

2020

# Woodbridge Kart Club Driver's Handbook



The nation's oldest, largest and friendliest kart club  
[www.woodbridgekartclub.com](http://www.woodbridgekartclub.com)

**2020**  
**Woodbridge Kart Club**  
**Sponsors**

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Contact information for the Woodbridge Kart Club (WKC)  
can be found on the WKA website:

**[www.woodbridgekartclub.com](http://www.woodbridgekartclub.com)**

WKC is an affiliate for the World Karting Association (WKA).

Contact information can be found on the WKA website:

**[www.worldkarting.com](http://www.worldkarting.com)**



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# Introduction

**T**he Woodbridge Kart Club (WKC) is a non-profit organization whose purpose is to organize and sanction kart competition activities. Its primary concerns are to provide participants a safe, well-organized racing program, with adequate insurance protection, and a wholesome family environment for the sport of karting. WKC strives to promote the sport, encourage young people to pursue their mechanical interests and provide a place for the proper use of racing karts, while emphasizing safety, fun, close competition, sportsmanship and fair play.

The club's history is somewhat vague. There are only a few current members who were members when the club was first organized. To their best recollection, the club was established in 1960. Records show the club was incorporated in 1969, making it one of the oldest karts clubs in the U.S.

According to an article in the September 1983 issue of *Summit Point Magazine*, written by Bob Grenier, WKC members competed in the early '60s in the Virginia State Championships at Ellerson, VA, and raced at Marlboro Speedway in Maryland. Sometime in late 1960, WKC began a search for property to build a home track.

In 1961, suitable property was located on Smoketown Road in Woodbridge, VA; it was leased from the owner for \$500 a year. A dirt track was constructed and racing was held at the track on Sunday afternoons. Members also raced on Friday nights at Scott Winfield's kart track in Lake Jackson, VA, and on Saturday nights at the Prince William County, Virginia, Fairgrounds.

The first asphalt track in the area was constructed in Woodbridge in late 1961; it was a 1/8-mile oval with banked turns. The flagman for WKC then, and until his retirement in 1994, was Arnold Heflin. Arnold was a Life Member of WKC and was inducted into the World Karting Association (WKA) Hall of Fame.

In 1965, many of WKC's members raced for the first time on a road course at Virginia International Raceway (VIR) in Danville, VA—WKC's enduro program was born. During the late '60s, enduro racing also was held at Marlboro Speedway. In 1970, WKC decided to establish Summit Point Raceway in West Virginia as its home track. Due to Virginia International Raceway's repaving project, we will not be racing at VIR in 2016; we anticipate returning in 2017.

For the past several years, WKC has been the premier enduro club in the nation. The club is known for innovative karting programs and serious—but fun—racing. Summit Point and VIR both are considered challenging tracks. The club also has held events at the New Jersey Motorsports Park (NJMP) and the North Carolina Center for Automotive Research (NCCAR) facilities.

It's difficult to predict what is in store for WKC, but one thing is for certain: As long as there are people who love the sport of karting as much as WKC members love it, there always will be a place to enjoy roadrace karting—the best value in motorsports!

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# 1. Event information

Specific event information can be found on the WKC website or, in the case of a WKA National, on the WKA and/or WKC websites. This information may include the:

- event schedule
- daily schedule
- minor waiver
- pre-race safety tech sheet
- event entry form and fees
- parking, electric hook-ups, entry times, etc.
- driver meetings and practice times and order
- pit pass prices and requirements
- other important event information

**Please note! Pit passes are required for anyone entering the paddock and/or hot pit areas at any WKC event—no exceptions!**

## 2. Other good stuff

**Paying jobs and volunteers** If you or a member of your family, pit crew or a friend are interested in working at the track on the race weekend as a volunteer or in a paid position, please contact the current WKC vice-president. WKC is always looking for persons who are willing to fill in or perform a job throughout the racing season. The only qualification required is a willingness to learn and help. By volunteering, you will be showing your support for WKC and help keep our costs of racing to a minimum.

**WKC membership and meetings** We invite you to become an active member of the Woodbridge Kart Club. You do not have to be a driver to be an active member. By becoming an active member, you will be showing your support for WKC and you will have a vote in the affairs of the club. WKC holds membership meetings at the track on event weekends and at the Swap/ Members Meet. Information can be found at [www.woodbridgekartclub.com](http://www.woodbridgekartclub.com), or contact any club member or sponsor. Club meetings are a good place to meet other karters and enjoy some “bench racing,” and the best place to voice your opinions about how your karting program is managed. The meetings are open to the public.

**Sponsorship Program** The club encourages members to help the club financially by becoming a sponsor. Details can be found on the WKC website.

## 3. General rules

**Spirit and Intent** Karting is a sport intended for fun and enjoyment for the whole family. All rules and regulations have been designed to this end by setting a standard by which karting will be guided. Officials at all WKC events are authorized and empowered to decide if a competitor has taken an unfair advantage of a rule or lack thereof that is not consistent with the spirit and intent of these rules and regulations and may penalize the competitor appropriately.

**Disclaimer** The policies, rules, regulations and procedures set forth herein are designed to provide the orderly, safe conduct of racing events and to establish minimum acceptable standards and require-

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ments for such events. These policies and any policies that may be added/amended shall be used at all WKC-sanctioned events. No expressed or implied warranty of safety shall result from publication of or compliance with these rules, regulations, policies or procedures. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury, death or the loss of property to those who choose to participate.

**Alcohol and illegal drugs** Any use of alcoholic beverages by persons with WKC/WKA event wrist bands (pit pass) on the track premises during the race day will result in expulsion from the track and loss of membership. Any use of illegal drugs by persons at the track will be turned over to the legal authorities and will also result in expulsion from the track and loss of membership. After the track is closed for the day, the local laws governing the use of alcohol will apply. Drivers are reminded that they are responsible for the members of their pit crew.

**Foul language** The use of foul or abusive language, or unsportsmanlike conduct, shall be cause for expulsion from the pit area and/or track. Anyone using abusive language toward any race official, or persons making threatening remarks directed to any race official shall be expelled from the pit area and track. Drivers are held accountable for the conduct of their pit crew, family members and friends. Any competitor expelled from the day's event or for the entire event shall not receive any points for that day or event and is not entitled to any refund of any monies spent for that day or event. Persons expelled are subject to further action as deemed appropriate by the Board of Directors.

**Pets** All pets must be leashed at all times and are not allowed in the hot pit area. You must clean up after your pets

**Be respectful** It is important to remember we are all guests of the tracks. Please act accordingly by respecting their property and your fellow race enthusiasts. Please clean up your pit area by picking up paper, drink cans, etc., at the end of the weekend.

**Children** It is very important that children are not left unattended. Children are welcome and encouraged to visit the pit areas; however, they should not visit these areas unless an adult accompanies them. Children are not allowed in the hot pits during practice or the running of a race unless they are a competitor or accompanied by an adult. The sport of karting is a great place to introduce young people to the mechanics involved in motorsports.

**Pit Vehicles** Regulation of pit vehicles varies by track. Please inquire at registration and/or the entry form for the requirements for that facility. As a general rule, bicycles, push scooters, razors, motorized scooters and golf carts are permitted in the paddock area, but not in the hot pits. No off-road or off-trail riding on any vehicle is allowed. Pit vehicles' speed and use must be appropriate for the conditions. Individuals are expected to use common sense and act responsibly; complaints will lead to the loss of this privilege for all. Parents are responsible for the actions of their children. Children under the age of 16 are not allowed to operate motorized pit vehicles but may operate non-motorized bicycles, skateboards and scooters in the paddock area after the close of the racing day.

