

Waterloo Regional Kart Club

General Competition Rules Technical Rules and Procedures 2016

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Introduction

The Waterloo Regional Kart Club Board would like to welcome all competitors, spectators, families and friends to our events. We trust this season will be an enjoyable and rewarding experience. We invite you to become involved in your club by taking an active role in assisting the club in events.

These Rules and Regulations give everyone the knowledge to conduct themselves in a proper manner during practices and race events. Rule changes will be made by the WRKC Board only. Rules may be amended at any time. Any subsequent additions, deletions, or modifications will be presented at drivers meetings, posted at the track, in a newsletter, or on the Website. If you would like a change to the rules, please submit a proposal to the Board, who will take the proposal under consideration.

The WRKC regulations are supplemental to ASN Technical Regulations. A link to the ASN regulations can be found on the club website <http://www.wrkc.on.ca/> under the “DOCUMENTS” tab.

All participants must be familiar with these rules and regulations.

If you have questions, please ask a member of the Board.

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Disclaimer

The Rules and/or Regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for WRKC events. By participating in these events, all members of the WRKC are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publication or compliance with these Rules and/or Regulations. These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury to participants, spectators or others.

Spirit and Intent

The objectives of the WRKC are to promote 4-cycle kart racing in Ontario and to minimize the costs of this sport. Karting is a sport that is designed for fun and enjoyment for the whole family.

The following rules are the standard by which karting will be guided. Officials at the club events are authorized to decide if a change or design is an attempt to beat the rules. They can and will disqualify any entry for a violation. Should you find any area not spelled out or not clearly defined in this rulebook, ask for clarification before you consider implementing a change.

WRKC Board 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. Should a gray area exist, you will be found illegal if you do not bring it to the attention of the Board ahead of time.

Zero Tolerance Policy for Physical and Verbal Abuse

The mission of the Waterloo Regional Kart Club is to provide a safe, fair, positive and respectful environment where all drivers, families, officials and spectators can enjoy the sport of racing.

Any and all club events must be free of negative factors, such as abuse, discrimination, intimidation, hateful words and deeds, and physical violence in any form.

The Waterloo Regional Kart Club will not tolerate:

- Violence of any kind
- Harmful, threatening or actual acts of violence
- Verbal abuse of any form, including the limitations regarding social media as outlined in the ASN Sporting Regulations -Book 1 Section 6.6. A link to the ASN regulations can be found on the club website <http://www.wrkc.on.ca/> under the “DOCUMENTS” tab.
- Any activity which places the safety of drivers, officials or spectators at risk of personal injury

The Waterloo Regional Kart Club Board will ensure that:

- Every member of the Waterloo Regional Kart Club receive a copy of the “Zero Tolerance Policy”
- Officials will respond appropriately, without delay and in a consistent fashion when dealing with an incident

- There are serious consequences for any individual who is in violation with this policy, including, but not limited to:
 - **Disqualification for a heat** resulting in zero points for the heat
 - **Disqualification for the race day** resulting in a DQ, which cannot be dropped from seasons points, for the race day
 - **Suspension from the next race day or given # of Race Days** as decided by the Executive, plus a probationary period
 - **Expulsion from the Waterloo Regional Kart Club** for the remainder of the season and a probationary period
 - Offenders may be asked to **leave the property**
 - Repeat offenders will be dealt with more severely and violation with this policy may result in **permanent expulsion from the Waterloo Regional Kart Club.**

The purpose of this policy is to:

- Reduce the incidents of verbal and physical abuse
- Provide opportunities for officials to develop the skills necessary to handle incidents of verbal and physical abuse in a consistent manner
- Promote long-term prevention of verbal and physical abuse, and violence by preparing individuals to manage themselves in non-abusive way

Waterloo Regional Kart Club begins the 2016 Racing season with this zero tolerance policy. As a member, official or individual associated with the Waterloo Regional Kart Club we expect you to do your part and set the example by complying with this policy.

Karting is Fun when we all work together!

Awards

Weekly Awards

Awards will be presented to the winners in each division at the end of the race day to recognize their accomplishments. WRKC Board encourages all members and their families to stay for the award presentations and 50/50 draw.

Year End Awards

At the end of every season, the club holds an awards banquet. Trophies and prizes are presented to honour the winners of the class championships and special awards.

To be eligible for yearend awards a driver must have raced **60%** of the races in that regular season. All awards will be reviewed by the executive.

Chris Turnbull Award – the Board selects the driver who exemplifies what racing is all about. Whether they win or lose they are always respectful of fellow competitors, show good sportsmanship and help out with tasks that need to be done for the club. This award is in memory of Chris Turnbull.

Jim Morrow Memorial Award and **Club Appreciation Award** - these two awards are given to individuals who made a significant contribution to the club. The Board chooses the recipients.

Most Sportsmanlike Driver - drivers from each class choose the recipients of this award for their own class by vote late in the season.

Best Appearing Kart - drivers from each class choose a recipient from each class by vote late in the season.

Junior High Points and **Senior High Points** - given to the drivers who have accumulated the highest total seasons points before drops.

Hard Charger Trophy - given to the driver in a Senior or Masters class who makes the most passes during the season.

Rookie of the Year - awarded in each class to a driver who began racing in the current year. This driver is required to start at the back for the first five race days. The winner is determined by totaling the rookies' best nine (9) races. The rookie with the highest total will receive the award.

Most Improved Driver –awarded in each class to the driver who makes the greatest improvement in average race day finishes over the previous season. Ie. Average race day finish previous year was 8th based only on the races competed. Next year, average

race day finish was 3rd, based only on races competed. This is not necessarily an improvement in points position from 1 year to the next. The recipient may or may not have been in the same class the previous year, but must have raced 60% of the races in that season. The final decision is subject to review by the Board.

Driver Qualifications

1. Membership Requirements

- 1.1. All participants of the WRKC events must be members in good standing of the WRKC or other recognized clubs/organizations.
- 1.2. A member is an individual who has filed an application for a membership. Every member shall be entitled to one vote at a meeting of members if such member is at least 16 years of age. In the event that the driver is not 16 years of age, such driver member may appoint a guardian to vote on his or her behalf.
- 1.3. Members of recognized clubs/organizations may enter a maximum of three (3) WRKC races before being required to pay the WRKC membership fee.
- 1.4. The membership year runs from February 1st to January 31st.
- 1.5. All drivers are required to sign an insurance waiver and provide a signed medical release prior to being accepted for membership. The parent or legal guardian of drivers under 18 years of age must also sign the insurance waiver.
- 1.6. **Age Requirements:** The competitor's age **as of race day** is used to determine eligibility for the various classes. Falsification of a competitor's age or any information required on the membership application will subject the member to disqualification and/or suspension of membership status.
- 1.7. A membership card will be issued shortly after the club secretary receives membership fees and all completed documents in the membership package. A membership package consists of a Membership Form, Release and Waiver of Liability, Drivers and Parents Pledge Form, Volunteer List, Physical Examination Form, ASN Parent Waiver and a copy of the birth certificate (for Cadet class).
- 1.8. **License Classes:** The purpose of licensing is to ensure that drivers have adequate experience before being allowed to compete in the faster classes. As WRKC races involve only 4-cycle engines, a "Class I" license is not required and will not be granted. All members will be granted a "Class II" license in one of the following grades:

F Class II	Cadet	Age 7-9.
E Class II	Novice	Age 7-11.
<u>D Class II</u>	Junior Light	Age 10-13
<u>C Class II</u>	Junior Heavy	Age 12-15
<u>B Class II</u>	Senior Light	Age 15+
	Senior Medium	Age 15+
	Senior Heavy	Age 15+
	Masters	Age 35+

- 1.9. **Rookies:** The rear number panel must be marked with a **RED “X”** for a **period of one year** for **all new** drivers. The “X” should go from corner to corner, but must not block your number.
- 1.10. **Numbers:** Karts must be registered and kart numbers obtained before using the track.
- Numbers are assigned by the race committee before the first race of the season.
 - There will be no duplication of numbers in any class.
 - The previous years’ members will be guaranteed their number (if reregistering in the same class) if they reregister before **February 20th**. After February 21st all unclaimed numbers will be open.
 - No one may use another driver's number without the express permission of the Board. The only exception will be special events run with racers from other clubs, at which time the Board will make sure there are no duplicate numbers in the same class.
 - No three digit numbers will be accepted.

2. General Driver Rules

- 2.1. **Membership Card:** It is the responsibility of the driver to present a current membership card for the purpose of registering for any event at WRKC.
- 2.2. **Conduct:** All drivers and their crew shall conduct themselves in a sportsmanlike manner.
- Incidents of verbal or physical abuse are unacceptable and will be dealt with by the Race Director or Board.
 - Penalties may include disqualification or suspension.
 - Penalties for unacceptable behaviour, whether by driver or crew, will be assessed against the appropriate individual (driver or crew).

For further details refer to the Zero Tolerance Policy for Physical and Verbal Abuse.

- 2.3. **Prohibited Substances:** All participants entering the pits/restricted areas shall be sober and not under the influence of any substance that may impair their ability to participate in a safe and orderly manner.
- It is the responsibility of the participant to withdraw from competition if they are taking medication that may display side effects that would impair their ability to safely compete.
 - If, in the judgement of the officials in charge, an individual is under the influence of alcohol or any other controlled substance during the period of the event, they may be ejected from the restricted area and/or event site immediately.
 - The Board will also review this situation.
- 2.4. **Restricted Area:** All individuals entering the restricted areas of a WRKC event must sign and execute all insurance-related documents as prescribed for the event. Failure to comply will subject the individual to disqualification and/or suspension of membership status. Restricted area being comprised of Track and Grid Area.

3. Competition Procedural Rules

3.1. Event Registration

- **Drivers must register.** Failure to register before entering the track will result in a penalty of a last place starting position for the first 2 heats. A driver may arrange to have someone else register for them provided that they still comply to next point below.
- **Drivers must sign** the insurance waiver form before they will be allowed into the grid area for practice. Failure to sign the insurance waiver form will result in a penalty of a last place starting position for the first 2 heats.
- **Registration** will be open 1 hour before practice start time and will be open for 1.5 hours, track conditions permitting. Late registrations will not be accepted
- **Driver's meeting** will be before or after practice.
- **The race order** will be posted on the bulletin board.
- **The first heat begins** 5 minutes after the driver's meeting when the drivers' meeting is after practice.
- **The entry fee** is set by the Board and may be adjusted as required throughout the season. Non-members must pay a premium in addition to the entry fee.
- Senior drivers may enter more than one class. Full entry fees must be paid for all classes entered.

4. General Racing Rules

- 4.1. **Course Markings:** Course markings such as curbs, pylons or other markings so designated by the Race Director must be observed by all drivers at all times. If, in the opinion of the Race Director, a participant is purposely-ignoring course markings, the participant will be subject to a penalty or disqualification from the heat.
- 4.2. **Sportsmanlike Driving:** The spirit and intent of sportsmanlike race competition is to proceed onto the track without touching or endangering the vehicles of fellow participants. If, in the judgement of the presiding officials, a participant is bumping, crowding, chopping, blocking or pushing other participants or makes contact with another competitor while out of control, that participant may be penalized in a manner deemed appropriate for the infraction.

NOTE: Any kart responsible for an accident may be penalized or disqualified from that heat race and any remaining heat races at the discretion of the Race Director.

- 4.3. **Disqualification:** Should you receive an open black flag; the penalty is effective immediately but you have two laps to come off the track safely. Failure to comply will result in immediate disqualification from that heat race and any remaining heat races, as well as a one race-day suspension.
- 4.4. **Direction of Travel:** It is mandatory that all competitors strictly observe the designated direction of travel around the track. Failure to do so, by driving or pushing a kart opposite to the designated direction of travel, unless specifically directed by a race official, will result in disqualification from the heat.
- 4.5. **Pre-Race Inspection:** Pre-tech inspection is routinely completed before practice begins. All karts must be inspected. See Section 44.4 for detail explanation. Failure to pre-tech before practice will result in the driver beginning the first 2 heats from the back of the grid. The President or official will inform the Driver(s) involved in this rules violation.
- 4.6. **Post-Race Inspection:** The Race Director or Tech Director (inspector) may require any competitor to submit to a technical and/or safety inspection. See Section 44 for detailed explanation.
- 4.7. **Practice:** Extreme caution must be exercised during practice sessions due to the mixed experience of many drivers.
 - Controlled practice sessions may start at the discretion of the Board.
 - Junior karts must practice in the class entered, unless special arrangements have been made with the Race Director.

