

Hampton Roads Kart Club

2022 Competition Rules and Technical Manual

**At Larry King Law's Langley Speedway
-THE Super Speedway of Karting-**

Celebrating 45 Years of Kart Racing!

Disclaimer/ Indemnities/ Club Structure

INTRODUCTION

The rules and procedures set forth herein are designed to provide for the orderly conduct of racing events and to establish acceptable requirements for such events. As with any set of rules or guidelines, Hampton Roads Kart Club (HRKC) Board of Directors reserve the right to add, amend, suspend, or adjust any rule or procedure which they deem necessary to aid in the production of racing. This will be done primarily for purposes of maintaining safety and fair competition for all. The HRKC Board of Directors also has the right to meet and decide on class participation of any member, based on age and prior race experience. This class assignment can be adjusted at the discretion of the HRKC Board and will be handled on a case-by-case basis.

The omission of any rule or guideline does not authorize any participant to assume legality. It is better to get clarification of a rule rather than be penalized by assuming. Any rule or area not specifically covered in the HRKC rulebook will be enforced based on the latest NKA Technical manual. Safety of our drivers, crew members, race fans, and track officials is our number one priority at HRKC. We ask you for your help and cooperation regarding this very important matter. Your safety is our priority. Enjoy the sport, have fun, and be safe.

DISCLAIMERS

Important: Competitive racing can result in injury and/or death to the participant. No expressed or implied warranty of safety shall result from publication of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

Assumption of Risk: Participants assume full responsibility for any and all injuries sustained, property damage, and death at any time while on the race premises or in route to or from. No participant will have any claim for expenses or damage against HRKC, its sponsors or officials regardless of negligence. No insurance on vehicles in pits, infield, or parking lot. The primary responsibility for the safe condition and operation of a kart rests with the owner and/or driver.

Participation: The club shall inspect competing karts. Such inspection does not deem a kart/car safe and free from defects. Anyone may inspect the race course. By participating, you deem the race course acceptable for competition. These rules will be in place unless specifically overridden in this document. All club members are encouraged to obtain a NKA Tech Manual and to learn the rules. You may obtain a manual from a local kart shop or directly from NKA. As we are racing in a "club" environment, the HRKC Officers reserve the right to interpret these NKA rules based on "Spirit and Intent". Sportsmanship and fair-play will be our guiding principles in interpreting exactly what "Spirit and Intent" is. The NKA definition of "Spirit and Intent" can be found in NKA Rule #10.1.1.

Hampton Roads Kart Club Structure

Board of Directors:

President: Bill Mullis

Vice President: John weaver

Race Director: Chris Bechtel

Secretary: Margaret Leach

Treasure: Judee Gerdes

Kart Rep/Engine Tech: Sammy Valdes

Kart Rep: Tony Spechio III

Safety Tech: Keith Leach

Webmaster: Harry Leach

Address: 3165 N. Armistead Ave, Hampton, VA 23666

Website: www.hrkc.com

Facebook Page: www.facebook.com/HamptonRoadsKartClub

Check the club website or Facebook page in the event of inclement weather for status of an upcoming event. A monthly Board of Directors meeting is held to conduct club business. Club members may address the board during these meetings. **Contact any board member to schedule such appearances.** Board meeting minutes are available upon request through the club secretary.

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Section 1 – General Track Rules

1.1 Tire Rules

- 1.1.1** HRKC utilizes an open tire rule except as noted below:
- 1.1.2** Kid Karts: See HRKC Section 11
- 1.1.3** Cadet Class: See HRKC Section 10.27
- 1.1.4** HRKC Pro Wing Champ Series: See HRKC Section 12

1.2 Pit Passes

- 1.2.1** Anyone entering the pits at an HRKC event must sign a “Release and Waiver of Liability Assumption of Risk and Indemnity Agreement” prior to entering the pit area before each event day.
- 1.2.2** Minor Participants (17 and under) must have a Minor’s Release form completed and signed by one parent or guardian prior to entering the pit area upon their first visit to the track. This form is filled out once and remains on file with HRKC for the entire racing season.
- 1.2.3** Everyone entering the pit or grid area must have an event band on their wrist.
- 1.2.4** Anyone who does not comply and enters the pits without paying for a pit pass must leave the area immediately. Anyone caught a second time in the pits without a pit pass may be banned from future HRKC events at the Board of Director’s discretion.

1.3 Track Insurance

- 1.3.1** HRKC participates in the AKTPA Insurance Program. To be covered by this insurance competitors and crew must sign the Release of Waiver form and pay for a pit pass. The AKTPA Insurance Program provides HRKC with the following coverage:
 - Participant Accident: Excess medical and ambulance benefits for drivers and non-drivers who have authorized access to the restricted race area.
 - Participant accident coverage includes:
 - Excess Medical benefit \$50,000
 - Accidental Death and Dismemberment \$10,000
 - All medical and ambulance charges must be filed with primary insurance first.
 - Payments made by primary insurance satisfy deductible.
 - If there is no primary insurance a \$500.00 deductible applies.

- Spectators in the stands area are covered under the General Liability clause of the policy.
- If you require any additional information on HRKC’s insurance, please contact any Club Official.

1.3.2 Injury reports and medical forms shall be filed on the date of the incident with HRKC Officials. Failure to do so may result in denial of claim by the Insurance Company.

1.4 Safety Equipment

1.4.1 A licensed EMT shall be on hand during every event.

1.4.2 Fire Extinguishers in good working order are mandatory in every pit. Ensure that they are visible and easily accessible, not only for yourself, but for others not familiar with your pit. Fire extinguishers should be suitable for class A, B and C type fires and are subject to pre-race safety inspection.

1.4.3 Fuel and other flammable materials shall be kept in an appropriate well marked container.

1.4.4 Head Gear – Full coverage (full face) helmets designed for use in competitive motor sports are mandatory. Helmets must comply with one of the following:

Snell Foundation Specifications	SFI Specifications
2015 or 2020 Helmets with SA, SAH or M ratings	24.1 Youth, 41.1
K2015, K2020	24.1
CMS/CMR2007, CMS/CMR2016	41.1

Helmet must be in good condition and is subject to pre-race safety inspection. It is recommended that the participant label or letter rear area of helmet with blood type and any special medical information such as specific drug allergies.

1.4.5 Eye Protection – Eye protection is required and accomplished by employing a full-face shield integral with the helmet. Tinted visors are allowed.

1.4.6 Neck Brace – Collar-type, unaltered neck braces designed for karting use are mandatory in all classes except for Champ Kart classes. Losing a neck brace on the track is cause for immediate removal of the competitor from the track racing surface.

1.4.7 Chest protectors – Must meet SFI specification 20.1 and are mandatory for all drivers in classes where the age is 12 or lower. Junior Champ kart drivers in these age categories are exempt. However, HRKC recommends all competitors wear a rib/chest protector. Motorcycle type or plastic chest protectors are not acceptable and chest protectors are subject to pre-race safety inspection.

- 1.4.8 Driver Apparel** – Flat Kart drivers are required to wear jackets of leather, vinyl, abrasion resistant nylon or equivalent, and full-length pants to prevent or minimize abrasions. Shoes, full-length socks, and full coverage gloves are mandatory. Apparel items such as bandanas, sweater hoods, sweat pants, loose belts, loose jewelry, etc., which can entangle in a kart, are not permitted.
- 1.4.9 Champ Kart Drivers** – All safety equipment shall meet current SFI certification requirements to include, head & neck restraint, gloves, shoes, arm restraints and a 5-point harness. Driver's Suit must be SFI 3.2A1 rated or better. This is a fire resistant one- or two-piece suit. The SFI approved mandatory head & neck restraint shall be in good working condition and within current certification test dates and is subject to pre-race safety inspection. Cages must meet WKA Specifications, subject to Technical Director approval. A sprint car window net is mandatory attached from the left rear roll cage down bar to the left front roll cage down bar. See HRKC Section 12 for additional information concerning HRKC Pro Wing Champ division.
- 1.4.10 Hair** – If hair extends appreciably from beneath the competitor's helmet level, it is mandatory that participant wears a "balaclava" or head-sock to keep hair from extending outside of the helmet.
- 1.4.11 Cameras** shall not be affixed to the helmet in anyway. Officials are to immediately black flag and remove from the course any driver that enters a session, official or otherwise, with a camera mounted in any way to a helmet.
- 1.4.12 Weight** – Ballast weight such as weight belts, ankle weights, etc. are prohibited from being added to the driver or driving apparel.
- 1.4.13 Electronic communications** between the driver and other parties is prohibited at all HRKC events. This rule precludes mandatory Receiver communications between HRKC Wing Champ Series drivers and the tower. (See rule 12.4.4). A driver carrying a cell phone, in use or not, may be found in violation of this rule.

