



A.K.C.A

ALBEMARLE KART CLUB ASSOCIATION



2020 RULES AND REGULATIONS

www.albemarlekartclub.com

2020 **Officers**

<u>Title</u>	<u>Name</u>	<u>Contact Info</u>
President	Doug Johnson	moonnya@msn.com
Vice President	Wes Morgan	Rivershore_wes@yahoo.com
2nd VP	Mike Walston	
Secretary	Sabrina Fragoso	
Treasurer	Jay Lewis	

Board of Directors

(Chairman)
(Vice Chairman) Richard Noblitt

David Gregory
Stuart Jennings
Mike Walston
Vernon Bray
Jamie Siddens
Jason Parrish

Rules Committee

(Chairman) Vernon Bray

Larry Godwin
Doug Johnson
Jay Lewis
Stuart Jennings
Richard Noblitt

Tech Officials

Vernon Bray
Larry Godwin

Safety Officer

Wes Morgan
Larry Godwin
Doug Johnson

DUES

\$40.00 Renewal annually

\$50.00 New Member

Dues **renewal** must be paid **prior to the** third race. If a member fails to pay his/her dues by this date, they must rejoin A.K.C.A. at the new member rate.

As a member of A.K.C.A you will be given a membership card. This membership card is your official form of identification as a member and must be displayed to receive member fees for admission and racing. If you do not have your card in your possession you will pay non-member fees for admission and racing. If you lose your card you may request a replacement card and you must pay a \$5.00 replacement fee.

INSURANCE

Albemarle Kart Club Association participates in an insurance program that is secured through a very simple system of "pit passes". All drivers, crewmembers and spectators must purchase these passes. All pit passes entitle the purchaser, regardless of his function, to the insurance program benefits. This pass serves as the waiver and release of liability.

All Officers, Board Members and Track Personnel must sign the waiver and release of liability before the first race and will remain in effect for one year.

PIT PASSES ARE MANDATORY, ARMBANDS MUST BE SECURELY WORN ON WRIST AND DISPLAYED UPON REQUEST.

*****Anyone found in the pit area without a Pit Pass will cause the driver they are seeing to loose their points for that event and be fined \$125*****

RESERVED PARKING

Any A.K.C.A member in good standing may reserve a pit space for a yearly fee of \$100.00 for inside and \$75.00 outside with \$25.00 deducted max for attending a workday, limited to 12 feet wide and limited to 1(one) space. Pit spaces will be issued a card for their space; no vehicle will be allowed to occupy a reserved space without a card. A member who is suspended or is not otherwise a member in good standing will lose their reserved space. The pit space fee is non-refundable and will not be prorated for a partial year. Unreserved pits are available on a first come/first serve basis. Only vehicles carrying kart equipment are allowed in the pits. Members who have multiple karts and have a need for more than one pit space may request an additional space. If space is available your request may be approved but may require you to move to another space. **Inside sponsor parking will be limited and reviewed before approval.**

FORWARD

Included in this booklet are the Competition Regulations of Albemarle Kart Club Association Inc. These regulations become effective on **January 1, 20120** and will remain in force with such modifications or additions as the Board of Directors may determine necessary. Unless the class requirements of safety regulations specifically state that modifications or optional equipment is permitted, it will not be allowed. All A.K.C.A members **and karts** will be governed by the **World Karting Association** (W.K.A) rules and regulations, except as directed in this rulebook or as directed by the Board of Directors of A.K.C.A.

SPIRIT AND INTENT

Karting is a sport designed for fun and enjoyment for the whole family. These rules and regulations have been kept to a minimum.

INTENT: These rules and the sport are the standard by which Karting will be guided. Officials at events are authorized to decide if a change or design is an attempt to "Beat the Rules". They can and will disqualify an entry and the disqualification will be reviewed by the Board of Directors. The Albemarle Kart Club Association officials or representatives shall have the right to initiate action correcting a hazardous condition or a condition not in compliance with the Spirit and Intent of these regulations.

The entrant and/or driver, in signing the entry form for any A.K.C.A. event, elects to use the course of the event at his own risk, and thereby releases and forever discharges the Albemarle Kart Club Association together with their heirs, assigns, officers, representatives, agents, employees, and/or reputation that may be received by said entrant and/or driver, and from all claims of said injuries to parties listed above growing out of, resulting from the event contemplated under the entry form, or caused by any construction or condition of the course over which the event is held.