- Any unauthorized kart on the racing circuit may be disqualified from the next heat. Only the Race Director may grant a two-lap test session.
 - All karts must practice with legal engine parts, for example appropriate restrictor plate for the class. Karts in violation will be placed at the back of the grid for the first 2 heats (pre-final on qualifying days).
- 4.8. **Wet Race Procedure:** If Race Director or Executive declare the race to be a wet race, all karts will be allowed 15 (fifteen) minutes to change to wet tires and wet tires will be mandatory. Alternately if declared a dry race, dry tires will be mandatory.
- 4.9. **Drivers Meeting:** A driver's meeting will be held in the grid area after practice and before the first heat. The Race Director may establish special conditions and/or regulations at that time. All drivers must attend or they will be placed at the back of the field for the first 2 heats (pre-final on qualifying days) unless the Race Director has granted special permission.
- 4.10. **Grid:** When you are called for your heat and arrive at the grid you are controlled by the Grid Marshal.
- It is your responsibility to check the bulletin board for your starting position and line up accordingly in the pre-grid area.
 - It is the responsibility of each driver to inform the Grid Marshal if anything is hindering his or her line up.
 - In the event of a broken recoil, the grid will be held until one (1) recoil is repaired/replaced. The engine must have a recoil properly installed before proceeding to the race course.
 - Each class will enter the track immediately after the previous class has finished its heat. If a driver is late for the grid line up, the driver must join and start at the back of the field. Due to the time limit regarding the rental of the track, there will be no grace period.
- 4.11. **Race Start:**
- Once your class has started on the pace lap you are controlled by the Start/Finish Flagman.
 - The Start/Finish Flagman is responsible for ensuring safe and fair starts, and relaying information to the racers through the use of the various flags. No one is to approach the Flagman during a heat unless summoned for a consultation.
 - It is the responsibility of the two front karts to maintain a constant speed during the pace lap. No one may pass the front karts on the pace lap.
 - You may not pull out of line or change lanes until you have passed the start/finish line at the start of the race.

- Anyone attempting a Texas, bump, or jump-start will be disqualified from the heat. All karts should start at the same speed.
 - When approaching the Flagman during the start of a race, the pole kart must keep a steady pace before the green flag is displayed. Both front karts should be even to start the race.
 - If more than two restarts are required the front two karts maybe moved back one row.
 - It is the intent of the WRKC to start all karts for the initial Green Flag. WRKC will make every effort to get a participants kart running prior to the Green Flag. Original grid line-up will be used, always, prior to the green flag.
- 4.12. **No Tire Scrubbing:** Any kart found weaving during the pace lap will be put to the back of the field.
- 4.13. **Restarts:** If 25% or more of a class is made uncompetitive by a single accident on the first lap, the race will be completely restarted.

In subsequent laps if a race is restarted because of an accident or blocked track, other than on the first lap, scoring will go back to the last completed lap. All karts involved in the accident will restart at the back of the field. All karts will restart in single file. Racing begins when the green flag is displayed by the Start/Finish Flagman.

NOTE: It is up to each driver to take his/her proper position for a restart. If a driver fails to show sportsmanship and another driver protests, the offending driver will be disqualified from that heat.

- 4.14. **Race Stopped Because of Red Flag:** Should it be necessary to stop a race due to an accident the red flag will be shown by the starter at the start/finish line.
- Karts may not be worked on by the driver or crew when they are stopped during a red flag situation.
 - Once the track is returned to a yellow flag condition, repairs to a damaged kart may be made.
 - Every reasonable effort will be made to allow racers to restart the race. The Race Director is in charge of all activities on the track at this time.
 - The race will be completely **restarted** in original grid positions when the red flag occurs on the **first** lap.
- 4.15. **Accidents:** Karts involved in an accident maybe required to stop for inspection by the officials in charge. No pit personnel are permitted on the track while a race is in progress.

- 4.16. Any competitor –
- who is, or appears to be, injured; or
 - who is involved in any incident necessitating a red flag, shall be placed at the back of the field for the restart, if they are judged to be capable of restarting.
- 4.17. **Scoring a Red Flag Race:** If a race is stopped by a red flag, and not restarted, the race will be scored according to all positions on the previous complete lap, **except** for the karts involved in the red flag occurrence. These karts must be scored at the end of the order.

NOTE: At the discretion of the Race Director a heat may be considered complete if there are less than two laps remaining.

- 4.18. **Lapped Karts:** Participants about to be lapped by faster competitors are responsible for being aware of the approaching faster karts and must yield to the faster karts while maintaining a consistent path. Lapped karts will observe the passing (blue) flag or subject themselves to penalties or disqualification.
- 4.19. **Stopping on Course:** If for any reason a competitor is forced to stop on or near the course during a practice or heat:
- It is the responsibility of the competitor to assist in removal of the kart from the track as quickly as possible to inside of racing line if safety permits.
 - The kart may not be serviced or repaired within one kart length of the racing surface.
 - If a competitor is forced to stop on the racing surface during a practice or an event, the competitor must raise their arm to signal approaching competitors that they are immobile.

Any violation may result in disqualification from the heat.

- 4.20. **Re-entry to Course:** When a competitor leaves the course other than to a designated pit lane during the course of a practice or event, they must re-enter the racing surface at a point as far from the racing "line" as possible and may not enter at another point on the course that will provide them any time or distance advantage. Drivers must abide by the directions of the Corner Marshals or officials in charge. Any violation may result in either a time or position penalty in that heat race.
- 4.21. **Passing:** Caution must be given when overtaking another kart.
- It is the responsibility of the overtaking kart to pass in a safe manner.
 - There must be no contact made on a passing maneuver. Contact may result in a penalty.
 - All karts must be alert to overtaking traffic and maintain a consistent path on the track.

- Karts entering a corner together have equal rights to the corner.
 - Any time your rear wheels are broken (passed) by another kart's front wheels, you must give the other driver room to race. If contact is made, you may be penalized or disqualified from the heat.
 - Should contact be made when overtaking, it could be judged by the officials that both drivers were not being good sportsmen and both could be penalized or disqualified from the heat.
 - Certain portions of the track may be designated as **no passing** zones by the Race Director.
- 4.22. **Slowing on Course:** When a kart slows from racing speed on course, the driver must signal to approaching competitors, by raising a hand high enough, to be clearly visible from behind. This requirement includes slowing to enter a pit entrance lane during a heat.
- 4.23. **Exiting Track:** Once the checkered flag has ended your heat race, you must continue around the entire track. Do not enter the grid area immediately after your heat. **All karts exiting the track must immediately proceed to the scale area or they will be disqualified from the heat.**
- 4.24. **Weigh Scale:** Once you arrive at the scale you are controlled by the Scale Marshal.
- Parents or Crewmembers are not permitted in the scale area during competition (weigh in). An exception is made for Cadet and Novice. One parent/guardian is allowed to help their driver maneuver their cart through the scale area.
 - When approaching the scale, all drivers must stop, exit kart and push their kart onto the scale. Any driver not slowing down when approaching the scales and/or driving onto the grass or gravel around the scale will be subject to disqualification from the heat.
 - Every competitor who finishes must cross the **scales in the condition the kart crossed the finish line after the race** and make the stated minimum weight (kart and driver) for his or her class and equipment.
 - Each driver has the responsibility of ensuring that the kart in front of them makes weight.
 - No jumping on the kart is permitted while on the scale. Mechanics or parents may not touch the kart or bring anything which may add weight to the kart. Disqualification is the penalty for this situation.
 - Should your kart weigh in light, you will immediately be given the opportunity to roll off of the scale, have the scale "zeroed" and roll back onto the scale before being disqualified from that heat.

- 4.25. **Combining Classes:** The Race Director may combine classes; classifying entrants into groups according to driver experience, lap times, or other factors for purposes of safety or event expediency.
- 4.26. **Proper License and Equipment:** A competitor shall be deemed improperly entered and subject to disqualification from the event if improperly licensed or equipped to compete in class(es) on track either in practice or a race situation.
- 4.27. **Control of Kart:** Removing both hands from the steering wheel will result in immediate disqualification from the heat.
- 4.28. **Damage:** In the event a piece of equipment bends, breaks or falls off does not mean that the driver is disqualified. This will be decided at the discretion of the Race Director. Any issue deemed to be safety related would result in receiving a meatball flag. (see Flags section)

5. Pit Rules

- 5.1. **Violations** of any of the following pit rules may result in a penalty, at the discretion of the officials
- 5.2. **Control of Restricted Areas:**
- The restricted area of the track is under complete control of assigned officials.
 - Race officials may limit the number of persons that can enter this area to a set number per entry.
 - All persons entering this area, whether connected to an entrant or not, are subject to all regulations regarding deportment and behaviour, and may be ejected from this area by the officials.
 - No person may enter the race course without the express permission of a race official
 - Penalties, as deemed appropriate by race officials, could be assigned for disregarding pit rules
- 5.3. **Insurance Regulations:** Persons entering the pit and/or restricted areas must comply with all insurance regulations and registration procedures. Failure to do so or entrance by fraud, deceit, or passage into the area except by designated gate(s) will subject the individual to immediate removal from the restricted area and possible suspension of membership privileges.
- 5.4. **Fire Safety:**
- The use of open flame devices in the pit or grid area is prohibited.
 - **No smoking** is permitted in the grid area.
 - No fuels or lubricants or other hazardous substances may be disposed of in the restricted/pit area except in containers specifically designated for such

purpose. Failure to comply will subject the individual to suspension of membership privileges.

- The club has fire extinguishers situated around the track. All club members are required to have their own ABC type fire extinguisher.

5.5. **No Driving in Pits:** All karts must be walked through the restricted/pit and paddock area. Failure to comply will result in a disqualification for the day, which is not droppable.

5.6. **Grid Area:**

- Only the number of individuals designated per racing kart by officials in charge may enter the grid area.
- Entry to the grid area is strictly under control of the race officials and failure to comply with their directives will subject violators to immediate removal from the restricted/pit area and possible suspension of membership privileges.
- Karts may NOT be parked in the grid area between practice sessions and racing heats
- Scrubbing tires is not permitted on the grid area.

NOTE: This rule is not only to eliminate congestion on the grid, more importantly it's for the safety of your guests and the spectators. Please ask your guests to view the races from a safe area.

5.7. **Refuelling:** Karts are to be refueled in the pit area only. During refueling, engines must be stopped and the driver must vacate the kart. No refueling on the grid unless specified by an official.

5.8. It is the responsibility of each driver and crew to keep each pit area clean of paper, pop cans, tires, oil etc. Used tires and oil must be removed from the property at the end of each race day.

5.9. **Kart stands** and rolling stands must remain in the pit area away from the grid and scale areas.

5.10. **No motorized vehicles** are allowed in the grid or scale areas, or past the concession stand, once practice has begun.

5.11. **Removal of the scoring sheets** from the official notice board will result in a full DQ for the day.

6. Flag Rules

6.1. **Green flag** indicates track is clear for racing.

6.2. **Yellow Flag** indicates a need for caution on the course, reduce speed and no passing is permitted. Specific instructions for the event may be provided at the

driver's meeting. When the Start/Finish Flagman displays the yellow flag, the entire circuit is under caution. Karts are to maintain a single file at a close interval to the kart directly ahead. When a corner marshal displays a yellow flag, only that section of the track is under caution. Drivers should slow down and passing is not allowed through that section. Passing during a yellow flag will result in a penalty.

NOTE: From time to time during practice sessions, there may be water on the track, so the yellow flag will be shown. Drive slowly and DO NOT PASS through that section of the track.

6.3. **Red flag** indicates that all competitors must either stop immediately, or at a point designated by officials on the course.

- a) Raise your arm,
- b) slow down,
- c) move to the side of the racetrack and
- d) stop as quickly and safely as possible.

The heat will be red flagged if any kart flips upside down or if any Flag Marshall feels a serious or potentially serious injury has occurred.

6.4. **Blue flag** indicates you are being lapped and you must yield to the faster karts while maintaining a consistent path.