**Fuel and oil disposal** At SPR, a fuel and oil dump is provided near the gas shed. Do not dump fuel, oil or other liquids on the ground. Check with club officials at VIR or other facilities for fuel and oil disposal.

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## 4. Competition rules and classes

The Woodbridge Kart Club is an affiliate of the World Karting Association and follows the WKA's competition rules per the current issue of the *WKA Technical Manual* available from the WKA offices. It is included with a WKA membership. This includes a modified points structure, protest procedures, pre- and post-race tech procedures, etc.

There are, however, several WKC Local Option Classes that are covered either in part or in full in this handbook. Any questions should be directed to the WKC Board of Directors.

### Sprint road-racing classes

**General** WKC class rules follow WKA rules with the exceptions and additions noted below. Classes with "WKC" in their names are WKC only.

**WKC Competition Classes** Whenever possible, WKC will follow the current WKA Roadrace class structure. For those classes, please refer to the current copy of the *WKA Technical Manual* and whatever *Tech Updates* (located on the WKA website) that may apply to those classes.

**Please note: not all classes listed in this handbook will be offered as a competition class at all WKC events. In many cases, there are simply not enough entries to warrant a separate class. If you have questions, consult the WKC Pre-registration forms, or contact the WKC Board of Directors.**

#### WKA Sprint Classes covered by the WKA Technical Manual, Section 362:

- Cadet Sportsman LO206 Final 1 & 2
- Junior LO206 Final 1 & 2
- Junior Animal Final 1 & 2
- Animal Sprint Final 1 & 2
- LO206 Sprint Final 1 & 2
- Clone Sprint Final 1 & 2
- CIK/LO206 Sprint Final 1 & 2
- Junior Sprint Final 1 & 2
- Tag Junior Final 1 & 2
- Yamaha Sportsman Sprint Final 1 & 2
- Yamaha Sprint Final 1 & 2
- WKA Sprint Final 1 & 2
- IAME Sprint Final 1 & 2
- Tag Heavy Final 1 & 2
- Stock Honda Final 1 & 2
- 125 Sprint Shifter Final 1 & 2
- KA100 Sprint Final 1 & 2
- KA100 Sprint Junior Final 1 & 2

The following are classes known as Local Option (LO) classes, which are classes offered by WKC over and above the national-level WKA level classes listed above. Also denoted by "WKC" preceding the class name.

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## WKC CADET SPORTSMAN 1 & 2

The intent of this class is to allow drivers ages 7-11 the opportunity to learn driving and mechanical skills. Though this is not a championship class, scales and post-race tech are mandatory. These rules are subject to change at the discretion of the WKC Board of Directors at any time. Please keep in mind, this is a class for young drivers as a learning experience and not intended to be for hard-core competition. Parents: Keep this in mind!

DRIVERS' REQUIREMENTS: Age 7-11. WKC "K" Road Racing License required.

ENGINES:

Comer K-80

Yamaha KT-100

Briggs Raptor

Briggs Animal

Briggs Animal Pro-Gas

Briggs Animal LO206

Clone

FUEL: Spec gas and oil for Yamahas and Comers; methanol for Briggs Raptors and Briggs Animals; pump gasoline for Briggs Animal Pro-Gas, LO206 and Clones.

CARBURETOR: Comer K-80, stock; Yamaha, Walbro WA55B; all Briggs, stock; Clones, stock.

EXHAUST: Comer K-80, stock; Yamaha, RLV SSX-V#7548; all Briggs and Clones must run RLV exhaust silencer.

WEIGHT: 250 lbs. minimum.

TIRES: Front tires 4.5 x 10-5; rear 4.5 or 6.0 x 5. Competitors may use compounds from Dunlop, Bridgestone, Vega, Hoosier or MG only.

GEAR RATIO: Spec ratio is 5.75 minimum with no maximum for Comer and Yamaha. Spec ratio is 2.73 minimum with no maximum for Briggs Raptor, Animals, Animal Pro Gas, LO206, and Clones.

CLUTCH: Comer K-80, stock

Yamaha, engine or axle clutches are permitted.

Briggs Raptor, Animal, Animal Pro Gas and Clone, any dry engine clutch is permitted.

CHASSIS and BODYWORK: Per the current issue of the *WKA Technical Manual*. See sections pertaining to "Manufacturers Cup" (200); "Gold Cup" (250); and "Road Racing Sprint" (350).

ENGINE TECH: Please note that all engine rules are per the current *WKA Technical Manual*.

All karts in the top five are subject to tech and must report to the impound area immediately after crossing the scales.

The following sections of the current *WKA Technical Manual* apply with respect to engine and restrictor specifications.

MANUFACTURERS CUP, section 200

Cadet Sportsman

Yamaha Sportsman

GOLD CUP, section 250

Briggs Sportsman 1

Briggs Sportsman 1 Pro Gas Animal

Briggs Sportsman LO206

Sportsman Clone 1

BRIGGS RAPTOR, 5 HP, stock with a 0.425" (purple) restrictor on the intake.



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## WKC JR CIK FINAL I & 2

DRIVER AGE: 12-15. WKA Road Race Class 3.

ENGINE: Yamaha KT00

FUEL: Spec Fuel.

MINIMUM WEIGHTS: 320 lbs.

EXHAUST: Whatever agreed on by competitors.

TIRES: Open tires.

OTHER: 1) no axle clutches allowed. 2) CIK-style bodywork only, conforming to all dimensions listed in Section 200 (*WKA Technical Manual*, except the forward "C" dimension).

Bodywork, material and construction per *WKA Technical Manual* section 200. 3) Frame and overall dimension; wheels and tires; steering specifications; brakes; fuel system; bodywork; bumpers; and seat per *WKA Technical Manual* Section 200 except where noted. 4) A dual brake system is not required.

## WKC OPEN SPRINT FINAL I & 2

In addition to the generally accepted technical requirements of this class, WKC will allow any CIK-styled chassis with air-cooled Yamaha or similar engine configuration to compete without the requirement of a dual braking system.

## Laydown road-racing classes

**WKC Competition Classes** Whenever possible, WKC will follow the current WKA Road Race class structure. For those classes, please refer to the current copy of the *WKA Technical Manual* and whatever *Tech Updates* (located on the WKA website) that may apply to those classes. Those classes not covered by the WKA are classes unique to WKC and will be covered separately, either in this handbook or in the WKC Vintage Rules.

**Please note: not all classes listed in this handbook will be offered as a competition class at all WKC events. In many cases, there are simply not enough entries to warrant a separate class. If you have questions, consult the WKC Pre-registration forms or contact the WKC Board of Directors.**

### WKA Laydown Classes covered by the WKA Technical Manual, Section 312:

Junior Enduro Final I & 2

Yamaha Sportsman Medium Final I & 2

Yamaha Sportsman Heavy Final I & 2

Yamaha Senior Final I & 2

100c Piston Port Final I & 2

100cc Controlled Final I & 2

Formula 100 Final I & 2

Formula 125

Unlimited Final I & 2

B-Stock

X30 Final I & 2

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The following is known as a Local Option (LO) class, which are classes offered by WKC over and above the national-level WKA level classes listed above. Also denoted by "WKC" preceding the class name.

