

2010 AKA Inc. Rule Book

AKA Mission Statement:

To promote competitive, cost effective, and fair asphalt go-kart racing in a safe environment conducive to racer advancement while maintaining a family friendly atmosphere.

Core Principles:

Integrity:

To continually execute all aspects of racing in a fair and unbiased sportsman like manner.

Consistency:

To make decisions on and off the track in a consistent manner based on the appropriate governing body.

Growth:

To actively promote the growth of our drivers' skills, the number of total drivers and general membership.

Family:

To maintain our "family friendly" identity and to encourage family inclusion in the sport.

GENERAL RULES

The rules and regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the conditions of all events and by participating in these events you agree to comply with the conditions set forth by these rules. Unless specifically addressed herein, rules are to be determined by the Official World Karting Association Rulebook. The official Adirondack Karting Association Rulebook will supersede WKA rules unless otherwise noted at a drivers meeting. The Adirondack Karting Association Inc. will be referred to as AKA Inc. in these rules.

AKA Inc. shall identify a Designated Race Official who will be empowered to make changes from any specifications herein. He may also impose further restrictions that, in his opinion, do not alter the minimum accepted standard of the sport. If changes occur in the rules and regulations set forth herein, said changes will be announced at the driver's meetings and published in on AKA Inc. website. It is the responsibility of AKA Inc., members to keep themselves informed.

Safety and Sportsmanship will be emphasized at all events. We are all involved in kart racing to have fun. Although karting can be dangerous, and accidents are inevitable, when someone gets hurt it takes the fun out of racing. Compliance with safety rules is the surest way to prevent accidents. Poor sportsmanship by competitors, crew members and spectators can also take the enjoyment out of karting. Safety rules as well as rules regarding sportsmanship will be addressed specifically.

No expressed or implied warranty of safety shall result from publication of, or compliance with

these rules and regulations. They are intended as a guideline for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.

The Designated Race Official, Head Flagger and other track Officials are in charge during the event. Please respect the officials. Their collective interpretation of the event will be based on the rules depicted herein. When necessary the Designated Race Official and/or Club President will consult on an incident and provide a ruling, their word is final regarding rules and tech. Good sportsmanship is expected from all participants and their crews. Any disputes will be handled in a fair and civilized manner.

ELIGIBILITY

All entrants must meet the requirements of the division/class in which they wish to race. Any entrant under the age of 18 will be required to have parental permission (signed waiver) to enter an event. *A birth certificate is required to be on file for all racers under the age of 18 years.*

Driver Age Requirements: All classes have a minimum “competition age” for drivers and some have a maximum age limit. Both limits are stated in the specific class description.

Competition Age: A driver’s actual age as of December 20, of the previous year shall establish his/her “competition age” for the current calendar year. **EXAMPLE:** A driver is competing in a class that has a maximum age of 15 years. If the driver is 15 on December 20, 2008, the driver may compete in that class for the entire 2010 calendar year, no matter how early in the year the 16th birthday occurs.

Eligibility to Advance An Age Category: A minor driver of at least 9 years of age whose birthday qualifies them to move up to a class with the next higher age requirement may do so under two conditions. If their birthday occurs by June 30th of a competition year, they may advance to classes with the next higher age requirement at the beginning of the competition year. If their birthday occurs after June 30th, they may move up on or after their birthday and complete the competition year in classes with the next higher age requirement.

Prohibition from Moving Back an Age Category: If a minor driver meets the requirement outlined above and chooses to move up to a class with the next higher age requirement, he or she may do so. However, once the competitor advances to the next higher age level, he or she must continue to compete at that level.

All drivers shall demonstrate their driving ability to the satisfaction of the race officials.

Karts and equipment must be safe and able to pass technical inspection.

Kart and driver must be registered; entry fees must be paid upon registration.

Pit passes are required and insurance waiver must be signed before practice or competition.

The track officials have the right to reject the entry of any kart or driver.

All karts must register prior to the **10:00 AM** driver’s meeting. Late entries will start last in both heats. Feature line up will be based upon heat finishes.

ABSOLUTELY NO KARTS ON THE TRACK FOR ANY REASON, UNTIL THEY HAVE BEEN REGISTERED FOR THE DAY.

Numbers must be minimum six inches high and displayed on front, back, and sides of the kart. Number should be legible, use dark numbers on a light kart and light numbers on a dark kart. For

example, white or yellow numbers on a black kart or red or black numbers on a white kart.

Numbers must be approved by the handicapper/head scorer. There will be no duplicate numbers in each division.