6.5. **Open Black Flag** indicates the penalty is effective immediately, but you have two laps to come off the track safely. Failure to comply will result in immediate disqualification from that heat and any remaining heats as well as a one race-day suspension.

6.6. **Rolled-Up Black Flag**, when pointed at a competitor, is a warning that they are in danger of being black-flagged for an on-course violation such as blocking, rough driving, etc. and that a penalty may be imposed.

6.7. **Black with Orange Circle (Meatball)** indicates you must proceed immediately to the grid area. The meatball flag may be given to any entrant during a race for a mechanical defect of which the driver may or may not be aware. This could be an engine or mechanical violation (e.g. defective brakes, leaking fuel, leaking oil, flat tire, defective steering, etc.). You may return to racing when repairs are complete. For points purposes this is not considered a disqualification. The entrant receives points for the finishing position he or she attains.

6.8. **White flag** indicates there is one (1) lap to go in the event.

6.9. **Checkered flag** indicates the event is completed and you are to proceed to the scale area.

- 6.10. **Checkered flag with Black flag** indicates completion of event under Race Official's protest. This may result in immediate disqualifications and/or adjustment of race finish based upon late-race rules violations and/or to avoid confusion among participants during the running of the event.
- 6.11. **Restart board:** In the event of a restart, officials will direct drivers to proceed with caution to the start/finish line where a restart board will be used to set the restart order.

7. Safety Equipment

- 7.1. **Helmet:** A full coverage (full face) helmet designed to one of the following standards is required: (There is an identification sticker inside the helmet to identify the standard in which that the helmet was tested.)
- SNELL Foundation Standards: including, K2005 M2005, SA2005, K2010, M2010, SA2010, SAH2010, M2015, SA2015, K2015, SAH2015.
 - Snell FIA Standards: including CMS2007, CMR2007 (Children's Helmet)
 - SFI Foundation Inc. Standards: including SFI 24.1 (Youth Helmet), SFI 31.1A, SFI 31.2A, SFI 41.2A, SFI 31.1/2005, SFI 41.1/2005
 - FIA Standards: including FIA 8860-204
- 7.1.1. Helmets must fit according to the manufacturer's specifications.
- 7.1.2. Helmets must be worn and properly fastened during all track sessions.
- 7.1.3. Damaged helmets may be refused at any time.
- 7.1.4. The helmet visor must be in the down (closed) position any time a kart is in motion.
- 7.2. **Helmet Cushion:** Collar-type, unaltered helmet cushion designed for motor sports use is highly recommended at all times while a driver is in the kart
- 7.3. **Rib Protector:** A rib protector designed for motor sports must be worn at all times while a driver is in the kart.
- 7.4. **Driver Apparel:** Drivers are required to wear full-length leathers, racing suits or similar apparel approved by the Technical Committee. No track pants or ripped clothing will be tolerated. Shoes, socks, and full-fingered gloves must be worn during all driving activities.
- 7.5. **Balaclava:** If hair extends appreciably beneath helmet level it is **mandatory** that the participant wear a "balaclava" or head-sock to prevent hair from extending outside helmet. Also, no items such as bandannas, sweater hoods, loose belts, etc., will be permitted.
- 7.6. **Footwear** must be secured to the foot in such a way that it will not come off in the event of a crash. **Shoelaces** must be tied tightly and tucked in or taped so

that they cannot bounce around. High top shoes are recommended. Footwear is subject to tech committee approval.

- 7.7. **Safety Tech:** All driver personal safety equipment is subject to pre-tech inspection. See instructions for exact procedure in Section 44.4.

8. Protests

- 8.1. The Technical Committee may disallow any piece of equipment once brought to their attention by a fellow competitor. Any suspect piece of equipment must be approved by the Technical Committee and the Board **30 days prior to use**. This includes clutches and headers etc.
- 8.2. Only drivers in the same class and division may protest one another. For example, Junior drivers cannot protest Senior drivers.
- 8.3. Track Marshals and Flagmen can and will be asked for an interpretation of racing action in the event of a protest.
- 8.4. All protests must be filed in writing with any member of the Board. The protest will be held in the scoring tower and any appropriate officials will be notified immediately. The protest must be filed before the next round of heats. The protest must be accompanied by a protest fee, which will be returned if the protest is upheld.

The protest fees are:

- | | |
|---------------------------------|----------|
| 1. Driver to driver protest | \$50.00 |
| 2. Rule violation | \$50.00 |
| 3. Engine violation (technical) | \$200.00 |

Protests for #1 and #2 above will be handled before the next round of heats.

Protests for #3 above will be conducted at the end of the day, time permitting. The engine will be painted and serial number recorded.

- 8.5. Safety and/or technically protested karts or engines will be marked with paint, removed to an impound area and only allowed to be serviced under the supervision of the Technical Director (inspector).
- 8.6. The protester and any witness must be available at the end of that round of heats for questioning by the Race Director and Technical Committee.
- 8.7. Technical Protests: Only the owner of the engine and the Technical Committee will be allowed in the Tech area.
- If a technically protested engine is found to be illegal, the protester will receive the \$200.00 protest fee back. If a technically protested engine is

found to be legal, the owner of the engine will receive \$150.00, and the club will receive \$50.00.

- Any engine found to be illegal will have its serial number recorded, will be withdrawn from competition, and must be proven legal to the Technical Committee before being allowed in a club event.
 - Any engine or parts deemed to be illegal maybe confiscated or permanently marked (i.e. etched and/or retained).
 - The driver will be disqualified and will lose all seasonal points accumulated that day. That race event **cannot** be dropped for the purposes of determining championship points. The WRKC Board will review each disqualification.
- 8.8. **Refusal:** Refusal to have the engine inspected will result in the engine being considered illegal. The same penalties as those for an illegal engine will be applied. Two refusals to tear down by the same competitor in the same season will result in a 12-month suspension.
- 8.9. **New Kart Racers:** Before you race any used equipment it is recommended that your engine(s) be looked at by a member of the Technical Committee. **It is your responsibility to make sure your equipment is legal.**

9. Race Officials

- 9.1. **Race Director:** The official having complete charge of karts while on the track. The Race Director may direct the Start/Finish Flagman to warn competitors, using the pointed rolled black flag, of potential disqualification or may direct disqualification of a competitor from a heat by presenting the black flag. The Race Director is in direct charge of the Corner Marshals.

NOTE: In the event that a separate Race Director is not present at the track, the Start/Finish Flagman will assume the duties of the Race Director.

- 9.2. **Grid Marshall:** The official in charge of the pit and grid areas, including all competitors and other officials in these areas. The Grid Marshall shall direct gridding of events and maintain orderly conduct in these areas. A member of the Board shall also handle all properly submitted written protests.
- 9.3. **Start/Finish Flagman:** The official in charge of making flag signals to drivers via contact with the Race Director. The Start/Finish Flagman and Race Director shall conduct the pre-event driver's meeting to brief competitors regarding use of flags, special conditions, etc.
- 9.4. **Chief Scorer:** The official in charge of scoring. All official finishes shall be posted by the Chief Scorer or designate.
- 9.5. **Corner Marshals:** The officials posted around the course assist the Race Director in safe and orderly conduct of the event. Corner Marshals will be

located in designated areas around the track in each corner. Corner Marshals should make sure they are equipped with a radio and red and yellow flags.

NOTE: Individuals under the age of 13 cannot Corner Marshal on their own. An adult must be present.

- 9.6. **Technical Inspector:** The official in charge of pre-race and/or post-race technical inspections, both specification compliance and general safety. The Technical Inspector and assistants will verify compliance with stated specifications to certify event finishes as official.

Class Structures and Point System

10. Class Structure

- 10.1. Drivers at the WRKC are split into different classes according to age, experience, and weight. In some classes the output of the engines are purposely reduced to slow down the class. The intent is to provide a logical progression through the various classes for Junior drivers. As a result, once a Junior driver progresses to a "higher" class, at any WRKC karting event, they are no longer eligible to compete in any "lower" classes.

Class	Age	License	Weight	Restrictor Size	Engine Honda	Exhaust
Cadet	7 – 9	F Class II	225 lb.	.350"	160/K1/T1	Muffler
Novice	7 - 11	E Class II	240 lb.	.450"	160/K1/T1	Muffler
Jr. Light	10 - 13	D Class II	265 lb.	.500"	160/K1/T1	Header
Jr. Heavy	12 - 15	C Class II	290 lb.	n/a	160/K1/T1	Header
*Sr. Light	15+	B Class II	320 lb.	n/a	GX200	Header
*Sr. Medium	15+	B-Class II	340 lb	n/a	GX200	Header
*Sr. Heavy	15+	B Class II	355 lb.	n/a	GX 200	Header
Masters	35+	B Class II	365 lb.	n/a	GX 200	Header

***Based on the number of regular memberships each year for the Senior classes, the Executive may decide to divide the Senior Medium class into Senior Light and Senior Heavy classes.**

- 10.2. **The splitting of classes** on race day will be decided after registration is completed.

- When registrations warrant more split classes than time allows, members of the Board will decide which classes will be split and which classes will not be split.
- Novice and Cadet classes will be split at the discretion of the executive.
- The Board will use its discretion in placing a novice driver in his or her appropriate class.

10.3. **Cadet and Novice Class progression**

10.3.1. Normal progression (Subject to rule 10.3.2)

- A driver can run in the Cadet class for a maximum of 2 years before being required to move to Novice.
- Top 2 cadet finishers in year end points must move to Novice.

10.3.2. Special cases

- The Board may require a driver to advance from Cadet to Novice at any time if it is deemed appropriate.
- Conversely, if a driver does not have the skill level, the Board may require that driver to be kept back for a period of time.

10.4. As soon as a driver turns 10 years of age they are no longer eligible to compete in the cadet class.

10.5. As soon as a driver turns 12 years of age they are no longer eligible to compete in the novice class.

10.6. As soon as a driver turns 14 years of age they are no longer eligible to compete in the junior light class.

10.7. As soon as a driver turns 16 years of age they are no longer eligible to compete in a junior class.

10.8. There must be a minimum of seven karts per class (except for Cadet). Trophies and/or awards may be adjusted to reflect class size.

10.9. Masters Exception – When there is only one Senior class, a driver may race in the Masters class if he/she is either:

- 30 years of age or older with less than 2 (two) years experience or
- 30 years of age or older and weighs over 220 pounds without equipment

.

11. **Starting Line up**

11.1. Random selection by the scoring system, determines the starting position in heat #1. The reverse starting order is used for heat #2.

11.2. For split classes,

- The outside column of karts from the heat #1 grid in the "A" division will be placed on the inside column of the "B" division for heat #2.
 - The inside column of karts from the heat #1 grid in the "B" division will be placed on the outside column of the "A" division for heat #2.
 - The heat lineups will be inverted to determine the starting grids for heat #2.
- 11.3. The initial placement for rookie (new) drivers is at the rear of their class for a period of 5 WRKC race days in which they participate. This is for the safety of all competitors.
- Drivers may request placement at the back of the grid at any time.
 - Rookie drivers will start at the back of the grid for the first two heats.
 - Drivers from other clubs must indicate whether or not they are a rookie.
- 11.4. Third Heat (Non-split Classes):
- The points accumulated in the first two heats will determine the starting order for the third heat; the driver with the most points will start at the front.
 - In the case of a tie after the second heat, the driver with the better finish in the second heat will start ahead.
- 11.5. Third Heat (Split Classes):
- The third heat line-up will be determined by the accumulation of total points in the first two heats.
 - The top half of the drivers will race in "A" for the third heat, and the bottom half in "B".
 - In the case of a tie after the second heat, the driver with the better finish in the second heat will start ahead.
 - Should a tie still exist, the driver with the better finish in the first heat will start ahead.

12. Endurance Style Events:

- 12.1. Endurance races will consist of two equal heats of a set duration.
- 12.2. The race day winner will be determined by accumulating the points for both heats.
- 12.3. Based on season championship points, the entire class is inverted except rookie drivers in the 1st heat.
- 12.4. Top ten finishers in the 1st heat will be inverted for the 2nd heat.
- 12.5. Large classes will be split into "A" and "B" according to seasonal points (without drops). Both classes will begin the race separated and will run together. Guests from other clubs will start the race from the back of the "A" grid. The "A" grid will start in front of the "B" grid.