MEMBERSHIP

VOTING MEMBER: Members shall be limited to people who join the A.K.C.A., and pay membership dues. This entitles members to vote in A.K.C.A events. Members will receive a membership card and rulebook on request or they may download the rules from our club website at www.albemarlekartclub.com
The Board of Directors or officers will review the application of all people desiring membership in the Albemarle Kart Club Association.

MEMBERS & BOARD MEETING: 2nd Tuesday of each month at 7:00PM Meeting Location TBA, Check Web Site, **All Officers and Board members must attend all meetings.**

2020 A.K.C.A TIRE AND SAFETY RULES

MAXXIS Tires only for all Classes

RULE 1: All prepping must be done with extreme care.

RULE 2: Tire Warmers and heat boxes are the preferred methods to heat tires. Any other method must be conducted outside of your trailer.

RULE 3: You must have an up-to-date and charged **Fire Extinguisher** VISIBLE in your pit.

RULE 4: Your prep **MUST** be in a container that is clearly marked.

RULE 5: Fuel **MUST** be in a RED CONTAINER or have a bright RED LABEL clearly marked FUEL ONLY or FLAMMABLE.

The A.K.C.A will not be responsible or held liable for any charges brought as a result of anyone violating guidelines and using dangerous and harmful chemicals.

DRIVER RULES

RULE 1: Entrants, drivers, and participants in general are required to be fully conversant with these regulations and any supplementary rules or instructions governing an event and are (by reason of their entry therein) definitely bound by such regulations, supplementary rules, or instructions. Officials of any event shall have (and exercise) their powers during the entirety of the event.

Prime responsibility for the safe condition and operation of a kart or any other vehicle in competition rests with the owner and driver. The course operator's main responsibility is that of providing a safe place to conduct events. Safety is every person's responsibility, and must be shared in total by every person and associate of the sport of karting. The purpose of this rulebook is to provide a common denominator of standards which will benefit all those concerned. For this reason, adherence to the rules and practices set forth in this book is fundamental to the welfare of everyone in this sport.

RULE 2: Officials reserve the right to prevent any driver from participating in any A.K.C.A., event.

RULE 3: It shall be the duty of every A.K.C.A., member to conduct himself / herself while representing the Association in a manner that shall not be prejudicial to the Association, nor bring unnecessary criticism on the Association.

RULE 4: A member competing in any A.K.C.A., sanctioned event shall make his/her duty to present a neat appearance at all times. Shirt and shoes are required to be worn in the pits (at all times).

RULE 5: Drivers will at all times be responsible for the conduct of their crews and any offense committed by a crew member will be chargeable directly to the driver or entrant. This particularly applies during the running of an event while the kart owner (or driver) is away from the pit. The responsibility also extends to the conduct in the local area of the event, including motels, hotels, restaurants or any private place and track facilities or property. The Board of Directors will meet to determine what action will be taken (suspension or membership revocation) on any competitor that has been black-flagged during a race and does not proceed directly to the pit area, creates a disturbance or behaves in an un-sportsmanlike manner.

RULE 6: Any person who has consumed any **alcoholic beverage or illegal drugs** on the day of an A.K.C.A event **WILL NOT** be allowed to compete. No one on the premises will be allowed to drink alcoholic beverages during any event being held at A.K.C.A.

RULE 7: Any A.K.C.A participant showing un-sportsmanlike **conduct (nondroppable offense)**, inclusive of verbal abuse, threats, profanity and or aggression towards any individual, official, participant, spectator, etc., will subject the offender to immediate ejection from the premises, fines, suspension, and loss of points and/or awards. Only the Board of Directors will have the power of suspension, **their decision shall be final and each infraction will be on a case by case bases.**

RULE 8: Male and female drivers are permitted in all classes.

RULE 9: MINOR DRIVER QUALIFICATIONS: Before minors are allowed to use the A.K.C.A track, it is mandatory that the "Parents Statement of Health for Minors" form and "Release of Liability and Hold Harmless Agreement" form be completed. This may be done annually or weekly at the track. Parents must show proof of age of minor child with copy of Birth Certificate.

RULE 10: All adult drivers must sign a waiver of liability release before being allowed to use the A.K.C.A. track.

RULE 11: Anyone entering onto the track without an insurance pass or when the track is closed shall be subject to a \$125.00 fine. Failure to pay the fine revokes the privilege of competing in an A.K.C.A event.

RULE 12: No bikes, mini-bikes, motorcycles, footballs, pets or RC cars are allowed in the pit area.