1.5 Pit Area

- 1.5.1** Karts are prohibited from being driven in the pits – No exceptions!
- 1.5.2** Open flames are not allowed in the Pit Area, especially inside enclosed trailers. Small propane/MAPP torches used for heating tires are the only acceptable exception to this rule.
- 1.5.3** Oil Disposal is the responsibility of each competitor. The track has facilities for waste oil on the southeast side of the pit area. Empty oil containers shall be disposed of in the trash. The intentional dumping of oil on the ground or in a trash barrel is a serious infraction of both the law and track rules and is grounds for suspension.
- 1.5.4 Trash** – Each competitor is responsible for disposing of all trash generated on race day in the track provided containers, and centralized in the designated area. Police your pit area is required prior to leaving the event.
- 1.5.5** Disposal of tires at the track is prohibited.

1.5.6 Bikes, skateboards, are prohibited in the pit area.

1.5.7 Pets are prohibited in the pit area.

1.5.8 Automobile or towed vehicle speed limit in the pit area is 5 mph for safety of all participants.

1.5.9 Personal golf karts, ATVs, 4-wheelers, etc. are prohibited in the pit area unless approval has been granted by Langley Speedway.

1.6 Conduct and Appearance

1.6.1 Participants (to include drivers, family, crew and all others in the pit area) shall conduct themselves in an orderly manner. Physical violence, verbal abuse, or threats to any individual, race official, participant, spectator, etc. is prohibited and will result in immediate nullification of driver results, ejection from the event, and/or suspension from future events.

1.6.2 Drivers are held directly responsible for the actions of their entire crew, team, and teammates.

1.6.3 Persons competing in any event shall make it his/her duty to present a neat appearance. Shoes and shirts are required in the pits and grid area. Offensive clothing is prohibited.

1.6.4 Violators of Conduct and Appearance rules are subject to suspension or permanent expulsion.

1.7 Prohibited Substances

1.7.1 Participants, crew members and spectators at the event shall not be under the influence of any substance that may impair their ability to participate in a safe and orderly manner. Intoxicating beverages shall not be consumed in areas of the track or pit area. Any driver, owner or pit crew violating this rule shall result in non-droppable nullification of all team kart's results and loss of all points for the entire race day. Persons who have consumed any alcoholic beverage or non-prescription, mind impairing drug on the day of the event are not permitted to complete.

1.8 Decisions

1.8.1 Decisions concerning score-keeping, suspension, penalization and interpretation of rules by Race Officials are final. Protest procedures shall be followed as outlined in HRKC Section #5. Notify a kart Representative (who will notify the Race Director) and follow his/her instructions. However, protests regarding race procedure shall not be discussed while the race program is in progress. Anyone not adhering to this rule will be penalized which may include but not be limited to ejection, suspension, or forfeiture of points.

1.9 Intent to Defraud

1.9.1 Any competitor who attempts to falsify his/her age, modify his/her equipment with the intent to compete illegally in a respective class or intends to defraud Club Officials or another competitor by such modifications or actions is subject to suspension and loss of points and/or awards. Final disciplinary actions are at the discretion of the Board of Directors.

1.10 Age Determination

1.10.1 The competition year runs from January 1st to December 31st. The minimum age for practice and competition is determined by the age of the competitor as of January 1 of the ensuing competition season. However, in the case of 5-year-olds, the driver must obtain the actual age of 5 years prior to competing. The end of season Turkey Race may be used to run in the next higher age group in anticipation of the following season. If during the season the competitor turns old enough, they may move up to the next class with Board of Directors approval. Once the competitor has advanced to an older class, he/she may not revert to the younger class without approval from the Board of Directors.

1.10.2 A driver moving out of the Novice/Amateur classes (7-14-year-old) and into the competition class for their respective age, they must obtain approval from the Board of Directors. This is to ensure that the participant's birth certificate is reviewed and they are placed in the correct class based on their age. Note, that drivers 12-14 who transition from Amateur classes to a Jr3 class may require engine or gearing changes. Refer to HRKC Section 10 Class Listings and Requirements for details.

Section 2 – Club membership and Fees

2.1 General

2.1.1 Cash, and Personal Checks are accepted for all fees, Credit Card acceptance may be limited, without prior notice. (Protests are Cash only)

2.1.2 If a Personal Check is returned, the competitor must pay a fee of \$35.00. The returned check fee shall be paid prior to returning to an HRKC event. Persons with two returned checks shall be placed on a cash-only status.

2.2 Club Membership and Fees

2.2.1 Annual membership dues cover a one-year period starting from the annual Membership Meeting, usually held in February of each year. Membership applications are available and sold at any of our practices or race events.

- \$40.00 Prior to the start of the first points race event

- \$50.00 After start of first points race

2.2.2 A birth certificate is required when registering drivers under 18 years of age so they can be placed in the appropriate age group. All minor drivers must have a copy of their birth certificate on file with HRKC. A Parent/legal guardian or other responsible adult must become a member along with any member under the age of 18.

2.2.3 Club Membership is not required to race, except for entry into a HRKC Pro Wing Champ Series race.

2.2.4 Participants must be an HRKC club member to receive year-end awards in a class or series and the member must have been registered for 60% of the races completed on that year's racing schedule. Additionally, year-end awards are not awarded to drivers in a senior class if less than 3 karts were running on a regular basis (60% of the races) in that class. Year-end awards will be given to drivers in a junior class provided 2 karts ran on a regular basis in that class (60% of the races). This is to avoid giving HRKC championships to drivers who did not race against a sufficient number of competitors in their respective class during the year.

2.2.5 The Board of Directors of HRKC, at its sole discretion, reserves the right to refuse or revoke membership and participation privileges from anyone, and to change the schedule of costs, schedule of events, and competition rules, as needed, in the best interests of HRKC.

2.2.6 Memberships are not transferable.

2.3 Pit Passes and Driver Registration

2.3.1 One day pit Pass prices are:

- Kids under five (5) years of age are admitted free with a paid adult
- \$10.00 Ages five (5) and six (6)
- \$15.00 Ages seven (7) and over

2.3.2 Driver Registration per class:

- \$15.00 Members – All regular season race events; All classes
- \$20.00 Non-Members – All regular season race events; All classes
- \$20.00 End of season Turkey Race; Everyone

Section 3 – Race Program and Event Layout

HRKC Pro Wing Champ series event times are at the discretion of the speedway Race Director. Times listed below describe a normal Sunday Kart event. Registration, inspection and race layout for “special events” shall be posted on the HRKC website.

3.1 Kart Race Event Sign-Ins

- 3.1.1** Registration will be open from 8:30am-10:30am on Sundays and 5:30-7:30 on Fridays. Any driver not registered by the official registration completion time will start at the rear of the field in any qualifying events. HRKC members shall present their membership card when registering.
- 3.1.2** ALL Classes shall pull a pill for Qualifying order.
- 3.1.3** Participants arriving after Registration closes shall notify the gate guard to pay for the event and obtain their wrist band. While participants are still welcome at the event and the staff will do their best to expedite the process, the participant shall keep in mind that the racing program has started and immediate processing may not be possible. In short, be on time and respect all staff members.