13. Qualifying Style Events:

- 13.1. The race day will consist of a qualifying session, pre-final race and a final race for each class.
- 13.2. Grid positions for qualifying sessions will be determined by kart number.
- 13.3. Start positions for the pre-final
 - will be determined by the times recorded during official qualifying. Fastest times at the front of the grid.
 - Rookie drivers will start at the back of the grid.
- 13.4. Start positions for the final will be based on finishing positions of the pre-final.
- 13.5. When qualifying, drafting is not allowed. Karts will be spaced at the start of qualifying to allow for running room. Should a faster kart come upon a slower kart during qualifying, every effort should be made to execute a pass as quickly as is safe. Drivers must pull out from behind the leading kart when running down any significant straight sections of the track so as neither kart will benefit from the draft. Failure to do so is grounds for a penalty to the offending driver.

14. Points

- 14.1. Heat Points: The following table will be used when awarding heat points:

Position	Points	Position	Points	Position	Points
1 st	200	9 th	90	17 th	45
2 nd	175	10 th	80	18 th	40
3 rd	155	11 th	75	19 th	35
4 th	140	12 th	70	20 th	30
5 th	130	13 th	65	21 st	25
6 th	120	14 th	60	22 nd	20
7 th	110	15 th	55	23 rd	15
8 th	100	16 th	50	24 th	etc.

- 14.2. Any kart that competes in the heat will receive points for that heat.
- 14.3. The sum of points from all three (3) heats determines event-finishing position. Transponders, if used, will be for scoring purposes only. Race procedures will continue without changes. On qualifying days – Only the final counts towards year end points.

- 14.4. If a tie occurs in the daily points totals, the driver with the highest finishing position in the third heat will be awarded the position for the daily awards. Both drivers will receive the same number of championship points.
- 14.5. Seasonal points are accumulated after each race event. Only WRKC members will be eligible to accumulate championship points. You will receive championship points **as per your finishing position** according to the following table:

Position	Points	Position	Points	Position	Points
1 st	40	9 th	29	17 th	21
2 nd	38	10 th	28	18 th	20
3 rd	36	11 th	27	19 th	19
4 th	34	12 th	26	20 th	18
5 th	33	13 th	25	21 st	17
6 th	32	14 th	24	22 nd	16
7 th	31	15 th	23	23 rd	15
8 th	30	16 th	22	24 th	etc.

- 14.6. ** In the attempt to increase the volunteer help at the WRKC the following rule is in effect. Any and all family members of the WRKC, 12 years old and over, will be required to help with a minimum of 12 min. of track clean-up or other volunteer work the day your class is selected. Ie. First race day- Jr Heavy drivers and parents will be responsible for 12 min of track clean-up that day. Failure to comply may result in a 10 point penalty.
- 14.7. **Points Inquiries:** Must be made within 7 days of the championship points being posted on the Web site.
- 14.8. **Split Classes:** The winner of the "B" class will receive 1 less club championship point than the last place finisher in "A" class.
- 14.9. Should a race event be shortened for any reason with a tie in points, each driver will earn an equal number of seasonal points. Points will be awarded according to your finishing position. For example, if there is a tie for first, each of the drivers will get 40 points, and the next driver will get third place points (36).
- 14.10. A race day will consist of no less than two heats for all classes.
- 14.11. The number of races to count toward the seasonal points will be determined before the season by the Board. The maximum number of races to be dropped is two (2), this includes missed race days.

- 14.12. In the event of a tie in year end points, the driver with the greatest number of event wins (not heat wins) will be awarded the higher position. If there is still a tie, event seconds will be counted, then thirds, etc.
- 14.13. No relief drivers are allowed to accumulate seasonal points for another member.
- 14.14. Drivers may only compete in the class in which they are registered.
- 14.15. Should a driver change classes during the season, they will not carry any points into the new class.

General Kart Regulations

15. Frame and Overall Dimensions

- 15.1. Besides compliance with the spirit and intent of the rules, overall quality of workmanship will be considered in the acceptance of a kart presented for competition. Frames shall be free from cracks or projections and deemed safe by the Technical Committee.

NOTE: Tubular steel frame technology is the only method currently considered to be within the spirit and intent of the rules.

- 15.2. When normally positioned in the kart for competition, the driver must be entirely within the specified width and length dimensions of the kart.
- 15.3. **Frame:** Of proven safe design, mainframe members shall be constructed of nominally round tubing, allowing for normal distortion and elongation near bend radii. Minimum diameter for mainframe members is 1.0" and maximum diameter is 1.4". Minimum tubing wall thickness at 1.0" diameter is .078". Minimum wall thickness at 1.125" diameter or greater is .060". Frame material shall be, at minimum, cold-rolled, electric welded (ERW) steel tubing or other material of at least equal strength.
- 15.4. **Wheelbase:** Maximum 1100mm, minimum 1010mm, as measured longitudinally between the true axle centres. Except Cadet and Novice class minimum wheelbase is 940mm.
- 15.5. **Minimum Tread Width:** 28.0" as measured from outside of one tire to inside of opposite tire laterally.
- 15.6. **Maximum Width:** 50" Overall. Nothing may protrude beyond the 50" except for a soft air cleaner. A violation will result in disqualification from that heat.
- 15.7. **Maximum Length:** 80" Overall.
- 15.8. **Height:** Maximum of 26.0".

- 15.9. **Floor pan and seat back** shall be of a design that would prevent any portion of driver's body to pass between these components to the track surface.
- 15.10. **Minimum Kart Weight:** Dry weight, fully equipped including single engine is 130 lb.
- All non-structural weights added to meet minimum kart/driver weight requirements must be bolted securely to the kart.
 - Bolts of a minimum 5/16" diameter must be utilized to secure weights, and must be safety-wired, cotter-keyed or double nutted.
 - Mounting of weights to nerf bars is prohibited.
 - Lead shot in the frame is permitted.
 - No weight will be on the driver's person or taped to the kart. A violation of this rule will result in immediate disqualification from that heat.
 - Use minimum 1" washer inside fiberglass seats. Use two 5/16" bolts if lead weight is over 6 lb.
- 15.11. Use of suspension components of any type, including springs, shocks, etc., is prohibited.

16. Wheels and Tires

16.1. **Tires:** the only tires legal for competition in WRKC events are:

- Dry:- Vega Blue (ONT)
- Wet:- Vega WS, MG WZ (Whites),

No tire softeners or chemicals are permitted for treating the tires.

16.2. **Wheels:** Material optional, but must be a proven design capable of maintaining tire bead seal in competition conditions. Wheels must be void of any structural defects. No "G-rings" or lateral support wheels allowed. Six-inch (6.0") diameter wheels are prohibited. Wheel widths –

- front maximum 135 mm
- rear maximum 185 mm.
- rear minimum when using DRY tires 170 mm

16.3. **Clip-on Wheel Balancing Weights:** Are not permitted. Additional security is suggested when utilizing stick-on weights.

16.4. Specified front tires must run on the front of the go-kart and specified rear tires must run on the rear of the go-kart.

17. Axles and Hubs

17.1. **Wheel Hubs:** Wheel hubs must be constructed of metallic materials.

- 17.2. **Wheel Bearings:** Only ground ball or roller-type bearings may be used. Split race bearings are not acceptable. Wheel bearings must be adjusted so there is no excessive wheel play.
- 17.3. **Front Axle:** Spindle nuts must be c-clipped, snap-ringed, wired or cotter-keyed. Front axle spindles must be machined to accept c-clips or snap rings or have a hole drilled for wire or cotter-pins or utilize self-locking nuts in original condition.
- 17.4. **Rear Axle Assembly:** Axles may be solid or tubular one-piece design. Minimum diameter is 25mm. Both driving wheels must be locked to the rear axle with a "live" axle design. Aluminum axles are prohibited. Minimum cross-sectional tube thickness is
- 1.9 mm for a 50 mm axle
 - 2.4 mm for a 40 mm axle
 - 4.9mm for a 30 mm axle.
- 17.5. No portion of the front axle assembly (spindle, studs, etc.) nor any portion of the rear axle assembly (axle, axle nut, etc.) may protrude outside a vertical line defined by placing a straight edge against the tire/wheel assembly on the centreline of the axle(s).

18. Steering

- 18.1. Steering must be direct, mechanical type. All steering assembly bolts and nuts, including spindle bolts, must be cotter-keyed and/or safety wired, or utilize self-locking nuts in original condition. All bolts will be minimum 14,000 lb. tensile strength and be minimum 6mm. diameter, and at least Grade 5 rating. All rod ends must have universal type swivel joints.

NOTE: Any fastener (nut or bolt, etc.) of a component that would enable movement or adjustment of spindle(s), such as for castor, camber, etc., must be drilled for and utilize either a cotter pin or safety wire, c-clip or snap ring.

- 18.2. Steering Shaft Specifications:

- **Solid:** Minimum .625" diameter cold-rolled steel, one-piece design. Wheel attachment must be secured with a quality nut or cap screw in an axial position with the centerline of the shaft. Welding the steering wheel to the hub or the hub to upper shaft is not allowed. No shaft extensions are allowed.
- **Hollow:** Minimum .700" diameter steel tubing, one-piece design with minimum .070" wall thickness with minimum 5/16" diameter fastener at end.

Steering hub (one piece, not welded) will be secured through the axis with a min. .250" dia. (6mm) bolt (Grade 5 or better) parallel to the axis point.

- 18.3. **Steering Wheels:** Steering wheels may be essentially circular closed loop, minimum 10" diameter and minimum three (3) spoke design.

19. Brakes

- 19.1. Karts must have brakes working in such a manner to, at minimum, brake both rear wheels equally and adequately. All brake components that are bolted must utilize a properly installed cotter pin, safety wire, c-clip, snap ring, or utilize self-locking nuts in original condition. Brake pedal must be secured to the kart.
- 19.2. Master cylinder bolts and master cylinder roll pins must be cotter-pinned or safety wired or utilize self-locking nuts in original condition.
- 19.3. Brake must be foot pedal operated and brake both rear wheels equally and adequately. No scrub-type brakes are permitted.

20. Driveline Components

- 20.1. **Engine mounted, centrifugal clutches** that will allow the engine to idle without moving the kart are mandatory in all classes. The clutch must be a centrifugal type dry clutch with a fixed gear ratio. No axle clutches may be used in any WRKC club point's race. No homemade clutches are allowed.
- 20.2. **Clutch Guard:** A metallic clutch guard must be fitted to the engine in such a way that the guard completely covers the clutch assembly when viewed from above.
- 20.3. **Chain Guard:** A chain guard constructed from either metallic or shatterproof plastic material shall completely cover the chain (when viewed from above) from the rear-most edge of the clutch guard, around the top of the rear sprocket to at least the horizontal centreline of the rear axle. The chain guard must be at least 2" wide.
- 20.4. **Exposed Sprockets:** Exposed sprockets are prohibited.
- 20.5. **No transmission, gearbox** or other device which permits a change of gear/sprocket ratios while the vehicle is in motion is allowed. Torque converters are prohibited.
- 20.6. **Chain oilers** are prohibited.
- 20.7. **Belt drives** are prohibited.

21. Fuel System

- 21.1. Fuel tanks must be securely mounted to primary structure/frame of the kart. Fuel tank must be located within mainframe rails beneath the steering shaft.
- 21.2. Maximum of one (1) fuel tank permitted with maximum nine (9) litre capacity. Fuel line will be of adequate length to connect between fuel tank and carburetor. Excessive fuel line will not be allowed.
- 21.3. Fuel tanks must be constructed of puncture-resistant material and have a secure, leak-proof fill closure.
- 21.4. No pressurized fuel systems allowed except for approved unaltered fuel pumps. Any vacuum operated fuel pump maybe used. There shall be a maximum of two (2) openings on the pulse side of the fuel pump. One shall be used for the connection to the engine and the other as a pulse chamber vent. The diameter of this orifice must conform to the normal size for that manufacture of pump.
- 21.5. Fuel lines must be safety-wrapped at all connecting points.
- 21.6. Cooling cans are not allowed.
- 21.7. Fuel tank must be removed from the engine.
- 21.8. The fuel pump mounting apparatus must be fastened to the engine using only 1 or 2 fasteners. The mounting apparatus, or any material other than the bolts, shall have a maximum area of 25 square inches total. The area of any holes in the apparatus is not subtracted from the total. No part of the apparatus may be used for close proximity retention or deflection of air in the internal flywheel shroud area
- 21.9. Unleaded gasoline is the only fuel allowed. Spec fuel will be 91 Octane.

