can be CIK or M&M style.
- Tires cannot be more than 6 inches in diameter

Safety

- You are responsible for the safety of you and your kart!
- Brakes must be in good working order at all times
- Neck Collars or braces are required
- Full faced DOT, Snell or SFI approved helmets only.
- If hair extends excessively from beneath helmet, the competitor must wear a balaclava to retain hair from extending outside helmet.
- Jacket or Racing Suite required. No Shorts.
- Close fingered gloves required. No open toed shoes or sandals are allowed

Transponders Required

MRM uses MYLAPS (AMB) timing systems. MYLAPS X2 Kart or TR2 Kart transponders are recommended. MYLAPS X2 Car transponders have also been used successfully at MRM. Transponders are available to rent but supplies are limited. Driver license are held by the cashier until rented transponders are returned.

Transponders must be located behind the driver seat no more than 12 inches forward from the rear axle. If mounted in the incorrect spot and a close finish is scored you will be put behind the other finisher.

Breakout

Breakouts will no longer be used for classification. The breakout rule is only intended to limit open engine classes. Drivers that register a lap time less than the breakout time during heat races or features will be black flagged and disqualified from that race.

Officials and Roles

MRM Staff:

- Race director - Responsibilities for:
 - Drivers meeting
 - Posting race programs for the upcoming events
 - Rules and enforcement
 - Complete charge of all officials
 - Officiates race
 - All race director decisions are final

- Scorer - Responsibilities for:
 - Ensuring the accuracy of registered drivers and transponders
 - Scoring the races with Orbits Software
 - Creating Line ups
 - Ensuring the Head Flagman is aware of positions and laps remaining.
 - Defines grid line up after caution
 - Race Results

- Registration Clerk - Responsibilities for:
 - Driver Registration
 - Fee collection
 - Waiver collection
 - Transponder Rental

Staff/Volunteer

Volunteer program:

Individuals that volunteer on race day entitle one driver (or themselves) to have the track fee waived. The waived track fee does not include transponder rental. The volunteer would be required to function in any of the defined roles for at least half the race program. The volunteer is required to carry a radio provided by the track. The volunteer would also be required to provide their own headset for race activities. Up to four volunteers are eligible for the waived track fee per event. First come first serve.

- Head Flagman - Responsibilities for:
 - Maintaining safety on the track by flagging all race conditions
 - Manages the race start, cautions, stop and completion
 - Complete charge of all flag conditions
 - Assist in grid line up after caution

- Corner Marshall - Responsibilities for:
 - Maintaining safety on the track by flagging cautions
 - Reporting driver/cause of race incidents to race officials
 - Ensuring all oncoming traffic to incidents are warned during cautions periods
 - proceeding to assist drivers during cautions only after any scene or conditions are safe

- Tech inspector - Responsibilities for:
 - Complete kart inspection check list for registered drivers
 - Weigh in for karts
 - Applies inspection stickers for passing kart/drivers
 - Post race inspections

- Pit/grid steward - Responsibilities for:
 - Ensuring only authorized personnel are in the pit area
 - Verification of inspection stickers and wristbands
 - Grid line up
 - Flagging for track entry
 - Flagging for track exit post race inspections

Thursday Practice

The schedule advertises practice every Thursday and is the MRMs intention to have staff present. However it's at the discretion of the MRM staff to cancel or shutdown early based on no interest or attendance. Always check the MRM Oval Racing facebook group and on the website: www.mrmraceway.com/Friday_Night_Ovals
It is recommended you respond or post in the Oval Racing group with intention to come out for Thursday Practice.

Race procedures & competition

Waiver requirements & spectators

RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, INDEMNITY AGREEMENTs are required for all drivers, race crew, staff, or track volunteers.

Signed waiver sheets are retained for the season. Once on record, drivers/crew will sign the race day check in sheet to obtain wristbands.

Wristbands are required for driver/team members to go past the pit gate and onto the track. Karts require inspection stickers before proceeding onto the track.

Spectators must remain beyond the pit gate until the completion of race activities for the evening.