3.2 Sunday Race Event Safety Tech & Pre-race Inspection

- 3.2.1** Safety inspections are required for all karts prior to entering the racing surface. Responsibility of maintaining equipment belongs to the driver and crew. A safety tech sticker shall be placed on the kart upon passing Safety Tech. Any kart not possessing a safety tech sticker is not permitted on the racing surface. Driver personal safety equipment is subject to pre-tech safety inspection. The decision of the Technical Director is final.
- 3.2.2** Participants requiring kart and personal safety equipment check shall report to the Tech and Scale area of the pit. While the technical staff will do their best to expedite the safety tech process, once practice sessions have started, immediate processing may not be possible. In short, be on time and respect all staff members.
- 3.2.3** Fire Extinguishers are mandatory in every pit and are a pre-tech inspection item. They are to be in good working condition, charged, ready for use, suitable for class A, B, and C type fires. Fire extinguishers shall be visible so persons not familiar with a pit area have access to it.
- 3.2.4** Inspection items include but are not limited to the following:
- Frame, bumpers, nerf bars and body for visible defects which may be a safety hazard.
 - Tires and wheels shall be in good condition with no apparent flaws.
 - Wheel bearings shall be properly adjusted and be free of excessive play.

- Wheel weights shall not exceed 1/4 oz. Each.
- 1 ¼” and smaller Axles shall be safety snap ringed and wired.
- Brakes shall be in proper working condition.
- Karts shall be equipped with a throttle return spring.
- All bolts shall be tight and be “double-nutted” or be safety wired in safety critical areas, such as steering and brakes.
- Engines shall be fastened tightly and exhaust pipe bolts shall be safety wire
- Additional weights shall be added with one 5/16” bolt per five pounds and shall be cotter pinned or double-nutted, painted white, and marked with kart number. Weights greater than five pounds must be secured with a minimum of one 3/8” bolt. Individual weights added to a kart shall be a maximum of ten pounds. A 1” fender washer is required to help secure the added weights.
- All safety equipment is subject to a pre-tech safety inspection. Outdated safety equipment is prohibited in both practice or competition events.

3.2.5 Friday Night Feature Event Pill draw/ 20 lap Feature

3.3 Practice

- 3.3.1** Class practices for Sunday events begin promptly at 10:00 am. Competitors are expected to be positioned on the grid to expedite the practice session. Class order is announced over the PA system and provided in the race day program.
- 3.3.2** Competitors are reminded that practice sessions are not a race. Classes with large kart counts may be started at intervals or split into separate sessions to spread out competitors at the Race Director’s discretion.
- 3.3.3** HRKC reserves the right to run combined classes in the same age bracket with similar chassis to expedite practice sessions due to entry counts or weather forecasts at the discretion of the Race Director. Combined sessions will not be run in instances where a competitor has paid an entrance fee for multiple classes in an age group.
- 3.3.4** Practice sessions are encouraged but are not mandatory. Competitors are not required to run practice sessions to compete in Qualifying/Heat or Feature Races.
- 3.3.5** HRKC Pro Wing Champ series event practice times are at the discretion of Langley Speedway’s Race Director.
- 3.3.6** Refer to HRKC Section 4 for General Racing Program Rules.
- 3.3.7** Refer to HRKC Section 10 for Class Listings and Requirements.

3.4 Drivers Meeting

3.4.1 A drivers meeting shall be held prior to the Heat Races at each race event. All drivers, crew chiefs and parents of drivers under 18 years of age must attend the drivers meeting. Missing a drivers meeting will result with the driver starting at the rear of the field. No karts/Kars engines shall be operated during the drivers meeting.

3.5 Heat Race Line Up

3.5.1 Heat race line up will be determined by pill draw at the time of sign-up for all Sunday classes except for Senior Predator classes (375/425/Powder Puff).

3.5.2 Pro Wing Champ Series – Time trials are used to determine the qualifying field for the feature event. Each driver shall receive one lap after the green flag is presented. Should there be a spin or mechanical failure of the competitor's equipment, no additional laps will be given for qualifying. The lap after the green flag is presented will be counted as the qualifying lap. The fastest qualifier starts in the pole position with the rest of the line-up set via decreasing qualifying speed.

3.6 Feature Race Line Up

3.6.1 Feature Race starting positions shall be determined by the finishing position in the Heat Race or qualifying results or pill draw as applicable.

3.7 Inclement Weather (Rainouts)

3.7.1 Rainouts work as follows and may not be used as a dropped race if points are not awarded:

- Heat Races started but not completed – Board of Directors discretion to either complete the Heat Races at the next scheduled race event with the winners of rescheduled Heat Races receiving the win for the rescheduled event OR rescheduling of the entire race day event, the original Date is considered a non-Event.
- Heat Races completed but no Feature Races Completed – Race event is considered complete with points awarded based on Heat Race results.
- ALL Feature Races not completed – Race event is complete and points are awarded to winners of the Feature Races completed and to the winners of the Heat Races for Feature Races that were not completed.

Refer to NKA Refund Policy 10.5.8

Check the club's Facebook page or website (www.hrk.com) in the event of inclement weather.

Section 4 – Race Rules and Procedures

4.1 Official Entry

4.1.1 The inspected kart and driver is considered the official entry for the entire event. Engine, chassis or driver change between Heat Race and Feature Race is permitted as set forth below and after giving notification to the Technical Director:

- Change of engine after qualification – Receive approval from the Technical Director, turn over original engine to the Technical Director for potential future inspection and start the Feature Race from the rear of the field.
- Change chassis after qualification – Original chassis must be disabled. Receive approval from the Technical Director, turn over original chassis to Technical Director for potential future inspection and start the Feature Race from the rear of the field.
- Change driver – Receive approval from the Race Director and start Feature Race from the rear of the field. Note: Substitute drivers are not permitted. Any points accumulated are awarded to the actual driver of the kart.

4.2 Corner Marshalls

4.2.1 Corner Marshalls are in place to warn competitors should a dangerous situation develop on the track. Competitors shall respect and follow their instructions.

4.3 Fuel

4.3.1 Karts with 4 stroke methanol motors – Methanol only and shall be kept in a well-marked container. No additives allowed.

4.3.2 Karts with 4 stroke gasoline motors – 87 Octane ETHANOL FREE pump gasoline only, no additives, club reserves the right to declare a spec fuel at any time.

4.3.3 Karts with 2 stroke motors – Gasoline and oil premix only (no alcohol, nitro or performance additives)

4.3.4 Oils may be any brand but without any explosive additives.

4.3.5 Fuel and oil is subject to test for legality at any time. No additives allowed.

4.4 Number of Karts in Race

4.4.1 Classes may be combined at the discretion of the Race Director or Board of Directors.

4.5 Rookie Drivers

4.5.1 All rookie drivers must have a visible “X” of a contrasting bright color on the back of their helmet for the entire season.

4.5.2 All rookie drivers must start from the rear of the field for their first three heat races (excluding the Novice/Amateur classes).

4.5.3 Competitors are considered rookies if they do not have prior racing experience.

4.6 Grid Line Up

4.6.1 Classes are to line up on the grid in their starting order. Tire covers, warmers, kart buggies, refueling or working on karts is prohibited on the grid. No "air pigs" or similar air tanks allowed on the grid. Air may be let out of tires on the grid.

4.6.2 In the event of a scratched entry for a Heat or Feature Race the space shall be filled as follows:

1. If the karts are on the track, then the karts shall move forward in line to fill the vacancy.
2. If the karts are on the grid, karts shall cross-over to fill the grid.

4.6.3 Competitors are to be lined up on the grid ready to race when signaled by the Grid Director. Upon receiving the "Go" signal all competitors will slowly proceed onto the racing surface in their respective position. The class shall receive at least one complete pace lap before the start of the race.

4.6.4 Pushing or lifting karts while the engine is running is prohibited. No spinning of tires on the grid. Violators will be moved to the rear of the field.