NOTE: WRKC reserves the right to take fuel samples for laboratory analysis. Spec. gas is purchased the morning of the race, not the night before. Please ensure you have cleaned out your fuel tank if you are not sure what was in it previously.

NOTE: SPEC GAS Station–

Esso Station at 1129 on Hwy #5, Dundas, Postal code L9H 5E2

22. Bodywork

- 22.1. CIK approved nosecones are mandatory. However, if the nosecone is lost during the race it does not mean disqualification, but the driver and kart must meet minimum weight in the condition that the kart crossed the finish line.

22.2. All bodywork will be neat in appearance and in good repair. Bodywork that appears loose and in danger of falling off during a heat will result in a “meatball” flag being displayed.

22.3. Steering Fairings:

- A fairing may extend rearward from the front of the kart on an angle roughly parallel to the steering shaft.
- Maximum width of the fairing is 14.0" (chord measurement, not across the rounded surface).
- Connecting area may not exceed 6.0" in width and must not cover the driver's feet, ankles and legs as viewed from above.
- No portion of the steering fairing may be located within 2.0" of any part of the steering wheel.
- The fairing must be mounted with easily bendable tabs or struts.
- The fairing and/or mounting materials must expose no sharp edges to the driver.

NOTE to JUNIORS: Make sure you can see properly over your bodywork.

22.4. **Side Panels / Pods:**

- Side panel(s) may extend from a point over front tire(s) rearward of the front axle(s) to a point not rearward of the rear tire(s) and no higher than 14.0" maximum above the ground plane.
- No portion of the vertical surface of wheel(s) or tire(s) may be covered by side panel or side pod.
- Side panel edges must have a radiused edge with minimum 1/2" radius.
- Side panel may have a horizontal surface extending toward driver; however, it may cover no part of driver, as viewed from above and edge-facing driver must have radiused edge as noted above.

22.5. **Belly Pan:** A full floor or belly pan is allowed providing it is within the area of the mainframe rails and no higher than the centre of the rear axle.

22.6. **All Bodywork:**

- Bodywork will be constructed of high-strength plastics (i.e. Lexan) or fiberglass only - NO PLEXIGLASS. Sharp corners or edges are not allowed. Material utilized for side pods must be shatterproof.
- Body components may not be adjustable while kart is in motion.
- Bodywork must accommodate applicable bumper/nerf bar requirements.
- Kart must have a completely open cockpit as viewed from above, not covering driver's torso, arms, legs, feet, etc.

- All bodywork with the exception of the steering fairing must be a minimum of 6.0" from the steering wheel when the front wheels are in a straight-ahead position.

22.7. Numbers and Number Panels:

- Four (4) numbers are to be displayed on the kart, one at the front centre of the kart as viewed from the front; on both sides in a vertical plane between front and rear wheels; and at the rear of the kart as viewed from behind.
- Numbers must be black on a 6" x 6" or larger white or yellow square background and must have a stroke width of 1/2" minimum and be a minimum of 5" high.
- During Enduros, scorers may request that coloured tape be used on the front and rear panels when different classes are run together, for easy scoring.

NOTE: If your number cannot be read, you will not be scored!

23. Bumpers and Nerf Bars

- 23.1. **Front Bumper:** Bumper must be constructed of minimum 16 mm diameter steel tubing. The top of the upper "hoop" of the front bumper must be a minimum of 200 mm above the ground as raced. The upper hoop must be supported by at least two (2) vertical supports in the front portion of the bumper. It is acceptable to vary the height provided it is a CIK registered bumper. Front bumpers that incorporate pedal mounting points must be either welded to the frame or through-bolted or pinned with safety wire/cotter pins.
- 23.2. **Rear Bumper:** All karts must be equipped with a rear bumper to protect the driver and kart from rear impact and to keep a following kart from reaching the rear tires. The bumper may be either CIK style "rear wheel protection" or a double bar design as follows:
- Bumpers must be constructed of magnetic steel tubing with a minimum outside diameter of 18 mm and a minimum wall thickness of 1.4 mm.
 - The complete bumper assembly must be fastened to the frame at a minimum of 2 points on the 2 main chassis tubes.
 - The top bar must be located no more than 12" and no less than 6.5" above the ground plane as raced.
 - The bumper shall extend to at least the centre of the rear tires as raced.
 - The bumper shall be no wider than outside of rear tires.
 - Rear bumper bolts shall be as short as possible.
 - All exposed tabs should be removed.
 - A lower straight bumper bar of similar diameter is required to be mounted using the normal rear bumper attachment bolts.

- 23.3. **Nerf Bars:** Nerf bars must be constructed of minimum 3/4" diameter steel tubing. The overall length of the side nerf bar(s) shall be a minimum of 16", measured from the backside of the nerf bar closest to the rear tire and the rear of the kart in a straight line to where it attaches to the kart at the front. Double-high nerf bars are required or full CIK-style pods.

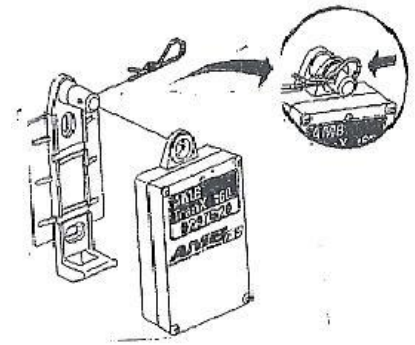
24. Seat

- 24.1. Sprint-style "bucket" seats only, no lay-down seats allowed. Seat must be of one-piece or molded construction. Seat must securely locate driver laterally and longitudinally. Seat must bolt securely to the frame and not be adjustable while the kart is in motion.

NOTE: It is recommended that seat struts be reinforced where the struts touch the seat to prevent possible piercing through the seat on impact. A minimum 1" washer is recommended.

25. Installation of Transponder

- The transponder must be mounted on the rear of the driver's seat. Fix the holder on kart with the fixing rod on top by using tie-wraps or pop rivets.
- The position of the transponder must be identical on all karts competing in the race.
- Fix the transponder vertically, approximately 30cm (1ft) above the track, with no metal or carbon fibre beneath it.
- Fasten the transponder in the holder using the supplied fixing pin.
- Push the pin all the way through!



Warning: A detached transponder can be very dangerous. Make sure the transponder and holder cannot be detached.

26. Use of Cameras on Karts


- 26.1. The cameras listed below are the only ones approved for mounting on a kart.

GoPro

GoPro HD Motorsports HERO, HERO 2

Information : www.gopro.com

Mounts with GoPro GRBM30 Mount Kit



REPLAY XD

Replay XD1080

Information :
www.sportality.com/news-2011-sportalityDistributorReplayXDcamera.cfm

Mounts with
Replay HardCore
Billet Chassis
Mount Kit




DRIFT

Drift HD (1080p Hi-Res)

Information :
www.DriftCameraCanada.com

Compatible with
Drift Rail Mount
and other
adjustable
mounts



26.2. Optrix Camera Adaptors for the Apple iPhone 4 & 4S and 5 & 5S Series Smartphones provided they are operated in accordance with the manufacturer's instructions.

26.3. Only one camera can be mounted on a kart as indicated. It is not permitted to mount a camera on a helmet or any other location other than shown. The mounting location is on the front panel. The installation kit must be fixed horizontally, in the middle axis, and 250 mm from the upper edge of the front panel.



26.4. These rules regarding cameras are subject to any update bulletins issued by ASN.

26.5. Camera mounting bracket approval is at the descretion of the tech director.

27. Miscellaneous

27.1. Throttle must be foot operated and be equipped with a positive acting throttle return spring.

27.2. Seat belts or other driver restraints are prohibited.

27.3. Rear view mirrors are not allowed.

27.4. Electronic devices that allow voice communication between a driver and crewmember or between two (2) or more drivers are not allowed.

27.5. **Telemetry:** Any transmission of data between a moving kart and an outside entity is forbidden.

Engine Specifications

28. General Engine Specifications

- 28.1. These specifications are for reference to prevent disqualification. Machining to these specifications is not allowed, unless otherwise stated in this manual, and will result in disqualification. In general, removal of any metal from any engine part in any manner is illegal and will result in disqualification. The cylinder head gasket surface and block deck surfaces are the **ONLY** exception to this rule but must still be within states specs after machining – see sections 29 & 34. Any part, hole, shape dimension or measurement not listed in these regulations, whether mentioned specifically or not in this rulebook, is subject to inspection.
- 28.2. ALL engine parts must be standard, unaltered, genuine Honda parts:
- available in Canada through Honda Canada
 - or approved by the WRKC executive a minimum of 30 days prior to use
 - manufactured for the particular engine unless otherwise stated in this manual.
- 28.3. The 2011 or newer Honda GX160 engines and parts thereof **are not permitted** to be used.
- 28.4. The 2011 or newer Honda GX200 engines and parts thereof **are not permitted** to be used.
- 28.5. The Technical Committee will decide the legality of any engine part that does not conform to the specifications stated in this manual. All engine parts will be compared to genuine Honda parts purchased through Honda Canada.
- 28.6. Any repair or damage to the engine block or components must be inspected and approved by the technical inspector before the engine can be used for the competition. This approval must be in writing. This approval must be drawn to the attention of the inspector before post-race inspection on that engine begins.

29. Cylinder Block

- 29.1. ALL engine parts must be standard, unaltered, genuine Honda parts, manufactured for the particular engine, unless otherwise stated in this manual.
- 29.2. **Bore Sizes:**
- GX160(K1,T1) 2.677” (68mm) min. – 2.720” (69mm) max.
 - GX200 2.677” (68mm) min. – 2.720” (69mm) max.
 - Only standard overbore sizes are allowed: 0.25, 0.50, 0.75mm.
 - GX200 -2011 or newer: must have standard bore, piston and rings

- 29.3. **Fasteners:** Any bolt hole, except ignition, may be rethreaded and/or fitted with a helicoil or thread insert. Any bolt may be replaced with a stud or socket head cap screw.
- 29.4. **Governor Holes:** Holes left by the removal of the governor must be plugged.
- 29.5. **Fuel Impulse Fitting:** Block may be drilled and tapped for one (1) fuel impulse fitting, maximum size being 1/8" pipe thread.
- 29.6. **Fuel Tank Mounting Ears:** May be machined flat.
- 29.7. **Paint:** The cylinder block, head, and side cover must be in "as cast" condition. No painting, coating, anodizing, or any other coating.
- 29.8. **Shroud:** All pieces of the factory supplied stock Honda cooling shroud must be present and properly installed. Shrouds must not be altered in any way so as to alter the airflow or change appearance, except for chrome plating or painting. Covered fan shroud intakes are allowed only in the pit lane, and must be removed prior to entry onto the racing surface. No enclosed recoils may be used.
- 29.9. **Block and Deck:** Block height shall be 4.620" min. as measured between the deck surface and the surface of a 25.0mm (.983" min.) shaft inserted through the crankcase bearings. Side cover, dowel pins and gasket must be used and bolted tight. This measurement is for 5.5 HP engines. There is no tech on this machined surface.
- 29.10. **Cylinder Deck Height (GX200):** Piston must remain 0.020" minimum below deck throughout the full rotation of the crankshaft. The finish of the deck is not subject to Technical Inspection.

30. Crankshaft and Bearings

- 30.1. ALL engine parts must be standard, unaltered, genuine Honda parts, manufactured for the particular engine, unless otherwise stated in this manual.
- 30.2. **Stroke:** GX160 1.758" min. – 1.776" max.
 GX200 2.120" min. – 2.130" max.
- 30.3. **Crankshaft Rod Journal:** 1.174" min. - 1.180" max.
- 30.4. **PTO Shaft:** The power take-off end of the crankshaft may be machined to accommodate the clutch hub.
- 30.5. **Camshaft Gear:** The camshaft drive gear may be rotated to change the camshaft timing.
- 30.6. **Main bearings** must remain as a press fit after engine has reached ambient temperature. No locking material may be used as an aid. Main bearings must be standard, unaltered, genuine Honda parts manufactured and listed for the

particular model of engine being inspected. The bearing part # must be legible on the bearing surface.