COMPETITION AGE

A Driver's actual age as of January 1st, will establish their karting age during that calendar year. Exception: If a driver turns the minimum age for the next class during the racing year and wishes to move to a senior class, they may do so by a written request to the A.K.C.A. Board of Directors. Jr. drivers of borderline ages may run both classes but only run the lower class for points (I.E a 10 year old may run Jr.1 and Jr 2, a 12 year old may run Jr.2 and Jr.3 and a 15 year old may run Jr.3 and adult) The karts must be legal for each registered class and A.K.C.A. recommends using separate karts for each division. Members may petition the Board of Directors for approval to remain in a class if they believe it is unsafe for their child to advance to the next class.

PROTECTIVE DEVICES

Full coverage crash helmets of approved design and which are specifically manufactured for racing use is compulsory wear for all racing and practicing. The outside structure of the helmet shall provide full ear protection. (It is required that the helmet must meet the standards listed by WKA) The wearing of suitable goggles or visors is compulsory. In addition, all drivers shall be required to wear jackets of leather, vinyl, or abrasion resistant nylon and full length pants to prevent or minimize abrasions. **Shoes, socks, approved gloves and neck restraints** are required. **All Jr.1 & 2 classes must wear SFI chest protectors.** All safety equipment to be used by the driver must also be available for the technical committee's inspection. It is recommended that sports cameras should not be mounted on helmets. Champ must use arm restraints and belts must be no older than 4 years and in good condition.

CLUB TECHNICAL INSPECTION

All engines and chassis are subject to a technical inspection after each Qualifying and Race event. Karts are presented to tech as raced with no alteration. Any person not willing to prepare their engine or chassis for inspection will be disqualified from the event. If found illegal during post qualifying inspection you must pay a \$20.00 fine and you will start the race at the end of the longest line. If you are found illegal in post race inspection for the 1st offense you will get a nondroppable 0 and minus 8 points 2nd offense you will get a non droppable 0, minus 15 points and a \$50 fine. The disqualified racer must pay a \$50.00 fine before allowed to race again. Additional disqualification will cause the driver to lose all points to date and be required to pay a \$50.00 fine.

ENGINE PROTEST

ALL PROTEST MUST BE MADE IMMEDIATELY FOLLOWING THE RACE, ON THE OFF RAMP BEFORE ANYONE CROSSES THE SCALE BY THE DRIVER RAISING HIS OR HER HAND, VISIBLE TO THE WEIGH PERSON. The driver desiring to protest will post a cash fee of \$150.00 within 15 minutes of protest. Once a protest is initiated, the protest cash fee cannot be refunded. If a protested entry is found illegal, the competitor will be disqualified and \$100.00 will be returned to the protestor, \$25.00 goes to the Tech Official and \$25.00 will go to

AKCA. If a protested entry is found legal, \$100.00 will be given to the protested driver, \$25.00 goes to the Tech Official and \$25.00 will go to AKCA. You can protest anyone in a class as long as you run in that class at least one lap in the race. You may only protest someone finishing ahead of you.

A choice of motor will be designated (Qualifying or Main). If an engine is changed between Qualifying and the Main event, a Tech Official must be informed; failure to do so may result in disqualification. The changed engine is subject to be inspected by a tech official. All engines will be tech checked according to the W.K.A. manual or NKA. in regards to the Clone motor. A disqualified driver is not eligible to protest. First time disqualification- racer will not be allowed to drop that race in points standing, and **15** points will be deducted from the total points at the end of the year. Disqualified racer must pay a \$50.00 fine before allowed in the next race. Second and additional disqualification will cause driver to lose all points to date and be required to pay a \$50.00 fine. At the time the driver is notified by the Track Official of the protest, driver, or designated engine representative has 15 minutes to remove the engine and surrender it to the Tech Official. At the discretion of the Tech Official, your engine can be taken down completely. **NO ONE WILL BE ALLOWED IN THE TECH ROOM EXCEPT THE TECH OFFICIALS AND THE ENGINE REPRESENTATIVE.**

MUFFLERS

W.K.A Approved mufflers are mandatory and can be compared to a know stock muffler. **It is mandatory that header pipe bolts be safety wired. Clone headers must be wrapped from flange to muffler.**

OTHER CLASSES

Briggs 4-Cycle- for all engine specifications and modifications, please refer to the current W.K.A manual.

Clone- for all engine specifications and modifications, please refer to the current NKA manual.

Predator- See A.K.C.A. Rules

All Classes- Chassis must confirm to WKA rules

The club Technical Safety Inspectors must thoroughly examine each kart and only when a kart passes all requirements will it be allowed to be operated on the track.