4.6.5 Any competitor failing to leave the grid with his/her respective class may align to his/her proper position if he/she is able to get out onto the track before the front two (2) karts pass the start/finish line on the first pace-lap when pace laps are given. If the competitor does not leave the grid with his/her class or is not realigned by the first pace-lap, they will be required to start in the rear of the field. The competition field will automatically move straight forward in line if any competitor is out of position by the first pace-lap.

4.6.6 The NKA 90 second grid rule applies.

4.7 Race Start

4.7.1 When signaled by the flagman, all classes will get one complete pace lap prior to the start of the race.

4.7.2 All karts must stay in line and maintain pace.

4.7.3 On the one to go signal from the flagman, karts are to line up double file.

4.7.4 Once the flagman has given the one-to-go signal, absolutely no tire scrubbing will be allowed.

4.7.5 The pole position kart sets the pace.

4.7.6 Karts shall not accelerate until the green flag is waved.

4.7.7 On the initial start, two cones may be placed on the track prior to the start finish line. The purpose of these cones is to generate clean race starts and all karts are required to pass through them. Passing prior to reaching these cones is not be tolerated and violators are sent to the rear of the field. The cone location is at the Race Director's discretion and may change for each race. A competitor's second violation is cause for receiving the black flag and removal from the track.

4.7.8 If there is a yellow flag before completion of 1 lap, the original start position is assumed for all karts. Drivers are urged to remember the kart number lining up in front of them and reform the starting line as to avoid the necessity for a red flag.

4.7.9 A complete scored lap is considered a lap. This occurs when the entire field passes the start/finish line.

4.7.10 Single file starts may be used at any time at the Race Director's discretion to include a failed first lap.

4.7.11 If there is a caution on the first lap, there will be one chance at a double-file restart. Should additional cautions occur during the second attempt, restarts will be single file.

4.8 Restart After One Lap Complete

4.8.1 Restart line up is in the order in which the karts were scored on the last completed green flag lap.

4.8.2 Restarts are under the control of the leader. There will be no passing before the start/finish line. Restart Zone will be identified by cones.

4.9 Restarting Karts & Kart Repairs

4.9.1 Corner Marshals may restart karts if they are safely able to do so. Electric starters may be passed to the Corner Workers to start karts only during yellow flag conditions.

4.9.2 Working on a kart during a red flag condition is prohibited.

4.10 Competitor Performance

4.10.1 Continual ill-handling or rough driving may result in removal from the track session.

4.10.2 Any kart which leaves the race surface must return in a safe manner.

4.10.3 Any kart leaving the race surface starts in the rear of the field if the caution is thrown. If no caution is thrown, the competitor will be black flagged if not fully in control of their kart while reentering the racing surface.

4.10.4 Any kart that spins thus introducing a yellow flag condition automatically goes to the rear of the field upon restart.

- 4.10.5** Any kart that contributes to a kart spinning thus introducing a yellow flag condition may also be sent to the rear of the field at the discretion of the Race Director.
- 4.10.6** Karts spinning while attempting to avoid a wreck are not penalized unless it is determined by the Race Director that the driver had ample opportunity to avoid the accident.
- 4.10.7** HRKC Three Spin Rule: Any kart bringing out the yellow flag (unassisted) for a third time may receive the meatball flag and asked to leave the racing surface at the discretion of the Race Director.
- 4.10.8** Attempts to intentionally bring out the yellow flag shall not be tolerated.
- 4.10.9** Any foul driving, unnecessary bumping, crowding, chopping, blocking, or unsportsmanlike conduct on the racing surface is prohibited. The offending driver may receive a BLACK FLAG at the Race Director's discretion.
- 4.10.10** If the Black Flag is displayed and the wrong driver pulls off the racing surface, the race is stopped and that entry gets their position back.
- 4.10.11** It is expressly forbidden at any time during an event to move a vehicle in a direction opposite to that in which the event is being run without specific approval of a race official. Disregard of this rule is basis for immediate forfeiture of results, removal from the on-track session, and other penalties at the discretion of the Race Committee. Driving in the opposite direction in the grid area is prohibited.
- 4.10.12** Any kart leaving the track through the Turn 2 entrance/exit after their class has taken the track for their scheduled event (Heat, Feature Races) may not rejoin the event in session. This includes leaving the track during yellow or red flag conditions. In the case of Pro-Wing Champ Karts: any kart leaving the track and entering the inside pit area via pit road may rejoin the event at the discretion of the tower. However, no kart leaving the track and entering the outside pits may rejoin the event in session.
- 4.10.13** If, for any reason, a competitor is forced to stop his/her vehicle on or near the course during an event for any reason, it will be their first duty to place the vehicle in such a manner as to not obstruct other competitors. The vehicle shall be moved to the infield or pit area as soon as conditions permit. Karts forced to stop in the infield area shall not be moved to the pit area by crossing the track until the race is over. Drivers or pit crews shall not cross the track for any reason during an event unless told to do so by the Grid Marshall.
- 4.10.14** Competitors must cross the start/finish line under their own power or momentum. If pushed by another competitor, both competitors will be subject to result nullification.
- 4.10.15** Any competitor who slows from racing speed must hold their arm vertically high enough to be seen visibly from behind as a warning to others. This requirement includes slowing to enter pit entrance during an event. No person shall approach a stalled vehicle under any circumstances unless under caution and until the remainder of the field has passed.

4.10.16 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 vehicle in front. Conversely, the vehicle in front shall not take a deliberate course attempting to crowd a following competitor off the racing surface. The deliberate blocking of another vehicle is cause for forfeiture of results, removal from the on-track session, and other penalties at the discretion of the Race Committee.

4.11 Kart Weigh-In

4.11.1 All drivers are required to have their karts weighed immediately after both Heat and Feature Races.

4.11.2 Entries found underweight after Feature races will be awarded last place points. This recorded finish is NON-DROPPABLE for end of season points calculations.

4.11.3 Entries underweight after the Feature Race that were also found underweight after Heat Races or Qualifying will be awarded zero (0) points, will be deemed a NON-DROPPABLE recorded finish, and be marked as an intentional infraction.

4.11.4 Entries found underweight after Feature races with obvious damage from on-track activity will be awarded last place points; however, this recorded finish will be recorded as a DROPPABLE finish for end of season points calculations.

4.11.5 Pro-Wing Champ Karts will also be required to pass wing placement checks as detailed in section 12.2.9

4.11.6 Wing placement infractions post-qualifying will result in the nullification of the qualifying time. Entries will be permitted to start the Feature Race from the rear of the field.

4.11.7 Wing placement infractions post-Feature will be awarded last place points, this recorded finish is NON-DROPPABLE for end of season points calculations.

4.11.8 For all classes, intentional violations of the rules will carry the penalty of zero (0) points awarded and be deemed NON-DROPPABLE.

4.11.9 Intentional violations will be determined on a case-by-case basis, with the entrant being informed by the technical director of such a finding.

4.11.10 Examples of intentional violations can include (but not limited to):

1. Being found underweight after the Feature Race that were also found underweight after Heat Races or Qualifying.
2. Having unsecured ballast on the kart or carried on the driver
3. Wings improperly mounted (movable)

4.11.11 Intentional violations can also be subjected to further penalty, at the discretion of the HRKC board.

4.11.12 HRKC reserves the right to require a weight check of any competitor prior to the beginning of the Feature Race. This applies particularly to those entries that failed to weigh or weighed light following the Heat Race. Two attempts to meet weight standards are allowed. Karts and driver may not leave the tech area until weight check is completed.

4.11.13 The scales in Tech and Scales area are the official means of measuring karts and drivers at a race event. The Tech scales are available for weighing of karts after the race day practice session should any competitor choose to weigh their entry as to ensure they meet class requirements.