Karts that do not display numbers according to these regulations may not be scored, at the discretion of the head scorer. If a scoring discrepancy does occur with a kart that does not meet requirements for vehicle numbering their protest, at the discretion of the Designated Race Official, may not be accepted.

HANDICAPPING

Upon registration all entrants will draw for position for the first heat race. The second heat race will run a reverse line up of the first heat. The feature line up will be determined by an average of the two heats. In the event of a tie for position in the feature, position will be determined by the racer's original draw. A maximum of 14 karts will be allowed for feature races.

Officials have the right to position a kart further back in the lineup for safety reasons. All first time drivers must start in the back until they prove their ability to drive.

Once a kart is qualified, only that kart and the driver who qualified may compete in the qualified position for the feature.

Karts and or drivers that did not compete in both heat races will start at the rear of the feature, with approval of track officials. Drivers who take the track during the heat races will receive heat points.

If a consolation race is necessary, position will be determined by finish order of the heats. Karts qualifying through a consolation race will line up at the rear of the feature in the order that they finished the consolation race.

All events will run two heats and a feature for each class unless otherwise noted at the driver's meeting.

POINTS

Only members of AKA, Inc. will be scored for points. Points will be allotted per WKA Rule Book.

All races will be point races unless otherwise specified. Points will be accumulated during the season. High point drivers in each division will be "Track Champion".

Points are awarded to the drivers, not the kart number. If you are driving a different kart it is your responsibility to tell the scorer, especially if you switched karts during the event.

Points will be awarded to racers taking the green flag in the feature race.

Drivers who are age eligible for a class are permitted to change classes one time and transfer all accumulated points for the first 3 points races of the season. If any one of these classes receives "bonus or double points" only the standard points will carry forward. Senior classes are eligible to run 1 or more classes. If a driver starts the season in more than one class he/she is eligible to transfer the first three point races to a new class; however, he/she may not combine and transfer points where he/she competed in more than one class to a new class. In these circumstances points earned in a given class will stay in class and only the points where he/she did not compete will be carried forward. If this option is to be exercised by any driver it must be in writing to the AKA President prior to the start of the 4th points event. Driver class is to be set by the 4th scheduled

points race of the season. If a driver changes classes at any point after the third week of points racing his accumulated points will not be transferable to his new class.

Points will be carried for club members ONLY. To be eligible for year end awards you MUST have competed in a minimum of one half of the race events for that class.

The point's scoring structure is set up to favor the dedicated, consistent racer that participates every week, however, the AKA understands all racers have problems. Therefore a racer's two lowest scores of the season will be dropped; these may include races that he/she did not participate in.

A driver that is disqualified for a technical reason be it for an engine, chassis, tires, or other infraction that shows disregard for the rules, will be given no points for the event and the race CANNOT be discarded. Likewise a racer disqualified due to reckless operation, rough riding, or poor sportsmanship on or off the track CANNOT discard the race. A driver disqualification for mechanical or equipment failures during the event may be permitted to discard the race, however, this will be at the Designated Race Official's discretion.

Point standings will be updated and posted weekly.

The Junior Rookie class will be a non-points class.

PROTESTS

No protests will be allowed or considered while the race is in progress. A protest may only be made by a licensed kart owner or driver in the same class after the race has ended.

Track officials have the right to refuse a protest.

ANY protest accompanied by profane language or violence will be immediately refused.

A reminder: the driver will ultimately be responsible for the actions of his team or pit crew.

All non-visual (Technical) protests must be on a protest form and submitted to the Designated Race Official.

All visual protest (those not requiring any type of measuring device to determine legality) must be made before the feature events. A protest involving engine legality must be submitted by a kart owner or driver in the same class.

Engine protests must be in writing and posted with a \$50.00 cash bond within ten minutes after posting the official results. In the event that the kart under protest is not legal the \$50.00 will be returned. If the kart is found to be legal, \$25.00 will be awarded to the kart owner and \$25.00 will be retained by AKA Inc. The driver of the illegal kart will forfeit all awards and receive a point penalty, to be determined by the officials (based on the severity of the illegality) for that day.

Other protests must be in writing and submitted to the Designated Race Official within 15 minutes after the Final Results are posted. The Designated Race Official will consider the protest and if accepted will provide a decision within 72 hours.

ALL DECISIONS MADE BY THE TRACK OFFICIALS SHALL BE FINAL!

SUSPENSION

AKA Inc. officials may suspend for a definite period of time, or terminate the membership of any individual for any violation of the rules herein or set forth by the WKA, if such action is determined to be in the best interest of the sport. Notice of such suspension or termination and the reason for such action will be mailed via certified mail or delivered in person. Upon receipt of notice, the individual shall have the opportunity to appeal by written request. Appeals will be heard and voted on by the Board of Directors. ANY DECISION MADE WILL BE FINAL.