THERE ARE NO REFUNDS ONCE YOU LEAVE THE PIT LANE ONTO THE TRACK

Environmental

MRM has an 11PM curfew for noise. Racing must be complete on time. Races will get the checkered flag early to ensure the race is done before 11:00pm

The race director will monitor weather conditions and will post cancelation notices one hour before gates open. Notices will be posted to the MRM Oval Racing facebook group and on the website: www.mrmraceway.com/Friday_Night_Ovals

If weather conditions change during a race event all efforts will be made to complete the racing program before the curfew or arranged for a later date. No refund once you leave the pit lane onto the track still applies to weather events. The race director will determine track fee credit based on scenarios where the races will be postponed.

Kart Count

Races will not exceed 12 karts in one event. High kart counts will be addressed with program transition to qualifying heats. Consolation races will be added as needed for those that don't qualify for features.

Race Length

The race program will publish how many laps each event will run however its at the Race Directors discretion to change or reduce the number of laps due to weather, curfew, attrition, or for safety reasons.

Initial Starts

The Pit Steward ensures line up is correct and double file and holds them in the pits until the Head Flagman and Pit Steward confirm the track is clear.

The Head Flagman allows for 2 to 3 laps for warm up under yellow while the scorer ensures the accuracy of the lineup and transponder functionality.

For cold conditions the Head Flagman will indicate a non-race green flag condition for tire warm up. Hot laps are usually 3 to 5 laps depending on conditions.

The Head Flagman will hold up a rolled up green flag and a one finger to indicate one to go.

Cautions

Any driver responsible for causing two cautions will be black flagged and scored a DNF upon the third caution.

Gentleman rules apply which mean if two drivers come in contact to create a caution both drivers go to the back of the field. Tap out is permitted if a driver admits full responsibility and opts to go to the back of the field on their own. If one driver taps out the other driver does not have that caution count agent him for the two caution rule.

Short track oval racing rules are used for cautions for which the Scorer will reset the field to the previous completed lap from when the caution came out.

Drivers that encounter mechanical failure must make an effort to return to the pits or pull off into the road course past turn one. Obvious attempts to avoid pulling off will result in holding the driver in the pits until the next caution. Mechanical failure leaving the driver stopped on the course will result in a caution. The driver/team must return the kart to the pits for repair. Repairs are not permitted on track. If the driver/team can repair the kart in the pits before the Head Flagman indicates one to go, they can return to the race. It is the discretion of the Pit Steward/Corner Marshall and Head flagman if they are to allow a kart back on the track during green flag conditions.

Restarts

Restarts are double file for the first two cautions. Any cautions past that will be restarted single file.

Once the incident has been cleared the Scorer will communicate with the Corner Marshalls to ensure the line up is correct. If the Corner Marshalls are unable to assist the drivers getting in the proper line up the Lead Flagman will red flag the track and guide the drivers to the start finish line where the Scorer will instruct the drivers as to which position they need to be in.

Once the line up is ready it is at the Head Flagman's discretion when to restart the race and will hold up a rolled up green flag and a one finger to indicate one to go.

Post race inspection

Podium finishers are subject to post race inspection of weight, engine, and RPM.

Flags

Green Flag

Signifies the official start of the event. Green may be followed by an immediate yellow for complete restart at the discretion of the Head flagger. On a caution lap restart, race will resume immediately when green flag is displayed.

Yellow Flag

Signifies track is not clear. Karts must reduce speed and remain in position, NO PASSING IS ALLOWED. Do not race back to the Caution Flag! Passing is only allowed when Corner Marshalls or Head Flagman direct drivers to correct their position for the line up.

Red

Signifies automatic halting of the race. If instructed otherwise by a Corner Marshall or Head Flagman drivers must return to the start finish line and come to a complete stop. Engines can remain running unless the Flagman or Scorer gives the sign to kill the engine.

Black Flag Rolled

A black flag Rolled and pointed at a driver signifies a warning for rough riding or unsafe driving. Drivers get only one warning for the night.

Black Flag Waving

A Black flag Waived at a driver signifies that they are disqualified from the race and must retire to the pits in a safe manner. A Black Flag may also be thrown if a kart has mechanical difficulty or failure.

A driver that been disqualified by back flag for unsportsmanlike conduct is disqualified for the night.

Black or Black with Blue/Orange Flag

Driver exceeded the breakout time and must return to the pits for the remainder of the race. The Race Director will follow up with the driver/team so they are aware they need to slow their kart down.