4.12 Engine Tech/Post Race Inspection

4.12.1 Any person not willing to submit his/her equipment for inspection or is found illegal, will forfeit results from the event and will be subject to further HRKC Board of Directors action. The Technical Director reserves the right for random inspection. No loose weights or other objects that might enhance competitiveness are permitted. Under the provisions of this paragraph, the Technical Director or Technical Inspector determines the extent of tear down and inspection. The Tech Area shall be roped off and only two team members per kart are allowed in the area. The decision of the Technical Inspector is final. Drivers unable to have their karts weighed must place their equipment in an impound area designated by the Tech Director.

4.12.2 NKA Engine rules apply. See HRKC Section 10 for all class listings and requirements. All racers are encouraged to obtain a NKA Tech Manual and to learn the rules. A manual may be obtained from any of the Track Vendors or directly from NKA or a local kart shop. Any local rules or deviations from the NKA rules are listed below:

- Use of billet rod is allowed in Stock Animal classes. Arc P/N 6250 and 6251 and Williams P/N 2870 and 2875 are approved.
- All rods used in Stock Classes must remain unaltered.
- Any size Burris piston is an acceptable replacement for Brigg's pistons.
- Maximum cylinder bore is 0.055 over stock bore.
- All B&S Flathead engines will use a stock cast iron flywheel weighing a minimum of 6 pound 4 ounces.

4.12.3 Determination of items checked during Technical Inspection for each class is at the complete discretion of the Technical Director.

4.12.4 At the completion of the Feature Race a minimum of the top three karts shall proceed immediately to the impound area. Additional karts may be checked during Technical Inspection at the Technical Director's discretion. Competitors unsure of their finishing position shall remain in the scale area until race results are confirmed. It is the responsibility of the driver or guardian to ensure competitors go directly to impound area. Failure to do so may result in forfeiture of the recorded finishing position.

- 4.12.5** Karts shall not be removed from the impound area until a Technical Official gives permission.
- 4.12.6** If a driver is racing in more than one class, they shall notify the Tech Official. The Tech Official will give instructions for releasing the kart/car from the tech area.
- 4.12.7** Fuel and Oil tests may be conducted at any time during the race program.
- 4.12.8** All Restrictor Plates, regardless of the place of finish, are subject to be checked at the discretion of the Tech Official.
- 4.12.9** If a motor or any internal motor part or carburetor is changed between a Heat Race and Feature Race, the Technical Director shall be notified. If a motor or chassis is changed, the equipment shall be held in impound until the race and technical inspections are completed and starting position shall be at the rear of the field.
- 4.12.10** Refusal to submit to post-race technical inspection shall be considered an admission of non-compliance with specifications by the competitor, subjecting them to forfeiture of that event with potential for additional penalties at the discretion of Club Officials. The event MAY NOT be used as a dropped race.
- 4.12.11** If an engine is found out of spec due to blatantly illegal parts, those parts shall be forfeited to the Club, and penalties are as follows and shall be imposed at the discretion of the Race Committee:
- First offense \$50 – up to \$150, zero points, non-droppable
 - Second offense \$150 up to \$300, zero points, non-droppable
 - Third offense \$300 and up, zero points, suspended rest of season
 - All fines shall be paid before returning to competition.
- 4.12.12** The NKA Spirit and Intent Rule is factored into all Tech decisions.

4.13 Kart Numbers

- 4.13.1** Numbers must be on the sides, front and back of the kart. Numbers shall be visible and legible to all track officials. The kart numbers and background shall be contrasting colors and approved by Scoring Officials.
- 4.13.2** Kart numbers shall be a minimum of 6 inches in height. All karts shall display a number panel on the rear of the kart. In the case of 2-cycle and other classes where the muffler extends along the rear bumper of the kart, these numbers may be displayed on the rear of the seat.

Section 5 – Protests

5.1 Protests – General

5.1.1 A Race Committee consisting of the President, Vice President, Race Director, Technical Director, Flagman and applicable Class Representative shall review and pass judgment on all protests. The decision of the Race Committee is final.

5.1.2 EQUIPMENT PROTEST (Engine) – An equipment protest must be submitted to the technical director in writing prior to the protested and protester's kart leaving the tech area. A cash fee of \$150.00 shall be paid to the Technical Director at that time. A protest may only be filed against a competitor finishing within two positions in front of them in the protester's class. Only the kart owner or competitor may file the protest. The competitor or owner being protested must leave their entry in the tech area and submit their engine for inspection which shall include removal from the kart. When filing a protest, the protester shall also present their engine for inspection. If during disassembly, the protesters engine is found legal, the protested engine shall be disassembled and checked for legality. If the protested equipment is found legal, the protested individual will receive \$50.00, the club will retain \$100.00, and the protested competitor will retain his/her points, awards, and trophies for that race. If the protested equipment is found illegal, the protester will get \$50.00 back and the club will retain \$100.00. An illegal protested competitor or protester will lose all points, awards, or trophies for that race and that race event is considered non-droppable. Refusal to participate in a post-race protest inspection is considered an admission of guilt and in addition to losing all points and awards mentioned above, the competitor is subject to a \$100 fine and may not compete again until the fine is paid, conduct is reviewed and decided on by the Race Committee.

5.1.3 EVENT PROTEST – Individuals may protest racing decisions made by club officials (i.e. Session removals, black flag, etc.) provided the following conditions are met:

- The protest must be in writing to the appropriate Class Representative within thirty minutes of the incident. The Class Representative shall forward the protest to the Race Director.
- The Class Representative shall review the protest with the Race Committee for resolution before the end of the race event.
- Supporting information gathered (i.e. other competitor's testimony, audio and/or video) is not admissible as evidence of a racing violation. Audio, video, and testimonial evidence is only admissible in protests referencing HRKC Section 1.6 "Conduct and Appearance".
- The Race Committee shall meet following receipt of the protest to review the situation. The protester and protested party shall attend the meeting to present their case. The Race Committee shall strive to ensure both sides of the issue are heard so an informed decision can be made. A vote by written ballot shall be held to determine the outcome of the decision. The decision of the Race Committee is final and shall be communicated to the protester by the close of the race event if possible. However, in some cases, the

decision may be rendered later, at the soonest possible date after all facts are reviewed.

Section 6 – Points System

6.1 Points

- 6.1.1** Points are awarded based on the HRKC point structure.
- 6.1.2** For determination of year end awards, two points-events are dropped. Rain outs/ Non-Events cannot be used as a dropped event, See Section 3.8 for examples.
- 6.1.3** Competitor must be an HRKC member at the time of the race to receive points.
- 6.1.4** The Kid Karts, Novice and Amateur classes are participation-only classes – no points are awarded.
- 6.1.5** If a junior competitor moves to a higher class (See HRKC Section 1.10) during the racing season, any points earned in the former class are not be carried to the new class. However, the competitor will be awarded last place points for any events missed in the new class before the advancement for each prior race they participated in. This rule provides the competitor an opportunity to participate in year end points awards for the new class. Reference HRKC Section 2.2.4 for year-end awards.
- 6.1.6** Competitors receiving a black flag for unsportsmanlike conduct are deemed to have forfeited the event via the witnessed conduct and receive no points for the race and the race event is considered non-droppable.
- 6.1.7** Competitors who are black flagged (or “parked”) for reasons other than unsportsmanlike conduct shall receive last place points for the race and the race day may be used as one of the competitors two allowed dropped races.
- 6.1.8** If a competitor is unable to make the grid for the Feature Race but has taken the green flag for the Heat Race, they may receive last place points for that event at the discretion of the Race Director.
- 6.1.9** When Heat Race results are used for awarding Feature Race points, as is the case when Feature Races are not run due to weather etc., the additional single point for winning the Heat Race shall not be awarded.

6.2 Points Schedule

6.2.1 All Classes except for HRKC Wing Champ Series:

1 st Place 50 Points	7 th Place 38 Points	13 th Place 26 Points
2 nd Place 48 Points	8 th Place 36 Points	14 th Place 24 Points
3 rd Place 46 Points	9 th Place 34 Points	15 th Place 22 Points
4 th Place 44 Points	10 th Place 32 Points	16 th Place 20 Points
5 th Place 42 Points	11 th Place 30 Points	17 th Place 18 Points
6 th Place 40 Points	12 th Place 28 Points	2 points less each additional position

Note: 1 additional point is awarded to the Heat Race winner (pole). This does not apply in instances where only one kart is running in a race event.