31. Connecting Rod

- 31.1. ALL engine parts must be standard, unaltered, genuine Honda parts, manufactured for the particular engine, unless otherwise stated in this manual.
- 31.2. **Rod Length:** 2.350" min. - 2.370" max.
- 31.3. **Rod Big End Bore:** 1.177" min. - 1.184" max.
- 31.4. **Wrist Pin:**
 - Outside diameter: 0.705" min. - 0.712" max.
 - Inside diameter: 0.557" (14mm+) max.
 - Length: 2.120" min.

32. Piston and Rings

- 32.1. ALL engine parts must be standard, unaltered, genuine Honda parts, manufactured for the particular engine, unless otherwise stated in this manual.
- 32.2. **Piston:** Re-sizing, knurling or lightening of the piston is not allowed. The use of Teflon, or other material "buttons" is not permitted. Coating the piston with Teflon or other substances is not allowed. The piston must be properly installed, with the indicator mark pointing towards the lifter gallery.
- 32.3. **Piston Length:** Long - 2.102" min. Short - 1.920" min.
- 32.4. **Pistons:** Unaltered stock, flat or dished type Honda pistons, must be used.
- 32.5. **Rings:**
 - All three piston rings must be used and properly installed.
 - Rings must be installed with the identification marks toward the head.
 - Ring expanders must not be used under the top two rings.
 - Only Honda factory supplied expanders may be used under the three-piece oil rings.
 - Ring tension may not be increased or decreased by heating or other means.
 - Ring gaps may be altered, and any ring gap may be used however the ends of each ring may only be altered in a way that appears in the same known unaltered stock Honda ring for the appropriate type/model Honda engine.
 - The oil control ring (3rd ring) may be of either single or 3 piece design provided that it is a stock GX series ring, appropriate and approved for the type/model of engine used.

33. Camshaft

33.1. ALL engine parts must be standard, unaltered, genuine Honda parts, manufactured for the particular engine, unless otherwise stated in this manual.

33.2. General rules

- No alterations, additions, removal of material, modifications, or machining of any kind are allowed, with the exception of the removal or partial removal of the governor apparatus.
- Camshaft must be installed properly with the timing marks aligned.
- All camshafts must fall within the profile limit parameters listed below.
- All measurements are after top dead centre. A variant from allowable specification of more than one degree is allowed only twice on each lobe.
- If one or more of the parameters including overlap, duration, and maximum lift are NOT met. This is a situation where Technical Inspection does not end when an illegality is found, and the camshaft should be visually checked.

33.3. **GX160 Camshafts:**

Lobe heights:	Exhaust: 1.085" min. – 1.095" max Inlet: 1.085" min. – 1.092" max.	
Overlap:	8 Min –15 Max	
Duration:	Exhaust: 231 – 237 degrees 225 + * (in table below) Inlet 215 – 220 degrees 003 + ** (in table below)	
LIFT	EXHAUST *	INLET **
0.000"	065-070	288-304
0.010"	110 - 113	332 - 339
0.020"	135	357
0.050"	151 - 154	012 - 015
0.100"	169 - 172	029 - 031
0.200"	215 - 217	073 - 077
Max lift:	0.230" @ 250 - 256 deg.	0.227" @ 105 – 108 deg.
0.200"	286 - 291	135 - 140
0.100"	332 - 336	181 - 184
0.050"	349 - 352	197 - 201
0.020"	006 - 012 *	212 - 217 **
0.000	074 - 081	274- 285

GX200 Camshafts:

Lobe heights:	Exhaust: 1.085" min. – 1.095" max. Inlet: 1.085" min. – 1.092" max.	
Overlap:	21 Min – 28 Max	
Duration:	240 – 245 degrees	
LIFT	EXHAUST *	INLET **
0.010"	105 - 113	329 - 340
0.020"	135	357
0.050"	150 - 157	013 - 019
0.100"	169 - 174	032 - 037
0.200"	215 - 223	080 - 086
Max lift:	0.230"	0.225"
0.200"	293 - 298	152 - 158
0.100"	342 - 352	202 - 208
0.050"	000 – 004.5	220 - 226
0.020"	015 - 020	237 - 242

34. Cylinder Heads

34.1. Port Machining: Certain cylinder heads are slightly machined at the outside edge of the ports and/or in the valve guide area for flash removal. Heads with excessive machining will be considered unacceptable manufacturer's deviations. Decision on legality by the technical inspector is final!

NOTE: GX160 engine must use a GX160 cylinder head.

Port diameters	K-1 / T-1
Intake	0.920" max.
Exhaust	0.870" max.

34.2. **Thickness:** Thickness as measured from machined head gasket surface to factory machined valve cover gasket surface:

All other, GX160(K-1,T-1), GX200 2.880" min.

There is no tech on this machined surface.

35. Combustion Chamber Volume

Engine	Head	Minimum volume
GX160	Any	21.00 cc
GX200	Old style ZLO #1,2,3,4	29.00 cc
	New style ZOV or other	27.0 c

36. Valve Seats

- 36.1. The valve-seating surface of the seats may be re-ground or cut, but that surface must remain at an angle of 45 degrees. The upper edge of that surface may be machined at an angle of 30 degrees; the lower edge may be machined to an angle to 60 degrees to reduce seat width.

Valve Seat diameters	GX200 / GX160 / K-1
Intake	0.910" max.
Exhaust	0.872" max.

37. Valves and Valve Springs

- 37.1. **Valves:** Stock GX160 (K-1, T-1), GX200 valves must be used. Stellite exhaust valves #14721-ZH8-810 are allowed.
- 37.2. **Valves must not be altered**, polished, lightened, welded, brazed or machined in any way except as allowed in valve refacing.
- 37.3. **Valve Refacing:** Refacing of valves and lapping of valves is allowed. The stock 45-degree angle must be retained.
- 37.4. **Valve Keepers:** Only stock valve keepers may be used. The keepers may not be altered or modified in any way, and they must be properly installed.
- 37.5. **Valve Springs:** Only stock, unaltered Honda valve springs are allowed. The correct valve spring part number to be used is 14751-883-000 available through Honda Canada. When sourced through Honda Canada the label and package will state "Made in JAPAN".

Warning: There are other springs in Honda packaging with the same part number that are entering Canada through different suppliers and look very similar, except that the package will state: "Made in THAILAND". These springs are not available through Honda Canada and are therefore illegal.

37.6. Valve springs may not be heated and/or stretched in any way. Shimming of valve springs is not allowed. The technical measurements for ALL Honda valve springs must meet either Spec A or Spec B below:

Spec A	Minimum	Maximum
Wire Diameter	.075"	.081"
Coil Diameter	.790"	.820"
Post race free Length		1.455"

Spec B	Minimum	Maximum
Wire Diameter	.068"	.073"
Coil Diameter	.775"	.790"
Post race free Length		1.450"

37.7. **Valve Spring Tension** shall be no more than 94% of a new spec A or spec B valve spring (i.e. if a new spring requires 10.25 psig to compress it an additional .200" over static compressed length, then the spring in tech must not require more than 9.7 psig }

37.8. **Valve Guides:** The stock Honda valve guides may be knurled.

37.9. **Valve Stem Oil Seal:** must be removed.

37.10. **Valve Lifters**

Engine		Minimum	Maximum
GX160	Height	1.165"	1.210"
GX200	Height	1.355"	1.370"
	Base width	0.935"	0.945"
	Base thickness	0.073"	0.083"

38. Muffler

38.1. **Muffler:** Muffler must be stock, unaltered part. All baffles must be intact. Exhaust gases from the engine may only exit through the outlet opening of the muffler and the OEM sized, unaltered drain slot.

- 38.2. **Heat Shield:** Heat shield bolt holes may not be left open. The muffler must have the muffler shield installed, either screwed or bolted on in an approved safe manner.
- 38.3. **Bracket:** Optional muffler bracket hole must be closed by using a fastener to fill the holes. A brace may be fastened to the muffler and then supported from the engine to eliminate breakage. This must be done in an approved fashion to eliminate a performance gain. The Technical Committee reserves the right to disqualify a muffler if it is deemed to have excessive welding.
- 38.4. **Welding:** No welding of any form is allowed on the muffler except for up to 3 small spot welds to hold the plug in the muffler.
- 38.5. **Mounting:** Muffler mounting nuts must be tight, and the gasket properly installed, such that the exhaust gases do not leak. Similarly, the muffler base flange must be flat. Leakage is acceptable from $\frac{1}{4}$ or less of the circumference of the centre orifice of the intact, unaltered, stock exhaust gasket.
- 38.6. **Inserts:** Exhaust port inserts may not be used.
- 38.7. The legal standard mufflers are:

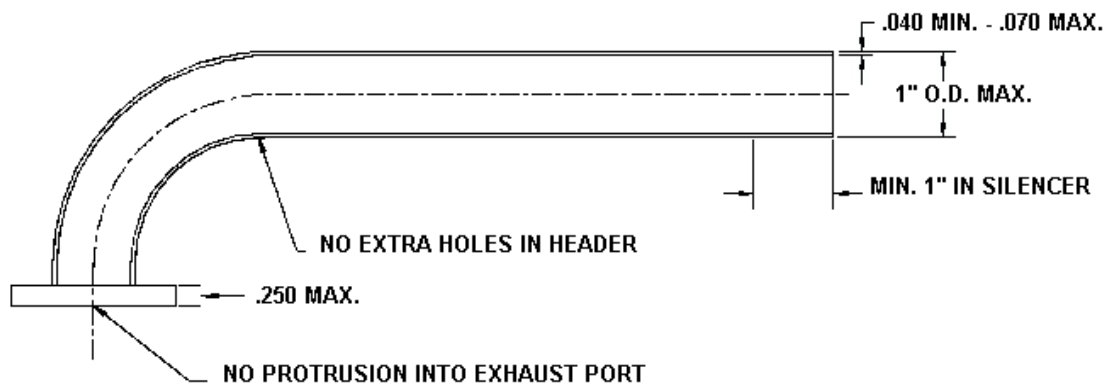
#18310-ZE1-010

#183A1-ZE1-811

39. Header and Silencer

39.1. Header:

- Length: 8.0" - 12.0" (with silencer removed).
- Header must have a constant diameter of .925" min. – 1.005" max., except in the bend area the diameter will be .900" min. – 1.050" max.
- It must be installed a minimum of 1.0" inside the silencer.
- It must point rearward as installed.
- Tubing wall thickness must be .040" min. - .070" max.
- Port matching is allowed.
- Maximum header flange thickness is .255".
- Header must also have an additional approved bracket to secure the header to the motor.
- External welding of a bracket or tab to the header or silencer is permitted.
- It is also permitted, to weld a washer onto the header at a distance of 1" or greater from the end of the header to permit safety wiring of the silencer.



NOTE: A header that is broken, kinked or cracked in the tubing may be replaced at any time during the event under the supervision of a Technical Official. A header damaged during the event will still pass post race inspection.

- 39.2. **Silencer:** Must use an unaltered RLV B-91 silencer and, when installed, must not exceed a height of 20" off the ground. All baffles must be stock, and in place. A minimum of 1" of the header must be inside the silencer at all times.

NOTE: Specified silencer must be installed on header pipe in such a manner as to prevent exhaust discharge from being diverted to any point except the unmodified discharge of the silencer. Loss of the silencer during an event or any obvious attempt by the competitor to install the silencer so exhaust gases will be diverted from the designed discharge point will be cause for disqualification from the heat.

- 39.3. Coating of the header tube is allowed. RLV silencer may NOT be coated.
- 39.4. Heat protective wrapping of the header pipe and silencer is permitted and encouraged. Wrapping must be securely fastened to prevent loss during an event.

40. Carburetor and Fuel System

- 40.1. **Primary Jet:** A stock Honda main jet must be used. The jet may be drilled, but must conform to the appropriate NOGO size. The jet must be tight.

GX160/K-1/T-1: 0.031" NOGO.