### **WKC CLASSIC CONTROLLED**

DRIVER REQ: WKC "A" License or equivalent.

ENGINE: Same as 100cc Controlled. Exceptions: No Atomik, Parilla TT75, PC93,

Piston Port or newer ICA reed engines allowed

WEIGHT: 385lb.

FUEL: Gas and oil

NOTE: NO PISTON PORT ENGINES ALLOWED

## **WKC Vintage Enduro Series**

**Note:** There are two rules sets governing the Vintage classes during WKC events. The first listed below, "**2020 Vintage Enduro Class Rules**," are the generally accepted rules used during WKA National, AKRA, DART and/or CES combined events.

The second rules set, "**WKC 2020 Vintage Local Option Class Rules**," may be used in the place of the above-noted rules set. Generally, these are used during WKC ONLY events, where WKC Vintage competitors likely are the only participants.

## **2020 Vintage Enduro Class Rules**

*Approved by AKRA/Dart Kart/CES*

### **General Rules:**

1. **Safety Tech**—Sanctioning body safety tech and general rules apply to all vintage classes for karts and all personal safety gear
2. **Chassis**—Design must be 1990 or older: No bodywork allowed. Floor pans must be within the width and height of the main frame rails and end before the rear bumper.
3. **Tanks/Nerfs**—Aluminum tanks or nerf bars allowed. If using plastic tanks and nerf bars, tanks shall be properly attached. Nerf may use a flat panel attached to the perimeter of the hoop area of the nerf bar or a single number panel.
4. **Brakes**—Upgrades are allowed. One six-inch hydraulic disc brake is the minimum allowed on Vintage USA karts. All other Vintage karts are required to have two separate hydraulic braking circuits and a means to prevent complete failure if one circuit fails.
5. **Race Length**—All races will be 30 minutes, unless otherwise specified by the Race Director.

### **Classes:**

#### **I. Vintage Twin**

- Vintage Twin may be combined with Vintage Open at the discretion of the sanctioning body or promoter or if there are three or fewer entries in Vintage Twin.
- Age 18 & older
- Two listed Vintage Open Engines, all other Vintage Open rules apply

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## 2. Vintage Open

- Age 15 & older
- Eligible Engines: Atlas I; BM-96/96TT/97TT/100/104/107/130; Dap T-60/T-62/T-72/T-80/T-80A/T-80R/T-81; Hewland Arrow KE3/KE4; Komet K-29/K-30/K-35/K-55/K-77/K-78/K-78TT/K-88/K-88TT/K-99/K-299; Manx; Margay LMR; Parilla SS-21/SS-22/SS-23/SS27TT/TT-25; PCR 135R; TKM S-89/S-89TT/FF-99/FF-99TT/V/L; All Vintage Piston Port engines, All Vintage USA engines
- Engines will be stock appearing with one or two butterfly carburetor(s)
- Manifold—stock or 90 degree permitted
- Clutch— Any dry clutch/Horstman black or blue/SMC gold/Burco wet is legal
- Open Pipe/No minimum weight/Open Fuel—no banned additives permitted

## 3. Vintage Piston Port/USA

Vintage USA may be separated from Vintage Piston Port and run as a separate class at the discretion of the sanctioning body or promoter or if there are three or more Vintage USA eligible karts entered.

- Age 15 & older
- Eligible PP Engines: Yamaha KT-100, ARC, Dap T-50, TKM BT-82, PCR PP-100, PRD
- PP engines will be stock appearing with Walbro WB3A carb only
- PP—Race gas & oil only, no other additives permitted
- PP—Any dry clutch or Horstman black or blue clutch or SMC gold is permitted
- Eligible Vintage USA Engines: 100cc McCulloch; 125 cc McCulloch; 135cc West Bend; any other US-built 100cc fan-cooled reed motor
- USA engines will be stock appearing with one or two HL, HR, Burris or Mac carburetor
- USA—Race gas & oil or methanol & oil, no other additives permitted
- USA—Any drum-type engine clutch, Horstman 4 or 6 spring DXL, or any dry drum-type axle clutch (i.e. Bystrom, Hegar, Hartman, Proline, Tripp) is permitted
- PP & USA—Open Pipe/No minimum weight.

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# WKC 2020 Vintage Local Option Class Rules

## Classes:

### I. WKC LO Vintage Euro

- Age 15 & older
- Eligible Rotary Valve Motors: BM-96, 96TT, 97TT, 100, 104, 107; Dap T-80, T-80A, T-80R, T-81; Hewland Arrow KE3, KE4; Komet K-77, K-78, K-88, K-88TT, K-78TT; Manx; Parilla SS-21, SS-22, SS-23, SS27TT; TKM S-89, S-89TT, FF-99, FF-99TT
- Eligible Reed I Motors: Dap T-72; Margay LMR
- Eligible Reed II Motors: Komet K-55; Atlas I
- All Vintage Piston Port motors listed in 2020 Vintage Class Rules
- All Vintage USA motors listed in 2020 Vintage Class Rules
- Engines represented as stock are expected to have stock exhaust port size and height and stock reed cages, as noted. Carburetor bore, exhaust ports, and fuel can be checked as required. Oversize pistons are allowed.

- Foreign engines may be modified to use Motoplat ignition in place of points.
- Rotary Valve motors—any Tillotson HL carburetor; single or double pumper; that bolts directly to a stock manifold is permitted.
- Race gas & oil only, except for karts running under Vintage USA rules, which can run race gas & oil or methanol & oil. NO ADDITIVES other than oil are allowed.
- Clutches—Any dry clutch or Horstman black or blue clutch or SMC gold clutch or Burco wet clutch is legal.

**WKC LO Vintage Euro Specifications and Weights as follows:**

CLASS	ENGINE	CARBURETOR	MANIFOLD	PIPE	WEIGHT
EURO	Approved rotary-valve controlled stock	HL	Stock	Open	355
EURO	Approved rotary-valve stock-appearing	HL	Stock	Open	385
EURO	Approved Reed I controlled stock	HR or Burris 1.195" max	Stock <u>or</u> 90 degree	Open	355
EURO	Approved Reed I Stock-appearing	HR or Burris 1.195" max	Stock <u>or</u> 90 degree	Open	370
EURO	Approved Reed II Controlled stock	HR or Burris 1.195" max	Stock <u>or</u> 90 degree	Open	370
EURO	Approved Reed II Stock-appearing	HR or Burris 1.195" max	Stock <u>or</u> 90 degree	Open	385
EURO	Approved Vintage Piston Port	Walbro WB3A 0.950" max	Stock	Open	370
EURO	Approved Vintage USA (methanol & oil or gas & oil)	HL, HR, Burris 1.195" max <u>or</u> two HL 0.900" max	Open	Open	300

**2. WKC LO Vintage USA**

- Age 15 & older
- Eligible motors: 100cc McCulloch; 125 cc McCulloch; 135cc West Bend; any other US-built 100cc fan-cooled reed motor
- Engines represented as stock are expected to have stock exhaust port size and height and stock reed cages, as noted. Carburetor bore, exhaust ports, and fuel can be checked as required.
- Oversize pistons are allowed to the following sizes to allow salvaging cylinders bored to the limit.
  - 100cc McCulloch - 2.290" max
  - 125cc McCulloch - 2.360" max
  - West Bend 820 engines cannot be bored, but replacement cylinders are available
  - West Bend new manufacture "Copperhead" blocks and manifolds are not considered stock, but may be used in open classes