6.2.2 HRKC Pro Wing Champ Series:

1 st Place 26 Points	5 th Place 22 Points	9 th Place 18 Points
2 nd Place 25 Points	6 th Place 21 Points	10 th Place 17 Points
3 rd Place 24 Points	7 th Place 20 Points	1 point less each additional position
4 th Place 23 Points	8 th Place 19 Points	

Note: No additional points are awarded to the Heat Race winner (pole) in the HRKC Pro Wing Champ Series.

6.2.3 Tie-Breaking – In the event of a tie in the point total at year's end, the tie will be broken by the driver who had the most Feature Race wins. If there are no wins or the number of wins was the same, the tie will be broken by the driver with the most Feature Race seconds, the most thirds, etc. Reference NKA Technical Manual, Section 10.5.19 for more detail regarding tie-break scenarios.

ISection 7 – Flag Descriptions

7.1 General

7.1.1 There are eight colored flags used by the flagman to control the races. They are: green, yellow, red, white, blue & yellow, checkered, black, and black with orange circle. It is the flagman's job to relay information regarding the status of the race to the drivers by waving the various flags. It is the responsibility of the drivers to observe the flagman's motions each time they pass by during the race.

7.2 Green Flag

7.2.1 Begin racing. When it has been determined all competitors are lined up in the proper position and the track is clear, the flagman shall wave the green flag to start the race. On caution lap restarts, the race resumes immediately once the green flag is waved. Once the green flag is shown, no entry from the grid is permitted.

7.3 Yellow Flag

7.3.1 THE YELLOW FLAG MEANS TO SLOW DOWN. Caution on the track requires a driver to slow down and hold their position. Karts/Kars shall not race back to yellow flag after a caution is called. Race restart line up is ordered from the previously scored green flag lap if lap 1 is complete. Reference HRKC Section 4.7.8 for yellow / red flag scenarios during lap 1. After lap 1, any entry bringing out the yellow or red flag must restart from the rear of the field. The Track officials reserve the right to make a judgment call in all red or yellow flag conditions. The Official Yellow "full-course caution" is identified by either the track yellow caution lights and or the Flagman's yellow flag, not the yellow flag displayed by the infield workers. The infield workers may display a "local caution" which serves to warn competitors of situations on the track that they should be aware of. Drivers do not have to slow down for these "local cautions".

7.3.2 The caution flag will not be thrown unless a dangerous situation is created. Single vehicle spins are not cause for a caution unless a dangerous situation in created.

7.3.3 HRKC Three Spin Rule: Anyone bringing out the yellow flag for the 3rd time may receive the meatball flag at the Race Director's discretion.

7.4 Red Flag

7.4.1 THE RED FLAG MEANS TO STOP IMMEDIATELY. Drivers must come to a complete stop in a safe and orderly manner. Drivers are to follow the instructions of the race officials. Champ Kart drivers shall remain belted in their karts unless instructed otherwise by race officials. No repairs are allowed during a red flag situation. The race is scored and restart line up is set per scoring of the last completed green flag lap.

7.5 White Flag

7.5.1 Signifies 1 lap remaining in the race.

7.6 Blue Flag with Yellow or Orange Stripe

7.6.1 Signifies competitor is about to be passed by faster vehicles and the driver must hold their current line.

7.7 Checkered Flag

7.7.1 End of the race. The checkered flag is waved when the competitor leading the race crosses the start/finish line at the completion of the last lap. The first competitor to complete the designated number of laps is declared the winner.

7.8 Black Flag

7.8.1 The driver must pull off the track immediately in a safe and cautious manner. If the flagman waves the black flag and points at a driver during the race, the driver must slow down using caution as not to interfere with the other racers and exit the track in a safe manner. Any vehicle black flagged for any reason must leave the track within two (2) laps. The driver is in last place based on the number of entries starting the race. A driver not leaving the track in the specified time is not be scored and forfeits all points for the day with the event considered as non-droppable. Any unsportsmanlike-like actions resulting from this situation may also result in suspension from the track for future events.

7.9 Black and Red Flag

7.9.1 Practice is over, proceed to the pit area.

7.10 Rolled Up Black Flag

7.10.1 The rolled up black flag warning means the officials deem the driver is driving unnecessarily rough or bumping too hard, etc. This flag is a courtesy warning, letting the competitor know that the officials saw the offender's action and the driver must refrain from further similar actions. If this flag is ignored and the driver continues to drive in this manner, the next black flag will not be rolled up. **ROUGH DRIVING WILL NOT BE TOLERATED AND WILL BE DEALT WITH SWIFTLY!!!!**

7.11 Meatball Flag

7.11.1 A Black and Orange (orange circle) mechanical flag is used when suspected equipment malfunctions exist. Competitors receiving this flag shall pull off the track to

the infield and drivers may not rejoin the racing surface without permission of the Race Director or designated race official.

Section 8 – Transponders

8.1 Requirements

- 8.1.1** All race entries entering the racing surface during race day must have a working transponder mounted on them. This includes all three rounds (Practice, Heat, and Feature Races) If the competitor owns their own transponder, they should include the transponder number on their membership form or inform HRKC so that they can be entered into the scoring system.
- 8.1.2** It is the racers responsibility to make sure that the transponder is affixed to the kart prior to entering the racing surface for each Practice, Heat, and Feature races. Once on the track the kart may not be stopped for a transponder to be added. Entries without transponders are not scored for the race.
- 8.1.3** The transponder must be affixed in the approved holder on the kart steering column (except for all Champ Kart classes where it is fastened to the left front nerf bar). Placing a transponder anywhere on the driver is prohibited.

8.2 Scoring

- 8.2.1** The official in charge of scoring shall determine the finishing race position using both the transponder system and manual line scoring.
- 8.2.2** Failure to pick up the transponder signal by the electronic scoring system will prevent the competitor from being timed for qualifying or scored in the race. However, if a transponder falls off of the kart or fails to function during a race, the Race Director may contact the finishers immediately in front of and immediately behind the non-scoring entry and consult with the other race officials to verify the finishing position. If the position can be verified, the Race Director can award the nonscoring entry its correct position.

8.3 Transponder Rental

- 8.3.1** Competitors that do not own transponders may rent one from HRKC when registering at the ticket window prior to each race. Transponder rental is \$10.00 per day.
- 8.3.2** The rental transponder number is assigned by HRKC during driver registration. When members that rent a transponder each race of the season (repeat renters), efforts are made to ensure the competitor receives the same transponder each race.

8.3.3 Transponders shall be visible so they can be easily retrieved by the scales attendant after the feature. If a rental transponder is indicated on the registration sheet used at the scales, and the transponder is not turned in, the scale attendant will not annotate the weight and the driver will not be scored or receive points. **Bottom line: if you rent a transponder, turn it in at the scales after your Feature Race.**

8.3.4 Lost or damaged transponder replacement is the responsibility of the competitor.

Section 9 – Officials

9.1 Track Officials

9.1.1 Track Officials have the responsibility of carrying out their duties to provide everyone present with a safe and equally competitive racing environment. Anyone failing to heed their direction shall be subject to action, by a Race Committee, ranging from removal from the track to expulsion from the track for a period to be determined at the sole discretion of the HRKC Race Committee. The track official positions and responsibilities are as follows:

- **The Race Director** shall have complete control over the activity on the track during Practices, Heat Races and Feature Races except as otherwise provided. This includes Event Protests, Race Finishes and Forfeitures/Nullifications.
- **The Chief Flagman** shall have complete charge of the karts while on the track. His flag signals are to be obeyed without exception. The Chief Flagman and/or Race Director shall conduct a Drivers Meeting for competitors to explain the flags and other pertinent information concerning the event.
- **The Grid Director** is responsible for line up and start of karts in the grid area.
- **The Technical Director** oversees functions in the Technical Department area which will include: Scales, Pre-Tech Inspections, Technical Inspector, Equipment Protests and Trophy presentations.
- **The Technical Inspector** is our hired post-race inspector and is responsible for technical inspection of engines after Feature Races are run. The decisions reached by the Technical Inspectors are final and will be relayed to the Technical Director.