PIT PROCEDURES

Anyone entering the pit area must sign in according to track policy. No one will be allowed in the pit area without proper registration and pit pass. Fees will not be refunded. But... if you experience problems in practice that will prevent you from competing in any of the day's events and you notify the Designated Race Official or AKA President BEFORE the start of the first heat race, your paid entry fee can be credited to the next race.

Children are permitted in the pits. A signed minor release and waiver of liability must be on file for all minors. Parents are responsible for their children.

Any driver, owner, crew member, family member or guest who fails to sign the required release forms and purchase a pit pass for a particular event will subject the driver or owner of the kart they are associated with to disqualification and/or a fine.

Each kart owner is responsible for keeping his pit area clean. DO NOT DUMP FUEL OR OIL ON THE GROUND, drums may be provided for dumping, if not, please ask an official where to dump.

Respect for competitor's equipment is expected. Anyone found tampering with or stealing another competitor's equipment will be disqualified from all future events.

Alcohol and drugs are prohibited in the pit area. Any participant found to be under the influence of alcohol or drugs during a race event will cause a disqualification or be disqualified and automatically forfeit any awards or points for himself or associated driver. Stricter penalties may be imposed by track officials. Any violent behavior or profane language in the pits will subject the driver or owner of the kart they are associated with to disqualification, penalties and/or fine.

When exiting the track all karts must shut down engines and come to a complete stop prior to the designated line on the exit road.

Only one pit member and driver are allowed on pit road, "Strassburg Lane".

TRACK PROCEDURES

NO ONE shall be allowed on the track to drive a kart who has not signed the proper papers.

No one shall be allowed on the track unless given permission by a track official during a race event. Ask the AKA, Inc Treasurer for additional information on our current insurance information and agreement.

No driver, owner, or pit crew shall have any claim for damages, expenses or otherwise against the track owners or promoters or track operators, by reason of disqualification's or damage to kart or driver or both. They agree that they have inspected the track and it is in a safe and useable condition when they take part in the racing activities.

The starter/head flagger, upon direction of the Designated Race Official, will be in complete

charge of the race. His flag signals are to be obeyed without exception. It is the responsibility of the drivers to know the flagging procedures. A mandatory driver's meeting will be held before each event. Any questions about flagging procedures should be addressed at this time.

On the ORIGINAL start, the starter will show the green flag when he feels the field is in proper order and the leaders have reached the designated starting point of the race. No kart may pass another until they have reached the race start location as designated by the starter. Starting the race before reaching this point will automatically result in a second attempt at an original restart. A second false start will result in the violator being placed at the rear. If any kart then jumps the start, you will go to the rear regardless of your original position. If you pass a kart before the designated location you will be penalized positions or put to the rear of a restart, at the discretion of the Designated Race Official.

On the restart, after one lap has been completed, the leader sets the pace. When the leader reaches the starting point, provided the field is in proper order, the starter will throw the green flag. As with the original start, no one may pass before the designated location and any kart jumping the green from any position will be penalized.

**A lap is considered complete when all the karts on the lead lap pass the start/finish line.
The last lap is considered complete when the lead kart passes the start/finish line.**

Restarts are double file until halfway. The Designated Race Official reserves the right to start single file at any point he deems necessary.

A race may be stopped at any time at the discretion of the starter, or under the direction of the Designated Race Official, if they consider it dangerous or unsafe to continue.

In the event of a caution, karts involved in the accident or that spin out, causing the yellow flag to be displayed must go to the rear. They will assume position at the rear of the field in the order that they leave the scene of the accident. All other karts will be lined up as they finished the last completed lap per the scorer's sheets. If a kart spins out to avoid a kart involved in the accident causing the yellow flag, he/she at the discretion of the Designated Race Official may be permitted to resume his/her position. The Designated Race Official also reserves the right to place a kart that has been deliberately hit to his/her position at the last recorded lap.

ABSOLUTELY NO PASSING DURING CAUTIONS. In addition to resuming his/her position, karts found to have passed during a yellow flag situation are subject to be penalized at the discretion of the race officials.

Kart Problems:

Karts will line up in the grid according to the draw for heats and the combined finishes of heats for the feature. If a driver does not report to the grid or concedes he/she cannot make the event due to a mechanical failure, karts in the grid will advance one spot in the line up. On occasion karts may not be lined up properly on the grid, in these instances, as long as the kart is able to take the field with the other karts they will be permitted to take their designated starting spot.