- Ignition upgrades are allowed on stock and stock-appearing USA engines in the form of electronic modules to replace the breaker points and self-contained electronic ignitions to replace the stock coil without machine work.
- Race gas & oil or methanol & oil. NO ADDITIVES other than oil are allowed
- Clutch—Any drum-type engine clutch or Horstman 4 or 6 spring DXL or any dry drum-type axle clutch is allowed (i.e. Bystrom, Hegar, Hartman, Proline, Tripp)

### WKC LO Vintage USA Specifications and Weights as follows:

CLASS	ENGINE	CARBURETOR	INDUCTION	PIPE	WEIGHT	FUEL
USA	100cc stock McCulloch	HL, HR, Burris, Mac 1.195" max.	Open	Open	300	Gas & oil
USA	100cc stock McCulloch	HL, HR, Burris, Mac 1.195" max.	Open	Open	335	Methanol & oil
USA	100cc stock-appearing McCulloch	HL, HR, Burris, Mac 1.195" max. or two HL 0.900"	Stock reed cage	Open	350	Gas & oil
USA	100cc stock-appearing McCulloch	HL, HR, Burris, Mac 1.195" max.	Stock reed cage	Open	385	Methanol & oil
USA	125cc stock McCulloch	HL, HR, Burris, Mac 1.195" max.	Stock reed cage	Open	385	Gas & oil
USA	125cc stock-appearing McCulloch	HL, HR, Burris, Mac 1.195" max.	Stock reed cage	Fixed	410	Gas & oil
USA	Stock West Bend 820	HL 334a 0.790" max.	Stock reed cage	Fixed	350	Gas & oil
USA	West Bend 820	HL, HR, Burris 1.195" max. <u>or</u> two HL 0.900" max.	Open	Fixed	385	Gas & oil
USA	Any other US built 100cc fan-cooled reed engine	HL, HR, Burris 1.195" max. <u>or</u> two HL 0.900" max.	Open	Open	330	Methanol & oil

**Start Procedures**—WKC LO Vintage USA and WKC LO Vintage Euro classes, unless the Race Director decides otherwise, will have a LeMans start, where the driver runs across pit lane and gets in the kart. The driver must be in the seat before the engine is started. If a driver is unable to run across the track, then either the person who will start the kart must run in their place, with the starter on the pavement at 90 degrees to the crankshaft, or the driver must wait to start until the pack has left the grid. Any infraction of the LeMans start, i.e., running before the flag or starting the engine early, will be considered the same as leaving before the flag and subject to the same penalty.

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## 5. Pre-race safety tech

Pre-race safety tech is required on all karts and driver safety equipment before entering the race course at any WKA/WKC events. The specifics are covered in the current *WKA Technical Manual*. WKC also requires a WKC Pre-Tech Sheet be filled out and turned in at registration by the owner and/or driver of EACH kart before entering the track.

## 6. Track rules and procedures

**Fire extinguishers** WKC competitors must have a 2.5lb. dry-powder fire extinguisher in their possession.

**Pit passes** Pit passes are required of all persons entering the track premises, regardless of age or requirement for being on the track premises. The WKC contract with the tracks clearly state that the club will ensure that all participants on and off track sign an insurance waiver before entering the track. Because the consequence for the club is loss of racing privileges at the track, anyone found without a signed waiver will be escorted out of the track and will lose their club membership status. WKC pays for pit passes for any person less than 8 years of age to encourage families and spectators to participate in the sport.

**Kart Number** The WKC assigned kart number must be displayed on the nose and both sides of the kart. The number identifies the driver and cannot be used by anyone else. Non-members racing at WKC club events will be assigned a permanent number for the race weekend in a range above those used by club members.

**Grid Position** Grid position for club races is based on the order in which competitors register for the race. Please note, the top three starting positions will be reserved for the top three point finishers from the previous season. However, those competitors wishing to take advantage of this, MUST pre-register. The option does NOT apply to WKA National events. All competitors using the pre-registration option will be gridded ahead of any competitor registering at the track. The postmark on pre-registration letters or the club's online registration system is used to determine the order of registration to make the process as fair as possible, no matter where the competitor lives. The earliest and latest dates permissible for postmarks on pre-registration letters for each club race weekend are specified on the pre-registration forms. The pre-registration letters are sorted by postmark, with those for each day mixed together in a separate group. Then, starting with the group of letters with the earliest-allowed postmark, letters are randomly selected to open and enter into the registration database. Once all the letters with the first-allowed postmark are entered into the registration database, a letter from the group of letters from the second-allowed postmark will be randomly selected and entered into the registration database and so on. Letters postmarked before the specified postmark period will be held one day for each day postmarked early as a penalty. Order of competitor registration at the track determines the remainder of the grid positions for each class. The club Board of Directors determines the order of classes on the grid at the beginning of each season. Grid position order for each class and race group will be announced by the grid official organizing the grid for each race. This system of grid positioning also applies to those individuals using the WKC online registration option.

**Pre-registration** Competitors may use the WKC pre-registration form in the club newsletter or on the WKC website, [www.woodbridgekartclub.com](http://www.woodbridgekartclub.com), for club races. You must use the entry form on the WKA website for the WKA Nationals. This may also be available on the WKC online pre-registration option.

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**Pre-registration Cancellation** Competitors can cancel a pre-registration by notifying the race registrar no later than the pre-registration close date (see published entry form for official date). The race registrar's phone number and email address are on the pre-registration form. Any refund due will be mailed after the race weekend has been concluded and only if notification is received as stated above. No refunds are made after the start of the race weekend.

**Pre-registration Check-in** is required for all WKC events, including WKC-hosted WKA Nationals. At WKC-hosted WKA Nationals, you will receive your grid information, as well as kart numbers, that have been assigned for the event. Pre-registration pickup will take place at track registration during registration hours.

**Registration at the Track** Registration at the track will open at 8am for Friday practice days and at approximately 7am on Saturdays and Sundays of any race weekend. The competitor must present to the registrars the following documents when registering at the track or picking up the WKA National pre-registration:

- Pit pass. A photo identification may also be required.
- Check, money order, credit card or cash for entry fees, if due.
- Minors (ages 12-18) require a "Minor Release of Liability" form completed and signed by the parent or legal guardian. Forms are available at registration.
- Minor drivers (ages 8-17) must have a copy of their birth certificates on file at registration in order to compete. The Board of Directors reserves the right to examine the original birth certificate.

**Radio Registration** All drivers who wish to use a radio system are required to register their frequencies at Driver Registration. Drivers must bring all radios with them to registration and specify the frequency to be used. Frequencies will be verified at that time via scanner. All frequencies will be monitored throughout the event weekend. No scrambling or encryption of transmission is permitted. Driver/crew must use only the frequency they have registered. Anyone found using a non-registered frequency will be disqualified. See *WKA Technical Manual* for additional radio system rules of use.

**Drivers in Multiple Classes in One Race Group** Rental transponders are available for competitors entered in multiple classes in the same race group at WKC regional races. The competitor must provide a transponder mount for each rental unit used. The driver will be gridded in the slower, or later gridded, class. The transponder must be returned at the end of the race.

**Race Cancellation** There are no refunds for a race cancellation. Competitors cannot register for and claim race-cancellation points after registration closes for the event or the race director has canceled the race, whichever occurs first.