Section 10 – Class Listings and Requirements

Reference the NKA Tech Manual and HRKC Rule Book Sections for general rules pertaining to multiple classes as follows:

- **Tires** – HRKC Section 1.1 & HRKC Section 1.1.5 (for gear Restricted Predator Classes)
- **Fuel** – HRKC Section 4.3
- **Comer C51 engine** – NKA Section 30.5
- **B&S LO206 engine** – NKA Section 40.6 & www.briggsracing.com/racing-engines/206
- **B&S Flathead engine** – NKA Section 40.3 and HRKC Section 4.12
- **B&S Animal engine** – NKA Section 40.5 and HRKC Section 4.12
- **Clone engine** – NKA Section 40.4
- **HF Predator engine** – HRKC Section 13
- **KT 100 engine** – NKA Section 30.2
- **Ducar Engine** – HRKC section 13

Engine options in each of the following classes will not necessarily race together, at the discretion of the Race Director. The intention with these class listings is not to limit or restrict the ability of a safe, race-legal kart to enter an event, however, the following rules and notes will also apply.

Oval Classes

	Class	Age	Weight
10.1	<p>Kid Karts - exhibition only, no points</p> <p>May run oval and/or road course</p> <p>Reference HRKC Section 11</p>	5-7	150 lbs.
10.2	<p>Novice Flat Kart - exhibition only, no points</p> <p>This class may not be run on a weekly basis and is reserved for new competitors with little or no karting experience and is used at the discretion of the race director.</p>	7-10	265 lbs.

	Clone engine, Gasoline, Red plate, small pipe, open gear rule.		
10.3	<p>Amateur Flat Kart - exhibition, only, no points</p> <p>This class may not be run on a weekly basis and is reserved for new competitors with little or no karting experience and is used at the discretion of the race director.</p> <p>Clone engine, purple plate, small pipe, open gear rule.</p>	10-14	290 lbs.
10.4	<p>Jr Sportsman 1 Flat Kart - No steering fairings permitted. Clone engine, gasoline, red plate, small pipe, open gear.</p>	7-10	245 lbs.
10.5	<p>Jr Sportsman 2 Flat Kart - No steering fairings permitted. Clone engine, gasoline, purple plate, small pipe, open gear.</p>	10-12	290 lbs.
10.6	<p>Jr Sportsman 3 Flat Kart - Clone engine, gasoline, blue plate, small pipe, open gear</p>	12-15	320 lbs.
10.7	<p>Junior Stars Champ - Clone engine, red plate, small pipe, 16-66 gears 33 1/14 tire Cir.</p>	5-8	275 lbs.
10.8	<p>Junior Sportsman Champ - Clone engine, blue plate, small pipe, open gear.</p>	8-14	315 lbs.
10.10	<p>Senior Champ Kart - Clone engine, gasoline, unrestricted, big pipe, open gear</p>	15-Up	425 lbs.
10.11	<p>Powder Puff - Female Drivers only,</p> <p>Predator engine, gasoline, open gear</p> <p>Clone Engine, gasoline, open gear</p>	15-Up	325 lbs.

10.12	Stock Medium Flat Kart - Clone engine, gasoline, unrestricted, big pipe, open gear.	15-Up	350 lbs.
10.13	Stock Heavy Flat - Clone engine, gasoline, unrestricted, big pipe, open gear.	15-Up	375 lbs.
10.14	Stock Super Heavy Flat Kart - 200lbs minimum driver weight (as raced) Clone engine, gasoline, unrestricted, big pipe, open gear.	15-Up	400 lbs.
10.15	Predator 375/Ducar 400 Flat Kart - Predator engine, gasoline, open gear.	15-Up	375/400 lbs.
10.16	HRKC Pro Wing Series (speedway) Briggs and Stratton LO206 Engine, gasoline, unrestricted, open gear, open clutch. No axle clutches. Spec tires and additional rules per HRKC Section 12. Refer to https://www.briggsracing.com/racing-engines/206	15-Up	425 lbs.

Road Course Classes

	Class	Age	Weight
10.17	Cadet - B&S LO206 with PZ Model 22 carburetor, Junior LO206 green slide, RLV #5506, 5507 or 5511 exhausts, gasoline. Tires- Open compound, max size 4.50-4.60 wide F/R	7-12	265 lbs.
10.18	Jr. Briggs - B&S LO206 with PZ Model 22 carburetor, Junior LO206 gold slide, RLV #5506, 5507 or 5511 exhausts, gasoline.	12-15	310 lbs.

	Tires-Open compound, max size 4.50-4.60 Front, 7.10 Rear.		
10.19	Senior 4-Cycle - B&S LO206, gasoline, unrestricted, RLV #5506, 5507 or 5511 exhausts. Predator engine, gasoline, open gear.	15-Up	390 lbs.
10.20	Yamaha Junior - Yamaha KT-100 or Piston Port engine with a Walbro WB3A carburetor, RLV-SSX-V #7548 (Can) exhaust	12-15	320 lbs.
10.21	Open 4 Cycle - Any OEM 6.5 HP or less engine, gasoline	15-Up	325 lbs.
10.22	Tag/Shifter (Touch and Go) - 80cc or 125cc NKA legal kart engines. Minimum weight, postrace for 80cc - 375 lbs., 125cc - 395 lbs. Fixed open exhaust (no slippy pipes), 2-stroke	15-Up	375/395 lbs.
10.23	2 Cycle Yamaha/Piston Port - Yamaha KT-100 or Piston Port engine. Must be NKA legal. Fixed open exhaust (no slippy pipes), 2-stroke	15-Up	345 lbs.

Note 1: If classes do not grow to 3 or more entries within 4 races they may be dropped or combined with another class and scored separately.

Note 2: Classes may be added, deleted, combined, or changed during the year, as demand requires.

Note 3: For any class that has a class sponsor, the sponsor's decal must be displayed on the kart or the competitor will not be allowed to compete in the feature and will not receive points. This applies to HRKC members only.

Note 4: Novice and Amateur classes are not for drivers to remain in for extended periods of time. They are designed just for drivers with no previous experience to get familiar with their kart and the race day procedures. HRKC recommends that drivers move up to their respective classes after a max of 6 races in the Novice or Amateur divisions. Exceptions to this rule must be discussed and granted by the HRKC Race Committee.

Note 5: All weights posted above are minimum weights post qualifying, Heat Race or Feature Race events. Weights are also subject to change, as determined by the HRKC Race Committee.

ISection 11 – Kid Kart

The primary purpose of the Kid Kart class is to serve as a training/educational process to teach and improve driving skills to beginner drivers. Kid Karts teach safety and race event procedures to children ages five (5) to seven (7) years old. **Participant awards are given out and ALL will be of equal value. All participants are winners.** Reference NKA Sections Sections 30.5 & 40.6 for additional information.

I11.1 Engine/Chain/Gearing

11.1.1 Briggs & Stratton LO206 Kid Kart Engine: #35 chain, 17 tooth drive gear, 57 tooth rear gear. Per B&S 206 Junior rules, Jr Slide, 4500RPM coil.

11.1.2 Comer C51: #219 chain, 10 tooth drive gear, 89 tooth rear gear. Must use intake restrictor.

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I11.2 Chassis Requirements

11.2.1 No offset karts are allowed. Seat must not be offset beyond the outside edge of the left frame rail.

11.2.2 Wheelbase-minimum 29", maximum 31".

11.2.3 Width: Front, maximum 40" as measured to the outside rim/tire (no minimum).
Width: Rear, minimum 39", maximum 42" as measured to the outside rim/tire.