Once the grid is set and the pit gate is opened to allow karts on the track a driver having mechanical problems will have 5 pace laps to get on the track. If the kart is able to take the field within the required 5 laps he/she will be placed in their designated starting position. After the race class passes the pit gate for the 5th time a missing driver/kart will receive a DNF. Once on the race track if a driver/kart cannot make the original start the field will move up in position by the entire line advancing.

Once the race has officially started (completion of 1 lap of green flag racing) if a kart stalls or

breaks and a caution is thrown, or a kart stalls or breaks during a caution, he/she is allowed 5 caution laps to repair and restart the kart. The kart cannot leave the race area and no tools are allowed to help fix the kart. One pit member with a starter will be allowed on the track to help repair and restart the kart. If the kart cannot join the other karts on the track within 5 caution laps he/she will get a DNF at the discretion of the Designated Race Official. Extra leeway will be given to the Rookie class as deemed appropriate by race officials.

Any kart needing assistance for repairs or a restart during a race must restart at the back of the pack. Deliberate spin outs or calls for help will be grounds for disqualification.

Participants about to be lapped by faster competitors are responsible for being aware of the approaching faster karts and must yield the racing line until the faster karts have passed. Lapped karts will observe the passing (blue) flag or subject themselves to disqualification.

Finish position is determined by the order in which each kart takes the checkered flag. In cases where one or more karts are unable to finish the distance traveled (laps recorded) regardless if the kart is running or not will be used to determine the finishing order.

Any driver who drives through the infield or off the track in a reckless manner shall be placed one lap down or black flagged from the event and may be suspended from future events, at the discretion of the officials.

If a qualified driver chooses to drive a kart other than the one he/she qualified, that kart shall start last in the feature. Points are awarded to the driver and not to the kart.

FLAG RULES

Each competitor is responsible for the knowledge of and adherence to the following flag signals. All flag signals are to be obeyed without question.

GREEN - Start or restart of any race or practice session.

YELLOW – CAUTION - Slow down and hold position. No passing until the green flag appears. Be prepared to stop.

RED - STOP IMMEDIATELY! Any driver disobeying the red flag will be immediately disqualified from the race.

BLUE OR BLUE WITH YELLOW STRIPE - Passing flag, a faster competitor is overtaking you or preparing to lap you. Make room. Unless otherwise instructed at the pit meeting, lapped karts are to move to the outside of the track.

WHITE - One lap to go.

BLACK - Continue one more lap at reduced speed and pull into the center of the track for consultation.

BLACK FLAG ROLLED - Warning that you're driving borders disqualification.

*Note: Any driver who has received the black flag must remember that he/she may have received it for a mechanical defect of which they are unaware, fuel leak, flat tire, etc. and **MUST** enter the center of the track. Failure to heed the black flag may result in the competitor not being scored for those laps completed after the black flag is presented.

CHECKERED - Finish of the race. Proceed for one more lap at reduced speed. Feature winner to take "Victory Lap".

SAFETY REGULATIONS

All karts are subject to safety inspection by track officials before they are allowed in competition. Drivers must have mandatory safety gear on at all times while on the track.

Adirondack Karting adheres to all WKA safety rules and will be strictly enforced. It is advised that all competitors purchase a WKA rule book each year.

The following safety equipment is required:

1. Approved full head coverage racing helmet.
2. Approved rib/chest protector for junior classes.
3. All steering & brake component bolts/nuts must have cotter pins or safety pins.
4. Driver's racing suit or heavy jacket and pants
5. Safety gloves
6. Approved neck brace
7. CO2 or dry chemical fire extinguisher available in pit area
8. Return springs on carburetors in good working order
9. Brakes
10. All Rookie, Junior 1 and Junior 2 classes must run a loop bumper that extends past the frame rails.

All body panels must be rounded on karts. No sharp edges. Nothing should be protruding from the kart.

Karts are to be refueled in the pit area only. During refueling, engine must be stopped and the driver must vacate the kart.

DRIVING PROCEDURES

Rules and procedures shall apply to all practice sessions as well as racing events.

All entrants must prove their ability to drive. First time drivers are required to wear an "X" on their helmet for their first three events. All first time drivers will start in the rear for their heats. It will be up to the Designated Race Official's discretion to start the first time driver in the rear for the feature.

The starter/head flagger, under the direction of the Designated Race Official, is in control of the race. Any disregard for the starter/head flagger will result in disqualification.