**Insufficient Funds** Persons who register by check with non-sufficient funds (bad check) will be banned from any future WKC-sanctioned events until the funds are paid in full, plus a \$25 returned-check fee. Once the funds are paid in full, they will be required to register with cash or certified funds until notified otherwise.

**Mandatory Drivers' Meeting** All drivers must attend and all engines must be stopped while the mandatory drivers' meeting is conducted. Drivers will receive valuable information and updates as to how the race weekend will be conducted. Much of the information is important to the safety of all competitors. Drivers who miss or are late to the meeting will be docked one practice session for the first offense. The race director can take further action for any further tardiness or absence. The sooner the drivers arrive for the meeting, the sooner practice begins and the longer it lasts.

**Helmet Inspection** WKC will use a current-year sticker for helmet inspection. This sticker is available at the pre-tech area or at the end of each drivers' meeting. Once you receive a sticker, it is good for each race during the current year racing season.

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**Novice School and Practice** When appropriate, a novice school is conducted in the registration building immediately following the mandatory drivers' meeting on each practice and race day. Attendance is mandatory for all first-time drivers and is recommended for drivers who are racing at Summit Point Raceway, VIR, etc., for the first time. Novices attending the class should have their driving gear with them and their karts ready to go on the track. A special novice practice session will be held at the end of the first round of practice where an experienced driver will lead one or two laps, demonstrating the correct line, before pulling into the pits and letting the novices complete the session on their own. Novice drivers will be gridded at the rear of their race class, regardless of the registration-assigned grid position. They may be required to place an X on the back of their helmet.

**Practice, General** Race rules and procedures apply to all practice sessions. Extreme caution shall be exercised during practice sessions because of the mixed grouping of karts and drivers. A checked orange-and-white flag will be displayed on the front straight and/or flag stations to mark the end of your practice session. When you receive this flag, proceed around the track and return to the pits on that lap. The hot pit lane must be cleared of all karts and equipment immediately following the final practice session to prepare for the day's racing on schedule. Drivers must meet all competition eligibility requirements to practice and their karts must have passed pre-race inspection. Any driver on the track during a practice session that is not in the correct practice group or not meeting competition eligibility will be banned from further practice and/or competition for that weekend.

**Practice Days** The Friday before three-day race weekends at each track will be a practice day. The day's schedule is the same as that for Saturday or Sunday race days through the mandatory drivers' meeting. Practice will begin after the drivers' meeting and last until the end of the day.

**Practice-Day Fee** Consult the pre-registration forms for practice-day rates. Each driver registering for practice day will be provided a practice-day sticker that must be placed on the kart or driver's helmet as instructed by race officials. Drivers must register for a race class for that weekend to register for practice day.

**Morning practices** Practice on Saturday and Sunday mornings during race weekends will be conducted using four groups designated by a color and number (Group 1/Blue, Group 2/Pink, Group 3/Orange and Group 4/Yellow). These groups are arranged based on similar kart speed and characteristics. The practice designation group for each class is indicated on all club registration forms. Practice-group colors will be available in registration. Each driver must place the color for the group(s) on their kart. Any driver practicing in other than their assigned group without permission of the race director will be penalized one practice session for the first infraction. Subsequent incidents may result in more severe disciplinary action. Each practice session lasts approximately 6-9 minutes (4-6 laps). On occasion, groups are combined. Normally, disabled karts are picked up by tow trucks and returned to the pits after each group. Groups can be combined to increase practice sessions; be alert to changes announced at drivers' meetings and over the loudspeaker. Practice will begin after the mandatory drivers' meeting. When novices are at the track, a special session of practice for them will be held between the first and second rounds of practice.

**Practice Groups** There generally are four practice groups, plus Cadets. These groups are divided into karts of similar speed. You can consult the registration form for specifics. These groups also may be announced at the daily drivers' meeting. A generalized guide is listed below. However, be aware these groups may change at the race director's discretion. *If there is any question on which group you should practice with, please consult the race director.*

### **Group 1/Blue**

All 4-Cycle classes, all Junior Sprints, single-engine Vintage karts, etc.



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### **Group 2/Pink**

Single-engine pipe laydown to include 100cc Controlled Spec, 100cc Piston Port, Yamaha Sportsman, Junior Enduro, etc.

### **Group 3/Orange**

125 Shifter Sprint, Stock Honda, Tag classes, etc.

### **Group 4/Yellow**

B Stock, Formula 125, Formula 100, Controlled Limited, Unlimited, etc.

**Disabled Kart Procedures** If during practice or a race your kart becomes disabled and you are unable to coast into the pit area, move your kart well off the track to a safe location. Drivers are not allowed, under any circumstances, to push their karts back to the pit area. Corner workers will alert drivers of disabled karts of the end of the race or practice session either by blowing an air horn or by waving the driver onto the track. At that time, drivers are to move their karts to the edge of the track, put on their helmets and gloves and prepare to be towed back to the pits.

**Towing Procedures** Tow trucks will be dispatched between practice sessions and at the conclusion of each race to pick up disabled karts. When the driver is certain the practice session or race has ended and corner workers wave them onto the track, they are to move their karts onto the track. If the kart cannot be towed because of damage to the brakes, steering, tires, etc., the driver should help the tow truck operator load it in the back of the truck. If it can be towed, drivers are to have their helmets and gloves on and be in their karts. Ropes of different lengths with loops tied for handles are attached to the bumper of the truck. Drivers hold on to the rope loop with one hand and steer with the other. Drivers are to never attach the rope to the kart or wrap it around any part of their bodies. The tow truck will travel slowly around the track, stopping to pick up other disabled karts. Drivers must ride the brakes on their karts to keep slight tension on the rope to avoid slack. They are to hold on to the rope until arriving in the pits and certain they will not endanger others being towed when letting go of the rope. Drivers are never to throw the rope; lay it over the side of the kart and then brake gently to avoid running over it. If a driver is uncomfortable being towed, they should request that the kart be loaded in the back of the tow truck.

### **Cadet Procedure**

- Training: Cadets with no previous race experience are required to attend Novice School.
- Practice: Cadets are run on the track alone and will be practice Group 5/Green.
- Race procedure: Cadets generally are given a slightly shorter race time; e.g., 20 minutes. At the race director's discretion, the Cadet class may be combined into another race group.

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## 7. Racing rules and procedures

**Competition** All competitors are expected to be alert and give consideration to fellow drivers on the track to ensure safe racing. A competitor shall be immediately disqualified and is subject to additional penalties for bumping, bump drafting, blocking, pushing, crowding, chopping, rough driving, operating their kart in an unsafe manner or any other unsportsmanlike driving or conduct. Crew members are not allowed to enter any area at the track not available to general spectators during a race or practice.

**Reporting to the grid** Competitors are called to the grid for their races via the public address system. Competitors who do not report to the grid with their karts before the start of the drivers' meeting conducted before each race shall be placed in the rear of those karts on the grid. Competitors unable to make the call to the grid prior to the flag being dropped may join a race in progress only if they first report to the grid official of their intent and they take care not to interfere in the race. The competitor shall be scored for whatever laps they complete only if they follow these procedures.