11.2.4 Rear bumper shall be continuous loop shaped with vertical or angled bracing connecting upper on lower loop rails so the rear tires are protected.

11.2.5 Steering height: maximum 20" **11.2.6** Seat height minimum 10".

11.2.7 Side pods or double nerf bars are mandatory.

11.2.8 Additional return spring on the carburetor or on the foot pedal is required for additional safety.

11.3 Tires

11.3.1 Tires-Open compound, size 10 X (4.50-4.60) X 5. Maximum rear tire circumference 33 $\frac{3}{4}$ ".

Section 12 – HRKC Pro Wing Champ Series

12.1 Participation Requirements

- 12.1.1** Drivers participating in the Saturday Night Pro Wing Champ Series must be minimum age of 15 years and up. Persons wanting to compete in this series must be HRKC members. Reference HRKC Section 2 for membership details.
- 12.1.2** Rookies must start in rear of the field for four races. Kart must be marked with yellow tape on the rear roll cage uprights.
- 12.1.3** No rough driving allowed in Champ Class. Any incident that causes damage to a kart or stops the race shall be reviewed by the race committee and may result in possible dismissal from the series.

12.2 Kart Chassis and Wing Requirements

- 12.2.1** Chassis must be approved by HRKC Technical Director.
 - 12.2.1.1** Cage construction must meet WKA specifications. Karts not meeting these requirements will not be permitted to compete.
- 12.2.2** Tail sections are optional, and if used, shall not be used to house a fuel cell/tank.
- 12.2.3** Stock rear bumpers shall be rounded. “No pointed or triangular bumpers are permitted”.
- 12.2.4** Rear view mirrors are optional, but highly recommended.
- 12.2.5** Steering Wheel must be quick release steering wheel.
- 12.2.6** All karts must have a metal seat guard or “wolf plate” mounted between the rear brake rotor and the seat. The guard must be made of 1” or wider steel and be 1/8” thick at a minimum.
- 12.2.7** Kart numbers shall be placed on top of the wing facing forward, on the nose of the kart, and on the rear corner of the sides of the wing. A number plate that can be seen from the rear of the kart is required. (See HRKC Section 4.13).
- 12.2.8** Wing: HRKC mandates use of wing part number F/T 94 only for use in the HRKC Pro Wing Champ Series. The F/T 94 wing can be purchased directly from HRKC by contacting the Pro Wing Technical Director. No modifications to the wing are permitted. Wing must be secured by two slip pins at the rear. Slip pins are required for safety; ? NO solid bolting at the rear.
- 12.2.9** The minimum stationary angle of the wing is 15 degrees. The wing cannot be mounted further forward than 3 inches from the vertical plane extending up from the back side of the rear axle. Minimum height shall be no less than 30 inches measured at the right front corner of the wing. Wing shall be kept in good condition. Damaged sections shall be replaced.

12.2.10 Sprint Car window net is mandatory. Attached from the left rear roll cage down bar to the left front roll cage down bar. (SFI 27.1 approved, dated no more than 3 years old.)

12.2.11 Headrests or “halo” type head support devices, such as those used on the Lajoie racing seat, are optional on the Wing Champ karts.

12.3 Engines

12.3.1 Engine: per Briggs and Stratton racing LO206 National rules, most current publication found: <https://www.briggsracing.com/racing-engines/206> . It is highly recommended that all fuel tanks be equipped with a rollover check valve fuel cap. The fuel tank is to be securely mounted, on the floor pan.

12.3.2 Exceptions to rule 12.3.1: Clutch is open with #35 chain; Briggs Racing Section 32 does not apply. The muffler specified in Briggs Racing Section 35 may be used, or it may be substituted by a Robertson Torque Tube Clamp-on-Flare.

12.3.3 Fuel and Oil are subject to test for at any time. No additives allowed.

12.3.4 The club reserves the right to further institute engine rule changes during the racing season in the interest of safety.

12.4 Safety Equipment

12.4.1 All drivers must wear SFI approved shoes and gloves in good repair. Driver’s Suit Must be SFI 3.2A1 rated or better. This is a fire resistant one- or two-piece suit. Arm restraints, 5-point harness, SFI 38.1 approved head & neck restraint system dated no more than 5 years old are required. Helmets meeting Snell 2015 or 2020 SA rated or M Rated with a Nomex Balaclava are required.

12.4.2 Belts and Harnesses All belts and harnesses shall be of the 5-point type and meet current SFI requirements. A quick release lap belt is required. Belts/harnesses may be either 2 inches or 3 inches wide. Belts/harnesses must be dated by the manufacturer, be no more than three years old and in good repair. Arm restraints are required and shall be attached into the quick release seatbelts. Arm restraints may not be attached to the steering shaft. Shoulder harness must come from behind the driver’s seat. Inertia reels are not permitted. Both ends of the lap belt must be fastened to the roll cage with grade 8 bolts not less than 3/8” in diameter. Elbow pads are mandatory. Pads are a tech item and may result in nullification of recorded finishing position.

12.4.3 A clutch protection plate is mandatory. An aluminum plate, 6”x6”x 3/16” minimum shall be attached to the right side of the seat, centered on the crankshaft.

12.4.4 Pro Wing Champ drivers are required to wear a Receiver one-way radio anytime they are on the racing surface during the feature race. Receivers **WILL NOT** be provided by the HRKC.

12.5 Tires

12.5.1 Tires must be Burrell SS-55, B-55-A, M-15-A or B, or Dunlop DCS, DDS series tires.

12.6 Racing Event Rules and Procedures

12.6.1 Even though the Pro Wing Champ series runs primarily with the Langley Speedway program, the series is still part of HRKC and will use the two (2) dropped races rule as specified in Section 6.1.2. Each competitor may drop their two worst points events from the year when determining year-end results. Rainouts cannot be used as a dropped event.

12.6.2 Feature starting positions are determined by the qualifying results or if qualifying does not take place, the feature starting order shall be determined by current season points order except for the first race of the year where a pill draw will be used.

12.6.3 THIRTY (30) kart maximum field size.

12.6.4 If thirty-one (31) or more karts show up for a race, the top twenty (20) shall be locked in by their qualifying time. Karts qualifying from twenty-first (21) back will run a TEN (10) lap Heat Race. Heat Race starting order shall be set by qualifying time. Finishing order from the Heat Race will determine starting positions twenty-one thru thirty (21-30) for the Feature Race. Those karts not making the Feature Race will receive one (1) point like those who finish twenty sixth (26) and back in the Feature Race.

12.6.5 Champ Kart drivers shall remain belted in their karts any time they are on the racing surface unless otherwise instructed by race officials. No repairs or adjustments to the kart are permitted during a red flag condition.

12.6.6 The HRKC Pro Wing Champ series event, line-up and grid staging area is at the discretion and direction of the Pro Wing Tech Director. All work on karts shall cease and all equipment and kart stands/buggies shall be removed from the racing surface when competitors are directed to belt in and conduct Receiver checks, regardless as to where the karts are staged.

Section 13 – Predator Class Engine Rules

13.1 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.*

- To qualify for Predator/Ducar class, participant must be at least 15 years old.
- Engine must be running out of the box with the follow modifications: 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 stand test with a max rpm of **5500**, Track supplied tach can also be used to check at end of race. **“Engine must Surge”**
- 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.
- Open “dry” clutch only #35 chain.
- Must have a chain guard.
- No rear gear smaller than 53 or skip tooth gears.
- Engine can be claimed by any active racer or the track for \$120 Regular Predator, \$180 Ducar Predator not including clutch, chain guard, top plate or fuel pump.
- Claim procedure will be the same as it is for the protest.

13.2 Clutch and Gearing

13.2.1 Any clutch with #35 chain. Skip gears or sprockets are NOT permitted.

13.2.2 Reference HRKC Section 10 for class specific Gear Rules.

Section 14 – Track Rentals

14.1.1 Contact Langley Speedway at 757-865-7223 to schedule a practice session.