KART SPECIFICATIONS

FUEL: 100% Methanol ONLY, Hot fuel or fuel adhesive additives are illegal in pits.

CLONE & Predator: 87 Octane only. **All Gas is sold at track.**

OIL: Flammable and dangerous additives to oil are not permitted for all oils and are subject to being tested. Any individual found to have an illegal additive in their pit, kart or in their possession will be disqualified.

NUMBER PANELS ARE MANDATORY: It is mandatory to have a panel on the front, rear, and both sides of the kart. Numbers are required to be at least 5 inches high. Number panels and highly contrasting numbers are mandatory. It is the driver's responsibility to have numbers readable for the scores. Karts that have numbers unreadable or lose them are subject to not being scored. Husband, wife, or child may use the same kart number. If two karts have the same number in a class the second kart to sign up for that class will put an "X" at the end of the number. All numbers will be legible to corner marshals.

FUEL SPILL: A kart spilling fuel or other hazardous material on the track will be black/orange flagged.

Jr. Stars and Jr. Stars Champ: Are required to run a #35 chain and 16-66 gear set with a maximum tire circumference of 34.5".

FLAG SIGNALS

The following W.K.A flag signals will be obeyed without question.

GREEN: Display at the start of the race or practice session and kept visible as long as the track is clear for racing.

YELLOW: IMMEDIATELY SLOW DOWN! Do not race back to the caution. Race will restart using positions from the last green flag lap. Any driver disregarding the yellow flag is subject to get the black flag.

RED: STOP IMMEDIATELY! Clear the circuit as well as circumstances permits. **The track is hazardous and unsafe for racing. Any driver found disobeying the red flag will be immediately disqualified from the race and subject to SUSPENSION.**

YELLOW & RED FLAG WAVE: Restart. Reform pack for restarts, at slow pace.

BLUE: (BLUE/YELLOW) Another competitor is trying to overtake you. Move to the outside of the track.

BLACK W/ORANGE DOT: Denotes to a driver he has defective equipment, is creating a hazard, and must come in immediately for repairs. If not comply with after 2 laps will be Black Flagged

BLACK: Continue one more lap at reduced speed and stop at your pit.

ROLLED BLACK: You are warned that your driving technique is bordering on disqualification and any further displays of the same will be cause for disqualification.

CHECKERED: You have finished the race or practice session and may exit the track.

WHITE FLAG: During the running of any event or heat race, the Head Flagman or Starter may use both the checkered flag and the black flag combined to finish the event or heat race if suspicious or reports of foul, rough or illegal driving or un-sportsman like conduct is present. It shall then be considered that the event or heat race was finished under official protest by the Race Director or starter. Once the white flag is displayed the next flag will end the race whether it be the checkered or combination flags as explained above.

Drivers causing incidents on the final lap will be held with greater accountability than other event laps. After checking with corner men and the Head Flagman, the Race Director will state findings or rulings to the entrant/(s) involved if an infraction of the rules occurred.

Should conditions exist whereby drivers cannot easily distinguish the various flags by color, the Race Director will call a special meeting to advise all drivers and crews of any required changes.

PRACTICE

Karts practicing in a class for which they have not registered and paid for are subject to being placed at the rear of the starting grid of any race that they are registered, at the discretion of the Race Director. Anyone riding in a senior class may NOT practice in a junior class entry.

RACE RULES

RULE 1: In the event that a driver is preparing to lap another competitor, the driver of the overtaken kart is obligated to give way by moving to the outside of the track and allowing the lapping kart to pass.

RULE 2: If the overtaking driver is unable to pass the lapped kart due to his failure to give way, on the next lap the starter will give the overtaking (blue) flag to the offending driver. If the driver still fails to give way, he will be black-flagged to his pit and receive last place points.

RULE 3: During an event, it is expressly forbidden to drive or push a kart at any time, or under any condition, in a direction opposite to that which the event is being run without the specific approval of the race official. Infringement of this rule means immediate disqualification.

RULE 4: If for any reason a driver is forced to stop his kart on or near the course during an event, it should be his first duty to place his kart in such a manner as to cause no danger or obstruction to other competitors.

RULE 5: No one can pass on the start until he or she has passed the starting cone/line. If they pass before the cone/line, they will be put to the rear. 2nd time may be disqualified.

RULE 6: Any driver whose kart stalls on the start of an event must hold his arm vertically above his head as a warning to the other drivers. No person may approach the kart until the remainder of the starting field has passed.