**Starts** Competitors who have reported to the grid for a race are not permitted to start their engines until the flag has been raised to indicate one minute to the start of the race, with the exception of karts with water-cooled engines (see below). A competitor may have a maximum of one person to assist them on the grid in starting their engine. All starts are standing starts and no pushing of the kart by the driver or an assistant is allowed. Any competitor deemed by the flagman or grid official to have jumped the start of the race or to have been pushed by their assistant shall be penalized one lap for the infraction. The flagman will raise the green flag over his head to indicate one minute prior to the start of the race. After 30 seconds have elapsed, he will lower the flag to mid-chest. Approximately 30 seconds from that time, the green flag will wave to indicate the start of the race. If there is a split start, the green flag will be placed again mid-chest and at some time later (10-30 seconds) the flag will wave to indicate the start of the second race and so forth.

*Water-Cooled Engine Starts:* Karts with water-cooled engines may start their engines after the race drivers' meeting as directed by the flagman.

*Gearbox Kart Stall Restart Procedures:* Any gearbox kart that stalls at the green flag may be push-started only after all karts have left the grid, providing the kart and its pushers do not pass the pylons at pit-out. If they pass that point, the kart and driver will automatically be disqualified.

**Pushing** Pushing can be extremely dangerous and is grounds for immediate disqualification. Pushing, also called bump drafting, is defined as one kart pushing another for the purpose of increasing the speed of both karts. If race officials cannot see space between two karts running inline on the tracks, they will be considered pushing and will be reported to the flagman who will either show the offending drivers a rolled-up black flag as a warning or an unfurled black flag as notice to report to the pits. See *WKA Technical Manual* for penalty of disregarding a black flag. At the race director's discretion, a warning may be given at the Drivers' Meeting that may state that the official warning has been given; any evidence of pushing will be grounds for immediate disqualification with no additional warning.

**Blocking** Blocking is knowingly altering the direction of a kart to prevent another, faster kart from completing a pass in a safe manner. Karts in front have the right-of-way and are expected to hold their race line through corners and karts in the rear, even by a few inches, are expected to yield. Mirrors are permitted; however, they must be a fixed attachment to the kart (no wrist mirrors allowed). If race officials see what they consider blocking during practice or a race, it will be reported to the flagman who will either show the offending driver a rolled-up black flag as a warning or an unfurled black flag as notice to report to the pits. See *WKA Technical Manual* for penalty of disregarding a black flag.

**Two-Way Radios** Two-way radio communication between the pits and drivers is allowed. All crews wishing to use radios must present them at Driver Registration for inspection. Frequency to

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be used must be provided and will be verified via scanner at that time. NOTE: It is the driver/crew's responsibility to know your frequency. If you do not know your frequency, you will be prohibited from radio use until frequency can be verified. Any drivers/crew caught using an unregistered frequency will be immediately disqualified. WKC monitors two-way radio communications at the track and will penalize use of radios for unsportsmanlike actions. Unsportsmanlike actions include communications between the pit crew and driver or driver to driver; using the radio to help make a blocking maneuver on a kart preparing to pass or to enlist the help of another driver. The race director and club officials may take more severe action at their discretion based on the circumstances.

**Rough Driving** Rough driving is normally defined as hitting other karts deliberately to gain an advantage either by forcing them off the track, off line or to lose momentum. If race officials, to include corner workers, see what they consider rough driving during practice or a race, it will be reported to the flagman. If possibly incidental contact, the flagman will show the offending driver a rolled-up black flag as a warning. If flagrant or persistent violations, the flagman will show the offending driver an unfurled black flag as notice to report to the pits. See *WKA Technical Manual* for penalty of disregarding a black flag.

**Pitting** Drivers shall use extreme caution when entering and exiting the hot pit area. Be alert for pedestrians and other karts. Under no circumstances shall a competitor operate their kart in the opposite direction of traffic flow or exhibit any horseplay with a kart in the pit area; such actions shall be cause for disqualification. When exiting the hot pit area, the driver must yield right of way to all other competitors on the track and shall not enter the racing groove until they can safely merge with traffic. During practice, have respect for others and do not pit your kart where others have set up their equipment for practice.

**No Push Back/Engine Restart** A disabled kart cannot, under any circumstances, be pushed back to the pits. Drivers may not enter the pits from the track through pit out. If during a race the engine stops and the kart cannot coast into the hot pit entrance or the driver exits the kart with the motor not running in any area other than the hot pits, the competitor is considered out of the race at that point. If the engine stops and the kart is able to coast into the hot pit entrance, the driver may get out of the kart to effect repairs or get help to restart the engine and rejoin the race. A competitor may not restart their engine in any area other than the hot pits. Any competitor in violation of this rule shall be disqualified and is subject to further penalties to include expulsion by the race director and suspension upon review by the Board of Directors.

**No Push to Finish/Scoring** Karts must cross the finish/scoring line under their own power. Upon exiting the kart, the competitor is considered out of the race. Should the driver or others attempt to push it to the finish/scoring line, the driver will be disqualified.

**Signaling** A competitor is required to know and employ hand signals when operating their karts on the track. The following signals shall be used:

- One arm raised in the air: Competitors shall place one arm over their heads to signal following competitors of a hazardous condition ahead or when they or another competitor are slowing abnormally, pulling off course, not accelerating properly or entering the pits.
- Both arms above the head: Competitors shall raise both arms above their heads in a waving motion if they inadvertently come to a stop on the course in the path of oncoming karts as an indication they will not proceed from that position until all have passed and they can safely proceed.
- Pointing: Competitors shall point in the direction they intend to proceed to overtake a slower kart, thus signaling a following competitor during a "sling shot pass" of a slower kart. If a competitor recognizes a potential hazard on a kart ahead or behind them, they shall

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signal the driver of the kart, the flag person and corner workers by pointing to the kart. If a competitor cannot pass a slower kart because the slower kart is blocking, the competitor shall signal the flag person by raising one hand and pointing to the kart.

- **Patting the helmet:** Competitors shall pat the top of their helmets repeatedly with one hand to signal the corner workers and race officials that an incident involving a fellow competitor has occurred and immediate medical attention is probably required.

**Flags** Competitors are required to know and obey the following flags without question:

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

**Yellow:** A waving yellow flag indicates the track is at least partially blocked by an accident, emergency vehicle or objects that may have fallen off competing karts. Competitors who observe the yellow flag will use caution and hold their positions. No passing is allowed until the yellow flag can no longer be seen, but after leaving the area may proceed to race. Competitors who pass another competitor while in an area in which the yellow flag is being displayed shall be reported to the race director for assessment of those penalties that the race director may deem appropriate.

**Red:** Indicates an incident has occurred that requires the ambulance to be dispatched and that the race or practice has been stopped. If it is displayed during a race, competitors shall slow down immediately and return to the front straight at a reduced speed and with extreme caution, come to a stop in single file, shut down their engines and await instructions from race officials. No work may be done on a competitor's kart unless approved by the race director and then only for safety-related reasons. If the race is half over, the race shall be considered a complete race and scoring shall revert back to the lap prior to the red flag having been displayed. If displayed during practice, the competitor shall slow down immediately and return to the pits at a reduced speed and with extreme caution.

**Black:** When displayed as a rolled flag and pointed at a competitor, it is a warning that the competitor is bordering on disqualification and/or suspension, usually due to a driving infraction. When displayed unfurled and pointed at a competitor, it indicates something is wrong with that competitor's kart or that the driver is in violation of safe driving rules and is being penalized or disqualified. The driver must complete that lap at a reduced speed and report to the pits for repair or inspection by a race official. Failure to comply with the black flag will result in the competitor not being scored for laps after the black flag has been displayed. Failure to heed a black flag may also result in suspension of competition and/or membership privileges.