Red

Unless instructed otherwise by a Corner Marshall drivers must return to the start finish line and come to a complete stop. Engines can remain running unless the Flagman or Scorer gives the sign to kill the engine.

White Flag

Signifies one lap remains before the completion of the race. If a yellow flag is thrown during the white flag lap the race will be re-started to finish with a green/white/checker.

Blue/Orange Flag

Signifies that the driver needs to move over and hold your racing line.

Checkered Flag

signifies completion of event.

Points

Points will be tallied from the results from Orbits/MYLAPS posted to speedhive.com
Results will be posted to the website: www.mrmraceway.com/Friday_Night_Ovals

Position	1	2	3	4	5	6	7	8	9	10
Qualifier	10	9	8	7	6	5	4	3	2	1
Heat Races	15	13	10	8	5	1				
Feature	30	25	20	15	10	5				
Consey	20	15	10	5	1					

Race Classes

Kid Kart/Cadet **(debuted in 2019)**

The intent for this class is to allow kids to get started in racing and become accustomed to driving karts with other competitors. The limiting factor in this class is the breakout time. Weights, gear ratio changes, and carb restrictors will likely be required for more experienced kids.

Breakout time: 14.0 seconds

Kid Kart/Junior Sportsman/Cadet Class: Ages 5-12

Engine: Open, limited to four cycle gasoline engine

Chassis: Kid Kart and Cadet sizes

Tech Inspections:

- All Safety checks

Predator 375 **(new class for 2020)**

Introduced to be low cost option and intended to create closer racing as a spec series. The series will be introduced as a single race feature with a reduced track fee.

Tires: open

Junior/Senior Class: Drivers age 12 and up

Tech Inspections:

- All Safety checks
- Weight: min 375 lbs.
- Engine: Predator
 - Governor must be connected
 - Air filter and sock must be installed per factory
 - Factory gas tank must be used
 - Max RPM 5100

Allowed:

- You may disconnect vent tube on tank
- You may disconnect throttle stop screw
- You may only bolt on a chain guard, no other aftermarket parts allowed
- You can disconnect wire used for oil sensor and tape it
- You can drill a small hole in the gas cap

MRM Senior Lite & Heavy (previously class A/B)

The MRM Series promotes “run what you brung” to encourage racers to participate with minimal investments in their existing karts and setup. Even though this is an “entry level” series with a focus on fun vs. competition you will find racer experience will range from beginner to expert. Originally classified by breakout times the series is now divided into weight classes.

Breakout time: 12.0 seconds

Engine: Open, no fuel restriction but limited to four cycle.

Tech Inspections:

- All Safety checks
- Weight based on class

MRM Senior Lite

- Junior/Senior Class: Drivers age 12 and up
- Weight: 325 lbs. min with 350 lbs. maximum

MRM Senior Heavy

- Senior Class: Drivers age 15 and up
- Weight: 400 lbs. min

LO206 (debuted in the 2019 Fall Brawl)

The LO206 Series is competitive racing format designed to bring in racers from other oval tracks for local competition at M.R.M Raceway. This is sprint racing with a three event championship series. The series is structured for the Briggs & Stratton 206 Senior class only with weights designated by MRM

Tires: open

Senior Class: Drivers age 15 and up

Tech Inspections:

- All Safety checks
- Weight: min 375 lbs.
- Engine: Briggs & Stratton 206 as defined in the 2020 206 United States Rules effective January 30 2020
- Seals: The only security seals that are legal have either a black tracer wire in the cable with a reflective barrel or a red/black tracer wire on an orange seal.
- Clutch: Max-Torque, Hilliard and Noram
- Spark Plug: Autolite AR3910X
- Exhaust: RLV pipe (#5506 or 5507)
- Fuel: gasoline
- Max RPM 6100

Enduro Series (debuted in 2018)

The Enduro Series follows the “run what you bring” format with flexibility for class structure depending on those participating. These are endurance events and are single races based on either time or laps. Typical Enduro Series event durations have been 1 hour for timed races and 100 laps for circuit races.

The Enduro series is open to these class structures:

- Predator 375
- LO206
- MRM Senior

Junior/Senior Class: Drivers age 12 and up

- Weight: optional or based on class structure
- Tires: open

Tech Inspections:

- All Safety checks
- Weight & Class are event specific