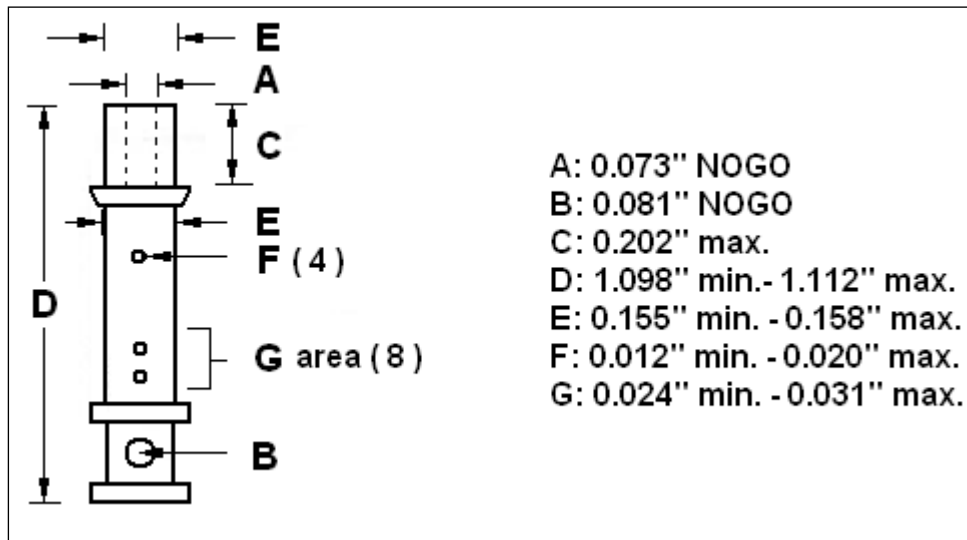
GX200: 0.035" NOGO

- 40.2. **Idle Control Jet:** The idle control jet may be drilled to any size.
- 40.3. **Throttle Butterfly:** The throttle butterfly & screw must remain stock. The portion of the throttle shaft within any part of the body of the carburetor conform to the measurements of a stock unaltered shaft for the appropriate engine. The throttle plate retaining screw may be replaced by a fuel shut off

retaining screw (Part #93500-03008-OG). The threaded end of this screw must protrude through the throttle shaft by at least one thread.

- 40.4. **Choke Assembly:** The choke assembly must remain completely intact and stock.
- 40.5. **Emulsion Tube:** The stock Honda emulsions tube, part number 16166-ZE1-005 must be used in all classes. Emulsion tube height measures the installed height of the tube in an unmodified venturi.
- 40.6. **Emulsion Tube Height:**

GX160(K-1, T-1)	0.408" GO , 0.432" NOGO
GX200:	0.436" GO , 0.462" NO GO



- 40.7. **Venturi Size:** The venturi must remain stock

GX160(K-1, T-1)	0.525" NOGO, 0.515" GO
GX200	0.575" NOGO
- 40.8. **California carburetors:** All rules regarding modifications to California emissions carburetors for GX160/K1/T1, GX200 motors will apply.

NOTE: The Carburetor may be modified for use with any permitted Honda engine as follows:

Install an Allen set screw, not any other type of plug, to be threaded into the outer opening of the main metering air bleed hole. This setscrew must be removable. It must be drilled longitudinally through its centre only, with a minimum #57 drill bit (.042" GO). **The main metering air bleed hole must be .042" minimum. (.042" GO)**

Install an Allen set screw, maximum length 0.510", into the idle air bleed hole. It must be drilled longitudinally through its centre only, and **may be drilled to a minimum 0.036" (.036" GO).**

40.9. **Air Filter and Adapters:** Stock Honda air filters and or adapters may not be modified to become air scoops or velocity stacks. The stock Honda air filter and adapter may be replaced with any aftermarket air filter and adapter that conforms to the following specifications:

- All aftermarket air filter adapters must be of one-piece design, and manufactured from billet, cast or molded material.
- No welding is allowed anywhere on the adapter. If the material used is non-metallic, metal sleeves must be installed into the mounting holes, of the same length as the width of the mounting flange to avoid compression of the flange.
- No portion of the adapter may extend beyond the face of the flanged mounting portion into the carburetor opening. The flanged mounting surface must be flat.
- The centerline of the adapter and the filter shall be perpendicular to the mounting face in its entirety.
- The only holes allowed are the two mounting holes and the central normal airflow hole.
- The maximum length of any aftermarket air filter adapter is 2.310".
- An air filter adapter gasket must be used. A single, original type, Honda GX air filter adapter gasket for the appropriate engine is the only gasket that can be used, but the minimum metal thickness is 0.090.
- The filter may not be used as a tract lengthener, air flow diffuser, or air flow director, and must be approved by the Technical Inspector.
- Air filters shall have a maximum length of 7" and width of 4". Maximum length of rubber flanged area is 2" Air filters must be straight

40.10. Carburetor and air filter assembly must be attached using a standard nut. **Use of prevailing torque nuts i.e. nyloc etc. Are not permitted**

40.11. **Phenolic Spacer:** Stock, except the fuel line guide may be trimmed to facilitate inspection.

- A GX160 spacer must be used on a GX160.
- A GX200 may use either spacer(GX160 or GX200).

40.12. **Restrictor Plate:** Restrictors must conform to WRKC specifications. Restrictors are issued by the WRKC. The current restrictor is black anodized. The \$10.00 cost is non-refundable. No modifications are allowed unless approved by the technical committee. If you are not sure whether your

restrictor plate is legal have it checked by the Technical Committee. Just because a restrictor plate passes the go/no go test doesn't mean it is legal.

- The appropriate NOGO tool must not even start to enter the fuel orifice from either side of the restrictor.
- The restrictor plate shall be flat, as measured on a glass plate.
- Restrictor plate must be of steel construction.
- Restrictor plate is to be placed between the engine block and the phenolic spacer with an intake gasket on each side of the plate.
- Mounting holes must be round and may not be larger than 0.270" on any axis.
- The thickness of the restrictor plate shall be 0.055" min. - .065" max.

Cadet	0.350" NOGO
Novice	0.450" NOGO
Junior Light	0.500" NOGO

41. Ignition

- 41.1. **Flywheel:** stock unaltered Flywheel must be used.
- 41.2. **Flywheel Key:** The flywheel key may be offset by filing, grinding, or machining to obtain the desired ignition timing. Aftermarket key is permitted.
- 41.3. **Cooling Fan:** Stock unaltered Fan must be used. Only PT#19511-ZE1-000 will be permitted. All nylon blades must be intact.
- 41.4. **Coil:** Enlargement of coil mounting holes and/or resizing of mounting bolt diameter is not permitted.
- 41.5. **Spark Plug**
 - The spark plug may be of any manufacturer
 - Spark plug is to be standard reach 3/4" plug
 - Measurement from seat of the spark plug, not including gasket, to the end of the 14mm threaded area, to be .770" maximum.
 - Ground electrode extending past the last thread will be single-wire side electrode type. No multiple electrodes or full circumference ground electrodes will be permitted. This rule is to eliminate the intent to defeat the CC rule, by displacing more combustion space with the spark plug.
 - A plug gasket must be used unless the engine is equipped with a temperature gauge sensor installed in place of the gasket.
 - Different thickness gaskets may be used to index (position) the spark plug in its hole.
 - The gasket/sensor must be greater than .003" thick.

- 41.6. **Ignition Switch:** The ignition switch may not be removed and must function. A second, small, functioning toggle switch may be installed on/in the front fairing panel or on the steering column support portion of the main frame in all classes.

42. Engine Gaskets

- 42.1. **Induction Gaskets:** Must remain stock (2 carburetor gaskets).
- 42.2. **Side Cover Gasket:** Must be stock appearing.
- 42.3. **Exhaust Gasket:** Must be stock appearing with a max. .125" thickness.
- 42.4. **Carburetor Bowl Gaskets:** Must be stock appearing.
- 42.5. **Head Gasket:** Any thickness of head gasket may be used.
- 42.6. **Valve Cover Gasket:** The stock Honda valve cover gasket may be replaced with any gasket of the same basic shape as the stock Honda gasket.
- 42.7. **Air Filter Adapter Gasket:** An air filter adapter gasket must be used. A single, original type, Honda GX air filter adapter gasket for the appropriate engine is the only gasket that can be used, but the minimum metal thickness is 0.090.

43. Miscellaneous

- 43.1. **Recoil:** On all Honda engines, an unaltered standard utility recoil and starter cup OR an unaltered bolt-on aftermarket recoil and starter cup of similar appearance must be entirely in place on all Honda engines, and must be the only method of starting the engine.
- 43.2. **Governor:** The governor apparatus may be removed from the engine, and any holes caused by this removal must be plugged.

Technical Inspection Procedures

44. Purpose

- 44.1. The spirit and intent of WRKC is to provide a technical level playing field for all competitors such that the ability of the driver to set-up and race his or her kart is the major factor determining the outcome of a championship.
- Deliberate attempts to gain advantage through a technical infringement are viewed as a direct challenge to the values by which the club is run.
 - The Technical Committee is qualified to determine the technical legality of a kart as presented; however, it is not qualified to, nor is it the role of the Technical Committee to assess whether or not any technical infringement was deliberate.
 - A person found with a technical infringement that is directly measurable, such as illegal components, dimensions outside tolerance, illegally modified components and fuel outside specification etc., after a heat race will receive a DQ for that heat and have to start at the rear of the grid for the rest of the race day. The infringement must be corrected before further competition is allowed. The driver may not drop the race event in the year-end championship.
 - Any technical infringement that is directly measurable, such as illegal components, dimensions outside tolerance, illegally modified components and fuel outside specification etc., will result in a disqualification from the race event, zero championship points and the driver may not drop the race event in the year-end championship.
 - Technical infringements that are not directly measurable and are considered minor, in that the infringement does not provide any meaningful competitive advantage, will result in a zero points score for the day which may be counted as a drop score in the year-end championship.
 - All technical infringements will be reviewed by the Board prior to points being finalized for the race day.
 - Multiple technical violations will be dealt with more severely, up to and including suspension for a calendar year.
 - A driver may protest a penalty imposed for a technical infringement only by submitting a written protest to the club together with the payment of a \$20 protest fee.
 - Any protests received will be considered by the Board at the next monthly Board meeting. Should a protest be upheld by the Board then championship points will be adjusted accordingly and competitors are asked to co-operate with the re-distribution of trophies.

- 44.2. **Spirit and Intent:** It is impossible to establish rules and procedures that can provide for every possible condition and situation encountered in the field. In all cases, where rule interpretation is required, the primary consideration will be the spirit and intent of the written rule. Establishing the spirit and intent of a rule in the field is the responsibility of the officials in charge and ultimately rests with the WRKC Board.
- 44.3. **Attitude:** The attitude of those individuals charged with the responsibility of conducting technical inspection should be:
- To help the competitor be aware of possible deficiencies in a timely manner that may pose a safety danger or could constitute a rules infraction
 - To help establish that all entrants are competing under equal conditions
 - That specifications and regulations established by this document are adhered to all competitors.
- 44.4. **Pre-race Inspections:** The primary purpose of pre-race inspections is to establish that safety requirements have been met by each competitor prior to their entering the track at speed. It is the responsibility of the entrant to provide, for pre-race inspection, the vehicle exactly as is to be raced on that day. If a vehicle has been pre-inspected and the entrant changes / adjusts components that have been inspected without making the inspectors aware of said changes, the prior inspection may be invalidated and the entrant may be subject to disqualification from the event.
- All karts may be pre-teched.
 - Blank copies of the pre-tech forms will be available to all drivers ahead of time.
 - Pre-tech forms are available from all pre-tech reps and at the registration desk.
 - It is recommended that drivers do the following prior to arriving at the track:
 - Complete all necessary information requested on the pre-tech form
 - Driver perform his/her pre-tech check
 - Complete the driver check portion of the pre-tech form.
 - Pre-tech inspections will start one hour prior to practice on race days (our goal is to have all karts pre-teched before practice begins).
 - Drivers should make their way to the pre-tech area with completed pre-tech forms, karts and helmets to be pre-teched (this may be done before registration)
 - Please see a pre-tech rep to have your kart inspected and approved
 - Late arrivals will be responsible to find an available pre-tech rep to perform an inspection (go to grid and ask for help)

- Once kart and equipment pass pre-tech some type of identification will be affixed to the kart's front faring near the top left.
 - Only the appropriate identification for the event should be visible on the kart faring. Prior event pre-tech approval identification should be removed.
 - Grid Marshals will not allow karts and drivers on the track if they do not have the appropriate pre-tech approval identification for the event displayed.
- 44.5. **Race Damage:** Should equipment be damaged or defective (i.e. side pod, nose cone, bumper etc.) during an event, after the heat race the driver will be allowed to correct the defective part.
- Refer to Section 45.16 regarding engine repairs.
 - The spirit and intent is to make sure each participant is treated in a fair manner. Because a piece of equipment bends or breaks does not mean that the driver is disqualified.
- 44.6. **Post-Race Inspections:**
- It is the responsibility of the **top 5 finishers to proceed directly to the inspection area immediately after weigh-in at the conclusion of an event.**
 - Failure to report when instructed to will result in disqualification, 0 championship points and the driver may not drop the race event in the year-end championship.
 - Once a vehicle or components of the vehicle are submitted for inspection they may not be removed from the inspection area without express permission of the official(s) in charge.
 - The number of finishers to be inspected and the extent of the inspection of each is at the discretion of the official(s) in charge.
- 44.7. The technical inspection begins with the inspector checking the engine paint markings. The 7 areas to be painted are:
- Crankcase side cover to crankcase cover nut
 - Flywheel shroud bolt to shroud
 - Exhaust nut to exhaust flange
 - Carburetor retainer nut to air filter adaptor
 - Carburetor float bowl retainer bolt to bowl
 - One exposed head bolt to head
 - Valve cover bolt to valve cover

45. General

- 45.1. **Personal Safety Gear:** Driver and personal safety equipment and racing attire must be ready for pre-tech inspection.