RULE 7: A driver should always be prepared for another Kart to pass and must therefore be on the lookout for the approach from behind of other (faster) karts. **The deliberate blocking of faster karts is cause for disqualification.**

RULE 8: If during the progress of a race, a driver inadvertently leaves the course with all four wheels off the track, he may rejoin in a safe manner at any place. If racers re-entry causes a caution or wreck, that racer will be black-flagged.

RULE 9: If during the progress of a race a driver inadvertently comes to a stop on the course in the path of

overtaking karts, he should remain in his kart, raising both arms above his head as a signal to other drivers that he will not move his kart or rejoin the race as provided above.

RULE 10: Once the first kart leaves the grid at the start of a feature, a kart that is disabled in the grid has 2 (two) minutes to join the field. If a kart is unable to start the race the entire line will move forward.

RULE 11: Any foul driving, unnecessary bumping, crowding, chopping, blocking, or un-sportsman like conduct on the course will subject the driver to immediate disqualification. Any driver who deliberately bumps or pushes in a race will be subject to disqualification from the event.

RULE 12: When two karts are entering a turn together the kart that is behind, whether it is an inch or several feet is required to negotiate the turn without endangering or impairing the progress of the kart in front. Conversely, the kart in front should not take a deliberate line for the reasons of crowding a following competitor off the course.

RULE 13: PIT CREW PROCEDURE DURING AN EVENT

This procedure is reserved for the exclusive use of competing karts and their crews, and is subject to the control of the Pit Steward. Unless the kart is actually off the track, no pit crewmember will be allowed in front of the pit (between the pit and track) except for one member who may be in front of the pit for the purpose of signaling his driver, and then only for the length of time needed to accomplish the actual signaling operation.

RULE 14: Anyone causing a caution will be put to the rear of the pack. If two or more karts are involved in a caution all karts involved will be put to the rear. They will line up at the discretion of the scorekeeper and the Head Flagman.

RULE 15: Anyone not up to speed, continuously being lapped or causing 3 cautions will be black-flagged to the pits at the discretion of the Flagmen.

RULE 16: No animals or pets of any kind are allowed in the pits.

RULE 17: Single file starts in **ALL** classes.

RACE PROTEST

All protests must be made within 15 minutes following the race in question. All protests must be made in writing and turned into the scale personnel with a \$25.00 (**CASH**) protest fee. (If the ruling is in the protestor's favor the \$25.00 will be refunded to them). Paper and pens are provided in the registration office for this purpose. Any nonrace protest must be filed before the race.

NO EXCEPTIONS. Anyone **disrespecting an official or employee** during a race or between the races will be fined \$100.00.

TRANSPONDER PLACEMENT

Transponder must be located on the steering shaft above the tie rods.

QUALIFYING PROCEDURES

To qualify, a racer line up in the grid according to their sign up sheet position. All class competitors must be in the grid prior to the start of qualifying, you must report immediately to the grid when your class has been called. Once the grid director closes the grid you will not be allowed to enter the grid and you must start the main event at the end of the longest line, we will not hold the class waiting for you. No kart can enter or leave the grid after the start of qualifying. Qualifying will usually consist of 3 (three) karts for 3 (three) laps but the # of karts is at the discretion of the Grid Official. Any pushing or blocking in the qualifying will result in being put to the end of the longest line in the main event. Drivers must enter the scales and be weighed and pass through post qualifying tech inspection.

No tools are allowed in the grid unless directed by the grid Official (Air gauges and starters are allowed).

If you change motors you must notify the Race Director and/or Tech Official start the main event at the end of the longest line.

RACE PROCEDURE

OFFICIALS: All officials must be qualified and familiar with all rules and regulations.

RACE DIRECTOR: Shall be the official working in conjunction with the Head Flagman to manage the karts on the track. In addition, the Race Director will be in charge of the grid and pits. The Race Director in conjunction with the Head Flagman can disqualify anyone who in his opinion or that he observes is in violation of the rules or whose kart is or has become unsafe to operate.

PIT STEWARD: That official having charge of the pit area and any official working in this area. He shall keep all unauthorized persons out of the area, and report any litigation or violations to the Race Director.

HEAD FLAGMAN: Shall be the official in charge of the flags, working in conjunction with the Race Director. He will oversee the karts on the track and through conversations with the turn marshals render decisions on incidents that occur. His flag signals are to be obeyed without exception. The Head Flagman shall conduct a meeting for all drivers prior to the start of an event to explain the flags, their use and rules of the road.