**Black-and-White Checkered:** Displayed at the finish/scoring line to indicate the completion of a race. Competitors receiving the checkered flag shall proceed at a reduced speed directly to pits and stop at the entrance to the weigh-in area.

**Orange-and-white checkered:** Displayed on the main straight or a specific corner station during practice to indicate that that practice session is complete. Competitors receiving the orange-and-white checkered shall proceed around the track at a reduced speed and return to their pits.

*Note:* The orange-and-white checkered flag also will be used to indicate the end of a 20-minute race that is running concurrently with a 30-minute race; or a 30-minute race running concurrently with a 45-minute race. After taking the orange-and-white checkered flag, drivers are to drive the remainder of the lap at a slightly reduced speed back to the pits, staying out of the racing line because racing will continue for the other classes.

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**Accidents and incidents** Competitors are expected to know and obey the following procedures without question.

**When injuries occur:** Competitors injured in an accident or incident are expected to move to safety if they are physically able and indicate they require medical assistance by patting their helmets and pointing to themselves. Anyone in an accident who remains motionless will cause the corner worker to report that a driver is injured and requires medical attention.

**Red-flag incidents:** A red flag shall be displayed and the ambulance dispatched for any karter who has flipped or has been thrown from their kart due to an accident or incident. Persons involved in an accident for which the ambulance was dispatched are required to complete an accident report as soon as possible for submission to the club's insurance company or sign a waiver if medical attention is declined before returning to competition.

**Ambulance procedures:** The ambulance attendants must check out any driver in a kart that flips or is thrown from their kart during an accident. In addition, the driver must ride back to the pit area in the ambulance, even if they decline medical attention. Any driver refusing to ride in the ambulance or allow the medical assessment will be suspended from further competition until approved to return by the Board of Directors. Certified emergency medical technicians staff the ambulance who will assess a driver's condition. If hospitalization is necessary, the ambulance will transport the driver to a nearby hospital.

**Hospital procedures:** Drivers taken to the hospital for treatment are responsible for their transportation back to the track. It is advisable for a family member or friend to either go with the driver or be made aware of the location of the driver's pit pass, insurance card, identification and keys. If a driver is at the track alone, they should notify any WKC official of this fact and WKC members will see that the driver's equipment is secured.

**Returning to competition:** Drivers involved in a red flag incident must be cleared by medical personnel before returning to competition. A competitor involved in a red flag incident during the race, but able to continue to compete when the race is restarted, shall be placed at the rear of the grid for the restart. The race director will determine that the competitor and their equipment will not pose a safety hazard to that competitor or other competitors.

**Accidents or incidents without injuries:** Drivers who are involved in an accident or incident that could be construed as serious, but the competitor is uninjured, shall signal the corner worker they are okay. Get out of the kart when it is safe to do so and immediately pull the kart as far off the track as possible to a safe location. If the kart has damage to the brakes, tires or steering components, it must go through safety tech before returning to the track. Tow-truck operators and WKC officials will remove the safety tech sticker from any kart they determine to have sustained mechanical damage requiring repair.

**Faking injuries:** If the race director deems that a driver purposely fakes an injury in an effort to bring out the red flag and stop the race in an attempt to better their position by getting the race restarted, the driver will be disqualified and subject to further action.

**Excursions and spinouts:** A competitor whose kart leaves the racing surface and the engine continues to run may rejoin the race, but only when it doesn't pose a hazard for the competitor or others. The competitor must re-enter the track at the nearest possible point compatible with the safety of themselves and others and without improving their position in the race.

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**Spec gas and oil** A number of classes have been designated as having to run spec fuel. The following are the policies and procedures that are used for the spec fuel rule.

- Spec fuel: Refer to the current *WKA Technical Manual*, WKA Tech Update and/or event registration form for approved oils and mix ratios.
- There are a number of classes that require gasoline without the addition of oil. This gasoline will be called out on the race registration form or on other official correspondence.

## 9. Post-race tech

**Post-race weight requirements** Minimum class weights are listed in the current *WKA Technical Manual* or this handbook. All competitors are directed to the scales immediately upon entry into the pits after a race. In addition to meeting the weight requirement, the following rules apply:

- Competitors that do not meet minimum weight for the class will be given a chance to move the kart off of the scales and then immediately back onto the scales to be weighed again. If the minimum weight is not met the second time, the competitor is disqualified and will receive zero points for the race.
- Competitors who do not weigh in immediately upon returning to the pits during or after a race, to include a competitor who never exits the pits at the start of a race, will be disqualified and will receive zero points for the race.
- Competitors are not allowed to drink or eat anything after a race until they are weighed. They must remain isolated from their family, friends and pit crew until after weigh-in. Failure to remain isolated may result in disqualification. The race director may waive this rule when weather so warrants.
- Any competitor who knowingly competes in a race under the weight required for that race or who refuses to weigh in when directed by the race director will be disqualified, receive zero points for that race and is subject to further penalties and/or suspension if it is deemed by the Board of Directors that the competitor displayed a blatant disregard for meeting the weight requirements.
- A competitor in a race who is injured during the race, resulting in the race being red flagged, may have their weigh-in requirement waived by the race director because of the driver being transported by ambulance for medical attention.
- If a kart fails to finish a race due to loss of a part(s) (e.g., wheel/tire, bumper, etc.), the race director may also waive the post-race minimum weight requirement.

**Post-race technical inspection** Competitors who unofficially finish in the top five positions of a race must report to post-race technical inspection for that race. Only the race director can waive technical inspection for a driver or a class and then only under circumstances that warrant such action. It is recommended that any competitors who believe they finished in the top 10 of a race report immediately after weigh-in for that race to the tech area and wait for the official finish to confirm if they must undergo tech inspection.

- Any competitor who is required to undergo post-race tech must report directly to the tech area after weigh-in for that race. Competitors required to undergo post-race tech who do not report directly and immediately or refuse to undergo post-race tech will be disqualified and receive zero points for that race. In addition, they are subject to further penalties, loss of season points and/or suspension that may be deemed appropriate by the Board of Directors upon review.

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- The race director shall have the authority to require any competitor's kart to undergo post-race tech inspection, regardless of finishing position.
  - A competitor who finishes in the top five of a race and is injured during the race, resulting in the race being red flagged, may have the requirement for that competitor to report to post-race tech waived by the race director if the competitor is not able to report because of the need for medical attention. A member of the competitor's pit crew must present the injured competitor's kart at post-race tech for post-race tech inspection to receive any points due the competitor.

**Disqualification** The race director shall have the authority to declare a competitor disqualified prior to, during or after any race for any infraction deemed appropriate for disqualification. Competitors who have been disqualified shall receive zero points for the race.

**Fuel and oil tech** Several grades of racing gas can be purchased at the tracks or nearby specified gas stations. The fuel for spec fuel classes should be marked on the pumps. The competitor is responsible for ensuring that their fuel and oil is legal for the class in which they are competing. The 2-cycle fuel/oil standard used by the tech inspector for legality in the non-spec fuel classes will follow the current *WKA Technical Manual*. The above also applies to those classes that do not require a spec oil mixture. For example, several 4-cycle classes that require non-racing gasoline.