- 45.2. **Workmanship:** General suitability for completion, workmanship and appearance of kart will be considered in approving an entry in an event.
- 45.3. **Entrant Responsibility:** It is the competitor's responsibility to ensure that all technical and safety requirements have been met, including safety-wiring and other items specified in other sections of this document.
- 45.4. **Post-race Tech:** It is recommended that post-race tech consist only of weight-check, fuel and engine tech or of items that may be changed in the course of an event affecting a performance gain, or which may cause a safety hazard.
- 45.5. **Refusal to Tech:** Refusal to submit to post-race tech shall be considered an admission of non-compliance with specifications by the competitor, subjecting the competitor to disqualification for that event and possible suspension of membership privileges.
- 45.6. **Tech Tools:** The technical inspector may utilize whatever tools deemed necessary to accomplish tech procedures. The Technical Committee may, at their discretion, use any means necessary to determine whether an engine is legal or illegal. In the case of a discrepancy the tech inspector's tools will be used for any final decisions. (protestable)
- 45.7. **Tech Area:** Inspection areas, impound areas and/or other areas so designated by the officials in charge are off-limits to all participants. Competitors may enter these areas only upon specific direction of the officials in charge.
- 45.8. **Inspection Marking:** Method of engine and/or tire marking is at the discretion of the officials in charge. Any means undertaken by a competitor to duplicate, counterfeit or otherwise avoid normal component-marking procedures is cause for immediate disqualification and possible suspension of membership privileges.
- 45.9. It is the responsibility of the entrant to make sure their engine is painted (7 areas) when all engines are being painted during the race day.
- 45.10. The WRKC will do everything possible to make sure all motors are painted when this procedure is conducted.
- 45.11. Any broken inspection marking(s) will result in a technical disqualification, receive 0 points, and you will not be allowed to drop the race events
- NOTE: After "painting", there will be NO valve lash adjustment or inspection allowed under the valve cover seal.**
- 45.12. **Weights:** In all cases, minimum weight is defined as observed total weight of driver and kart in as-raced condition upon completion of event.
- 45.13. **Coatings:** Aftermarket coatings are expressly prohibited on all engine components unless a specific exception is contained in this rule book.

45.14. Tachometer, temperature gauges, etc. are allowed but are subject to technical inspection.

45.15. **NOGO Specifications:** When a NOGO specification is checked, the NOGO gauge must not start, at any point, to enter the hole being measured. NOGO gauges will be used for these purposes. When a go specification is checked the go gauge shall pass through in it's entirely without forcing gauge through.

45.16. **Engine:**

- The engine will be teched on the day it is raced whenever possible.
- All portions of the engine will be subject to tech at the end of the race day.
- In the case of broken parts, every effort will be made to tech the parts.
- It will be the decision of the tech officials to determine if the broken parts would have facilitated a performance gain.
- Cracked or broken parts may be replaced during the course of an event after engine has been sealed and/or painted **only with the express permission of the tech officials.**

45.17. During a WRKC event, you must use the same Kart/Engine combination once the engine has been painted.

- In the event of an engine failure, after the engine is painted, it will be determined by the Tech Committee as to whether that engine will be allowed to be repaired or replaced.
- A member of the Tech Committee will be present to oversee any repairs or replacement.
- If an engine is replaced, the driver must start the next race at the rear of the grid
- The replaced engine will be held by the Tech Committee until the end of the race day.
- If the competitor then has to go to tech after the final race both engines will be subject to Tech Inspection.

45.18. **The Technical Committee may request an inspection on any kart at any time during the season. Items to be checked could include, but are not limited to, an assortment of engine equipment.**

45.19. The decision of the Technical Committee is final.

46. Fuel

46.1. Fuel may be tested at the request of the Board or Technical Committee at any time.

46.2. The meter reading must be within a range of plus or minus 10 of the test gas used that day as tested with the club's equipment.

- 46.3. No additives of any kind may be used.
- 46.4. Any additional tests for gasoline that are deemed acceptable by the Technical Committee shall be admissible (i.e. specific gravity hydrometer, additives, water test, chemical test, etc.)
- 46.5. Failure to pass a fuel test will result in a non-droppable disqualification for the day.

47. Oil

- 47.1. Engine lubricating oil is subject to testing for oxygen bearing and/or vapour producing substances that are prohibited. WRKC reserves the right to conduct oil sampling and testing at any time by any method. When testing with oil sniffer method. Snap On tester Model # ACT790 set on Medium / Normal range will be used

48. Camshaft

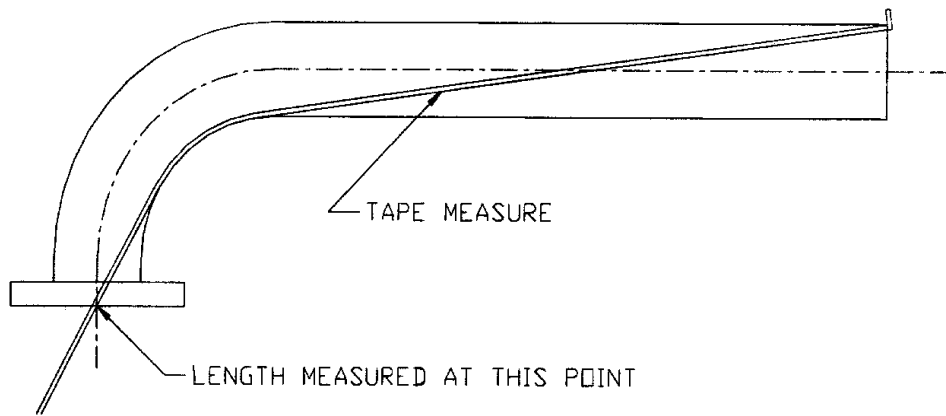
- 48.1. Measuring procedures

- With head removed, attach dial indicator holder to block.
- Place the dial indicator over the exhaust lobe.
- Position the crankshaft so that the exhaust lobe is up 0.020" and set the degree wheel pointer at 135 degrees.
- Turn the wheel to TDC. Read the appropriate lifts.
- Switch the dial indicator to the intake lobe, set the lobe up 0.020", and read. This is done to determine overlap.
- Change the degree wheel to read 357 degrees, and take the intake readings.
- A variant from allowable specifications of more than one degree is allowed only twice on each lobe.
- If one or more of the parameters including overlap, duration, and maximum lift are not met, this is a situation where Technical inspection does not end, and the camshaft should be visually checked.
- Camshafts may be further checked using a lobe base circle, on a centering device, especially if a ramp is on the edge of the specification.

- 48.2. Checking rocker arm ratio: Actual valve lift at the retainer with zero lash may be determined using the appropriate tool. Maximum valve movement must be 0.248" or less on the Intake valve and .256" or less on the Exhaust valve.

49. Header / Silencer

- 49.1. Header length is to be measured as shown in diagram.



49.2. RLV B-91 silencer internal baffle holes are to be checked with a .1285" NOGO.

50. Combustion Chamber

50.1. Measuring Combustion Chamber Volume: Mastercraft Dextron 3 transmission fluid is the only liquid acceptable for this test. Conduct the test only after the engine has cooled to approaching ambient temperature. No cleaning of the head or piston is allowed. The test must be performed with a graduated Grade A, GLASS burette and stopcock.

- Remove the spark plug.
- Remove pushrods.
- Place the engine in a position such that the machined top surface of the spark plug hole is level on both horizontal axis.
- If an approved Technical spark plug adapter is NOT used for the measurement the technical inspector should ensure that the spark plug thread in the head is STOCK and unaltered, with all threads present and no extra chamfer. If a thread-saving device is used it must be installed so that at its upper end there is no volume gain over a stock thread.
- If an approved Technical spark plug adapter is used, the checks in “a)” may be omitted for measurement purposes but are still relevant for determination of non-stock, out of specification, machining, etc.
- The machined spark plug seal surface and/or adapter top surface should be relatively clean and dry.
- Fill the burette with transmission fluid to approximately 0.5 cc above the “0” mark, carefully minimizing the amount of air bubbles formed during the filling process. Allow a minimum of 2 minutes for all air bubbles to rise to the surface.
- Bleed all air from the stopcock and outlet stem. Run fluid from the burette until the top of the meniscus curve is on the “0” mark. Residual fluid remaining on the tip of the outlet stem should be removed.

NOTE: The reason for using the top of the curve is that any lateral variation in the handling of the burette can be corrected instantly as the same reading must be obtained on the left and right side of the mark. A variation in the burette front to back also has less influence on the sighted level when using the top rather than using the bottom of the curve which can change considerably.

- Turn the crankshaft in its normal rotation so that the piston is approaching TDC (approx. 15 degrees or 1 mm) BTDC or ATDC.
- Dispense the specified amount of fluid except for **approximately 1 cc** through the spark plug hole or adapter into the combustion chamber. The inspector should rock the engine slightly on both axis to allow any trapped air to escape.
- Wait approximately 30 seconds after the addition for the fluid level in the burette to stabilize.
- Dispense the remainder of the required amount of fluid into the spark plug opening or adapter. Any residual fluid remaining on the outlet stem should be added to the fluid dispensed.
- Slowly turn the crankshaft back and forth over TDC to determine the highest level for the fluid.
- When using the spark plug land as the determining level, if any fluid rises above the level of the top of the spark plug thread hole, the engine is not within specification.
- When using the adapter as the determining level, if any fluid rises above the level of the top of the adapter, the engine is not within specification.

Emergency Response Guidelines in the event of a serious accident

Race Director

- Will take charge of all competitors.
- Will direct all efforts of everyone to ensure the safety of all crew and drivers.
- Will go onto track after the other competitors have stopped racing.
- Will motion for the medical attendants to come to the scene.

Corner Marshals

- Will wave a red flag to stop the race.
- Will not, under any circumstances try to move driver.
- Will be alert for moving parts, hot parts, fire and sharp edges.
- If kart is running will shut it off.
- Will never remove the helmet of a driver. Leave this for emergency personnel.
- If kart is on top of driver, carefully try to get kart off driver if you can do this safely without doing any harm.
- If you are not sure what to do, ask, or wait until the proper people arrive on the scene to administer aid.

On Site Medical Attendants

- Will assess the seriousness of the injury as quickly as possible.
- Will provide aid and stabilize the injured.
- Will communicate with the Board designated person about the severity of injuries and if further steps will be required.

Index of Changes

Item	Reference
Executive member chart updated	Page 2
Removed reference to class rep	1.8, 9.2
Allow Snell 2015 helmets	7.1
Clarified protest procedure	8.4
Removed class rep definition	9.7
Changed Masters class exception	10.9
Camera mounts subject to tech approval	26.5