TURN MARSHALS & FLAGMEN: Strategically located around the course will report any rule infractions. The Flagmen will use the YELLOW FLAG when necessary to signal a driver on his portion of the track.

STARTS: If time trials are used to determine the qualifying fields, the fastest karts will start first with the slowest karts in the rear. Drivers in each heat will receive the starting light, starting flag as he passes the starting line. Drivers "jumping" the start can be moved to the back of the pack or disqualified from the heat. Anyone creating two false starts will be sent to the back of the pack. The starter will start the race and do all flagging at the starting line. No signaling should be done from the center portion of the track. All races will start single file.

RESUMPTION OF RACING: After running under the yellow flag, the Head Flagman will give the one lap signal with traffic light off. This will tell everyone that on that lap, the pole man can start the race anywhere from the designated point on the backstretch of the track to the flag stand. If the pole man has not resumed racing after reaching the flag stand, the Head Flagman will give the signal to resume racing. When the pole man or flagman starts, the green light will come on and the race is resumed. The Flagman, Except for Jr. Restricted Class, will restart all Restricted Classes.

NUMBER OF KARTS: Maximum number of karts will be 20

DRIVER SIGNALS:

1. Drivers shall signal by raised hand if they intend to stop, pull off the track or suddenly change their course of normal racing pattern.
2. A driver who is stalled on course shall raise both hands to indicate that no move will be made until the field has passed.
3. Driver signals to the pits shall be used in such a manner so as not to confuse the officials or other drivers on the track.

ACCIDENTS:

1. Karts involved in an accident may be required to stop for inspection by officials.
2. Accidents shall be investigated by the track officials. No pit personnel are permitted on the track while a race is in progress.

MISCELLANEOUS REGULATIONS

RULE 1: Any other sanctioned event may have its own special set of rules supplementing these regulations. Should these regulations conflict with the special rules of the event, it is understood that the latter will take precedence by virtue of their specialized nature for the duration of the event in question.

RULE 2: By the mere fact of entering an A.K.C.A. event every participant agrees to abide by these regulations and supplementary regulations pertaining to the event, and recognizes as the only authority the officials of that event, and above these, the A.K.C.A.

RULE 3: Infraction of a rule or rules may result in exclusion or expulsion from the event, or in extreme cases, suspension, or expulsion from the Association.

RULE 4: AKCA will accept Call-in registrations the day of the race and will be allowed to pre-register prior to registration closing. Racer must check in by registration closing time to qualify as normal otherwise they must start

at the end of the longest line. No refunds will be given after Qualifying has occurred.

RULE 5: Karts must be registered and checked before they are permitted on the track. **Karts with left mounted rotor must have a securely mounted wolf plate.**

RULE 6: All drivers must securely fasten any hair extending more than 3 inches from the base of the helmet. Drivers with more than 3 inches must secure hair inside of helmet. If hair falls out during a race, driver is subject to be black-flagged.

RULE 7: RELIEF COMPETITORS: Relief drivers are not permitted unless otherwise granted by the Race Director. Competitors of record must qualify their own entry and compete in at least the first lap of the main event. The competitor who begins the race is the one who receives credit for that race. Alternate or relief competitors who meet all class requirements may be permitted to substitute. If relief competitors are used, both or all, must meet minimum after-race requirements. Prior to a completed green flag lap, a relief driver must start at the rear of the starting grid.

RULE 8: DRIVER WEIGHT & WEIGH- IN: Drivers are responsible for their weight check before the race. Suitable scales will be provided to accommodate driver and kart. After each time trial or heat race all drivers are to weigh in full driving uniform, including helmet, jackets, shoes, boots etc. If a competitor is under weight after a time trial or heat race, he must add the additional weight required and start at the rear of the pack in the main event. Any driver proceeding to the pit area or impound area after any race without weighing- in will be disqualified. Added weights will be checked for proper mounting at the time of pre-race safety inspection and at weigh-in time after the event. Improper mounting after an event is cause for disqualification. If a driver is disqualified for failure to pass post-race weight the driver may count the race as a "Drop Race" but will lose participation points. If you do not go across the scales you get "0" for that race and it will be droppable. If you refuse to weigh your kart, you will receive a disqualification.

Driving on the scales is prohibited; engines must be shut off while weighing. Only drivers are allowed in the scale grid area up to the designated line. All Limited classes MUST have their weight clearly displayed on their kart.