The race does not begin until the green flag is displayed. Pole setter will set the pace and it is the outside pole setter's responsibility to keep pace with the pole setter. Anyone jumping the green flag will be sent to the back at the discretion of the starter/head flagger.

Deliberate blocking, rough riding, bumping or pushing is prohibited. Any driver hitting the track markers is subject to disqualification.

IF THE DESIGNATED RACE OFFICIAL DEEMS A DRIVER IS ROUGH RIDING, DELIBERATELY BUMPING, PUSHING OR BLOCKING HE WILL PENALIZE THE DRIVER ACCORDINGLY. SAFETY IS A MAJOR CONCERN; ANY DRIVER JEOPARDIZING THE SAFETY OF ANYONE WILL BE DISQUALIFIED.

Drivers shall raise one arm over their head to signal when they are slowing abnormally, applying

excessive brake, pulling off the course or warning other drivers of impending hazards.

Drivers are to scale immediately following each race. Failure to do so will result in disqualification. It is the driver's responsibility to make sure that they have been weighed by an official.

TECHNICAL RULES

Unless otherwise noted, kart specifications and engine rules shall be as stated in the WKA rulebook. If you are unsure of a rule or specification, ASK.

The Designated Race Official may require any competitor to submit to technical and/or safety inspection at any time. Failure to do so may result in loss of points and awards for all classes run at that event and may result in suspension of membership.

WKA spec mufflers are required. This will be a tech item.

Entrants must meet age and minimum weight requirements for the class entered. All ballast must be securely fastened to the kart, painted white and have kart number on them. Karts will be weighed after each event with driver and helmet. AKA track scales are official; however, weights can vary from track to track therefore it is recommended you scale prior to taking a competitive lap.

Technical inspections will be randomly held during the course of the season. Decisions of the tech inspectors are final. Anyone refusing a tear down will be disqualified and will not be allowed to race in future events until he has been inspected by an AKA Inc. tech official.

The Designated Race Official reserves the right to amend any technical rules in the interest of parity.

All classes will compete with an open tire rule.

ENTRY FEES

Regular show entry fees are: \$18.00 members, \$21.00 non-members.

Regular show pit pass fees are: \$7.00 members, \$9.00 non-members.

Pit passes are purchased for each event. Pit passes are non-transferable and non-refundable unless the event is canceled by the officials.

Fees for special events if different from regular show fees will be posted prior to the event. 2010 Pit Pass coupons may not be used for entry to special events.

Memberships

Membership is not mandatory; however, club membership does provide benefits to the racer. Members pay reduced entry fees and pit passes, and vote on club business. Only members are eligible to compete for year end Points Championships.

Yearly memberships run from the first of April to the end of March the following year. New members who have signed up before elections are eligible to vote.

Membership Cost is \$25.00 Driver, \$15.00 Associate member, \$50.00 Family membership. All members listed under a family membership must reside at the same address.

CLASSES

Only classes with enough participants will run on a weekly basis. Officials reserve the right to combine classes as deemed necessary.

All first time drivers must wear a LARGE X on the back of their helmet.

If 3 or more karts show up to race in a specific WKA class, we will run that class.

Championship trophies or plaques will be awarded to the top point drivers in each class at the year end banquet. Rookie class will not compete for points; however, will be eligible for year end awards.

Class	Age	Weight	Plate	Special
Rookie Raptor	5-7	250	Purple (0.425")	4:1 gear ratio
Rookie Animal	5-7	250	Purple (3 hole plate – hole size 0.225")	4:1 gear ratio
JR 1 Raptor	7-10	265	Purple (0.425")	
JR 1 Animal	7-10	265	Purple (3 hole plate – hole size 0.225")	
JR Sportsman 1 Champ	8-10	300	Purple (3 hole plate – hole size 0.225")	
JR Sportsman 2 Champ	10-12	325	Turquoise (top hole .275; bottom hole .325)	
JR 2 Raptor	10-12	285	Turquoise (0.500")	
JR 2 Animal	10-12	285	Turquoise (top hole .275; bottom hole .325)	
JR Champ	12-15	360	Black (0.575")	
JR Raptor	12-15	300	Unrestricted	
Animal JR	12-15	320	Gold (.505)	
Raptor 330	15-up	330	N/A	
Raptor 370	15-up	370	N/A	
Animal Light	15-up	325	N/A	
Animal Medium	15-up	350	N/A	
Animal Heavy	15-up	375	N/A	
Animal Super Heavy	15-up	400	N/A	Minimum Driver weight 185 lbs W/Gear
Sr. Animal Champ	15-up	425	N/A	

Note * Classes listed may be combined to race at the discretion of the Designated Race Official.