RULE 9: The kart frame is the official entry in an event and cannot be changed without permission of the Race Director. The kart cannot be re-entered in the same event by the same driver.

RULE 10: Except as noted elsewhere, not all disqualifications will result in a loss of points for that event and may be used as a point standing drop at the end of the year.

RULE 11: There will be no driving in the pit area.

RULE 12: Any entrant or crew disposing of fuels and lubricants in the pit or course area by pouring/ spilling such fuels or lubricants upon the ground or in trashcans will be subject to a \$ 10.00 fine.

RULE 13: Anyone who intentionally spins out on the start will rejoin the pack in the rear or may be disqualified.

RULE 14: All heat races and main events will follow a 12 (twelve) minute time limit. Red flag condition will not count against the time limit.

RULE 15: No tools are allowed on the race track after green flag. (Any item other than your hand is considered a tool) Starters are allowed

RULE 16: It is mandatory for all drivers to attend the drivers meeting, any drivers choosing not to attend shall start the race at the end of the longest line. Roll call may be taken to determine what drivers are not at the drivers meeting.

RULE 17: Electronic communications between pit crews and drivers are not permitted. Sport Cams may be used but it is recommended to not be mounted to the helmet.

RULE 18: The Tillotson block (PN# 138190086) and Carburetor (PK-1B) will be illegal

CLASS LINE UP

CLASS	AGE	WEIGHT FLAT	WEIGHT ANIMAL	WEIGHT CLONE	COMMENTS
MAXXIS TIRES ONLY					MAXXIS TIRES ONLY
Jr. Stars Champ	5-7	N/A	N/A	275 lbs.	Jr. Stars Rules Red Restrictor Plate .375 Clone Motor Only
Clone Med.	15 & up	N/A	N/A	350 lbs.	Clone Motor Big Pipe Open Clutch
Jr. Stars	5-7	N/A	N/A	245 lbs.	Jr. Stars Rules Red Restrictor Plate .375 Clone Motor Only
Jr. Sportsman A and B	7-12	N/A.	N/A	265 lbs.	Clone Motor Green Restrictor Plate .425 Small Pipe Open Clutch
Stock Medium	15 & up	350 lbs.	N/A	N/A	Flat Head Motor
Jr. 3 A and B	12-15	N/A	N/A	320 lbs.	Clone Motor Blue Restrictor Plate .550 Small Pipe, Open Clutch
JR Sportsman Champ	7-12	N/A	N/A	315	Clone Purple Restrictor Plate .500 Small Pipe
Clone Heavy	15 & up	N/A	N/A	375 lbs.	Clone Motor Big Pipe Open Clutch
Clone 400	15 & up	N/A	N/A	400 lbs.	Clone Motor Big Pipe Open Clutch 210 lbs. Kart Max.
Stock Heavy	15 & up	375 lbs.	N/A	N/A	Flat Head Motor
Senior Champ	15 & up	N/A	425 lbs.	N/A	WKA Animal Only
Predator	15 & up	N/A	N/A	375 Predator	Predator Rules
Limited Modified	15 & up	380 lbs.	410 lbs.	N/A	WKA rules for Animal and Flat Head
Clone 425	15 & up	N/A	N/A	425 lbs.	Clone Motor Big Pipe Open Clutch 230 lbs. Kart Max

*******NOTE - Other approved sanctioned classes can be ran if there are 3 or more participating karts in that class*******

You must run at least (8) eight races in a class to qualify for a points trophy or award. There must be at least 3 karts to run for points. Minimum number of karts for any class to run is 3.

You will be able to run in any classes you qualify for points. Novice drivers can only run for points in the Novice Class. You cannot carry points from one class to another unless the class is dissolved.

Junior Stars & Junior Stars Champ: Will not run for yearly points and must run 8 races to receive end of year participation trophy.

POINTS

1 st Place – 50	7 th Place – 36
2 nd Place – 46	8 th Place – 34
3 rd Place – 44	9 th Place – 32
4 th Place – 42	10 th Place – 30
5 th Place – 40	After 10 th - minus 1 point from 30 for each position
6 th Place – 38	

Plus 1 point for winning the pole

Plus 3 BONUS points for each main event you run.

Points are awarded for the way you finish the race.

Year-end totals will allow up to 3 dropped races base on total number of completed schedule races

- 8 to 12 races = 2 drops**
- 13 to 18 races = 3 drops**

PRE-TECH CHECKLIST

STEERING

All steering assembly bolts must be cotter-keyed and/or safety wired and be a minimum of ¼" diameter. Steering wheel must be min. 10" diameter with three spokes, or butterfly type with min. 10" diameter, four spokes with 5" grips on each side.

AXLES

Front spindles must be cotter-keyed, and rear axles must be cotter-keyed, safety-wired, or snap-ringed. Self clamping wheels may be snap ringed.

BRAKES

Brakes must be in working order as to stop both rear wheels. All bolts, nuts, and roll pins must be cotter-keyed or safety-wired in master cylinder and calipers. Brake pedal must be secured to the kart with cotter-keys or safety wire. **Wolf plate rotor guard must be installed.**

TIRES

Only slick tires are allowed. No knobby or treaded tires. **MAXXIS HT3 ONLY**

WEIGHTS

All weight added to the kart must be secured with a minimum of 5/16" bolt for less than 5 lbs. and if over 5 lbs. must be secured with a 3/8" bolt. All weight must be cotter keyed, safety wired or double nutted. No mounting of weight on nerf bars. **All bolted on weights must be painted white and have kart # on the weight.**

HELMETS

All helmets must meet a minimum of WKA specification and be full coverage (full face design)

SNELL SPEC	LEGAL UNTIL
CMS 2007 (Youth Helmet)	12/20/2016 Karts and Champs
CMR 2007 (Youth Helmet)	12/20/2016 Karts and Champs
M 2010	12/20/2021 Karts Only Not Champs
SA 2010	12/20/2021 Karts and Champs
CMR 2026	12/26/2026
SNELL SA 2000 and M 2000 are no longer legal	
SFI SPEC	LEGAL UNTIL
24.1 (Youth Helmet)	12/20/2016 Karts and Champs
31.2a	12/20/2016 Karts and Champs
41.2a	12/20/2016 Karts and Champs
24.1 / 2005 (Youth Helmet)	12/20/2016 Karts and Champs
31.1 / 2005	12/20/2016 Karts and Champs
41.1 / 2005	12/20/2016 Karts and Champs
24.1 / 2010 (Youth Helmet)	12/20/2021 Karts and Champs
31.1 / 2010	12/20/2021 Karts and Champs
41.1 / 2010	12/20/2021 Karts Only Not Champs
24.1 / 2015	12/26/2026
31.1 / 2015	12/26/2026
41.1 / 2015	12/26/2026

KARTS

Maximum wheelbase 43.0, minimum 39.75" measured from axle to axle centers. Minimum tread width 28", measured from outside of one tire to inside of opposite tire. Maximum overall width 50.0" for all four-cycle classes. Overall maximum length 74.0". Maximum kart height 26.0". Side panels 14.0" maximum height from ground.

FARINGS, NOSE CONES, AND NERF BARS

Fairing, nose cones, and nerf bars will be checked according to W.K.A. Tech Manual.

NOTE: In Junior Stars, Junior Sportsman I and Junior Sportsman II classes, no steering fairings are allowed as per W.K.A. rules.

SEATS

Minimum seat heights are as follows:

Sportsman Classes 10.0"

Junior Classes 12.0"

All other classes 14.0"

No part of the seat can extend past the rear axle. No lay-down type seats. If the back of the seat is built up to make the height, it must be done as to make it part of the seat.

It is mandatory for all Junior Classes to run body fairings as follows:

Nose cones maximum height 14"

Side fairings maximum height 14"

Predator

These rules can be edited at any time as needed.

There are no grey areas if these rules don't specifically say you can than it is illegal and you can't.

Engine must be ran out of box with the follow modifications can unplug but not remove oil sensor, can disconnect tank vent but must be plugged, can drill cap with max 1 hole and 3/16 bit, can disconnect throttle stop screw, can run a top plate, remote mounted tank and fuel pump.

Governor must remain operational and be capable of a on stand test with a max rpm of **5500**.Track supplied tach can also be used to check at end of race

The air filter assembly must be 100% stock with all factory parts and pieces in use

No taping or decals to cover the recoil vents

Stamped steel shoe clutch only #35 chain

Must have a chain guard

Engine can be claimed by any active racer or the track for \$120 not including clutch, chain guard, top plate or fuel pump. The claim procedure will same as it is for protest.

Must use Maxxis tires and track gas

You can run the DynoCams Ducar 212cc engine **with a 20lbs weight penalty**

Claim TBD

PREDATOR CLASSES: **There will be a HT3 and an EL class any driver can run both classes for points.**

•If it becomes necessary, we will add a gear and tire size rule

ALBEMARLE KART CLUB ASSOCIATION

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