- Spec gas and oil or spec gasoline-only regulations are listed on the entry form or as called out in the current *WKA Technical Manual*. The tech inspector may use a Digatron Gauge, "baby bottle" test, hygrometer test or any other test he deems necessary to compare a competitor's fuel sample with the standard samples maintained in tech.
- The race director, tech inspector or their designated representatives have the authority to require any competitor to undergo fuel and/or oil tests at the track, before or after a race, and have the authority to take samples of fuel and/or oil to be analyzed at an off-track laboratory. Drivers refusing to allow testing or taking of samples of their fuel and/or oil will be penalized and receive all possible penalties prescribed for a first offense fuel and oil disqualification.
- A competitor's fuel and/or oil that has been tested at the track and passes is subject to being considered illegal at a later date if samples have been taken and forwarded to a laboratory for analysis and the results indicate the presence of an unacceptable substance(s) or a percentage of a substance(s) greater than the acceptable standard for fuel and or oil.
- Any competitor using any substance(s) for or in combination with the fuel and/or oil that is not approved by WKA and/or WKC for use in a class shall be penalized as follows for a first offense during a race season:
  - The competitor shall be disqualified and receive zero points for that race and
  - The competitor shall be banned from participating in any additional classes for the remainder of the race weekend and may lose any points awarded or monies already spent for all classes the competitor has entered and/or competed for that weekend and
  - The competitor may lose all points that have been accrued by the competitor for the season in all classes in which the competitor has been awarded points.
- Any competitor using any substance(s) for or in combination with the fuel and/or oil that is not approved by WKA and/or WKC for use in a class shall be penalized as follows for a second offense during a race season in which any penalty was levied against the competitor for a first offense:
  - The competitor shall receive all possible penalties prescribed for a first offense and
  - Competitor shall be banned from participating in any WKC event for a period of 12 months from the date of the second infraction.

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## 9. Protests and appeals

**General** The following policies and procedures shall be used in filing any appeal or protest. Only a competitor of record can file a protest or an appeal. Only protests or appeals that are properly filed shall be accepted for consideration.

**Forms** The appropriate forms for filing protests and appeals will be maintained in track registration.

### Protests

- **Competitor's driving or conduct:** A competitor wishing to protest the driving or conduct of another competitor during a race must notify the race director immediately upon completion of the race of their desire to lodge a protest. If the race director is not available at the scales or pit out, the competitor should go to registration and request the race director or an assistant race director come to registration for the filing of a protest. The competitor must then submit a written statement detailing the reasons for protest to the race director no later than 30 minutes after the completion of race. The race director will investigate the alleged incident to the extent reasonable and render a decision in writing on the filed protest and notify all concerned.
- **Fuel and oil:** Any competitor may protest any other competitor's fuel and/or oil. A competitor wishing to protest another competitor's fuel and/or oil must notify the race director or post-race tech inspector as soon as possible upon completion of a race. The competitor must submit a written statement of protest and indicate they will pay any and all costs for lab testing in addition to a \$25 fee. Samples of the protested competitor's fuel and/or oil will be taken by the post-race tech inspector and submitted for lab testing. Results of laboratory testing shall be forwarded to the WKC Board of Directors for review and disposition.
- **Technical Inspection.** Any competitor may protest any other competitor's kart for technical compliance with the rules governing the class. A competitor wishing to lodge such a protest must notify the race director or post-race tech inspector as soon as possible upon completion of the race and prior to competitors being released from tech. After notification, the protest must be put in writing on the WKC protest form.
- **Race Finish and Points:** Protests of race finish and points must be made in writing to the race director within 30 minutes of the official race results being posted. Posting will be announced over the public address system. It is the competitor's responsibility to review the official results, regardless of being aware of the time of posting. The race director will investigate the alleged incident to the extent reasonable and render a decision in writing on the filed protest and notify all concerned.
- **Protest of season points:** Competitors are responsible for ensuring that their season point totals, as posted during the season and in the final season point standings, are accurate. In the event a competitor believes their season points total is incorrect, they must notify the WKC points director in writing within 30 days after the publication of the final points or it may result in the forfeiture of any trophies and/or awards that may have been due the competitor. The WKC points director will expeditiously forward, in writing, any protests of season points that they cannot resolve to the WKC Board of Directors for review and decision.

**Appeals** Any competitor penalized by the race director or as a result of a protest filed by a competitor may appeal the decision to the WKC Appeals Board. The appeal must be filed in writing immediately following the race director's decision. An Appeals Board composed of three officials



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appointed by the president of WKC Board of Directors will review the appeal. The Appeals Board will determine if the protest/appeal was properly filed and if additional information is available to overrule the race director's decision.

- Appeal of penalty: A competitor may appeal a penalty assessed by the race director or a WKC official by submitting an appeal in writing to the race director within 30 minutes of the penalty being assessed. The race director and the Appeals Board will conduct a review of the competitor's appeal to determine the circumstances of the penalty. The group can be augmented by technical expertise, as necessary, to determine if the appeal was properly filed and if the penalty shall stand or be reversed upon review of the equipment and/or facts surrounding the penalty. The competitor filing an appeal may be present to present any additional evidence to support their appeal and answer questions posed by the Appeals Board. The findings of the group will be final.
- Appeal of protest: A competitor may appeal a penalty assessed by the race director based on a protest filed by another competitor by submitting an appeal in writing to the race director within 30 minutes of the penalty being assessed. The race director and the Appeals Board will conduct a review of the competitor's appeal to determine the circumstances of the penalty. The group can be augmented by technical expertise, as necessary, to determine if the appeal was properly filed and if the penalty shall stand or be reversed upon review of the equipment and/or facts surrounding the penalty. The competitor filing an appeal may be present to present any additional evidence to support their appeal and answer questions posed by the Appeals Board. The findings of the group will be final.
- Appeal of disqualification: An appeal of a disqualification as a result of on-track behavior, at the scales or post-race technical inspection (i.e., engine legality, fuel, etc.) must be submitted in writing to the race director within 30 minutes of being disqualified and must show valid cause to reconsider disqualification. The competitor's kart and any components that are related to the competitor's disqualification must remain in the tech area under the direct supervision of the tech coordinator/inspector until disposition of the competitor's appeal or until released by the race director. The race director and the Appeals Board shall conduct a review of the competitor's appeal to determine the circumstances of the disqualification. The group can be augmented by technical expertise, as necessary, to determine if the appeal was properly filed and if the disqualification shall stand or be reversed upon review of the equipment and/or facts surrounding the disqualification. The competitor filing an appeal may be present to present any additional evidence to support their appeal and answer questions posed by the members of the review. An appeal that cannot be settled by the close of the event will require that the race director impound any equipment related to the disqualification. Penalties assessed will be as specified by this rulebook. The findings of the group will be final.

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# 10. Scoring and points

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**Scoring** Points awarded are subject to the following point-award policies and procedures:

- **AMB Scoring System:** An AMB electronic scoring system will record each kart equipped with a functioning transponder in the order each crosses the start/finish line each lap.
- **Transponder Use:** AMB electronic scoring transponders are mandatory and must be securely mounted. To work properly, they must be mounted vertically. Competitors who rent transponders must furnish their own mounting brackets. Transponders will not transmit through metal or carbon fiber (fiberglass or plastic is okay). A competitor may be disqualified and scoring may stop for any kart if the transponder fails to register on the system. It is the competitor's responsibility to ensure an operable transponder.

**Points Director** Official scoring and points shall be accomplished at the track by the WKC points director in accordance with the rules and procedures established in this handbook.

**Awarding Points** Points will be awarded to each qualified competitor in a race in the order in which they finish, unless they are disqualified by scales, by post-race tech or by order of the race director.

**Race cancellation** The race director shall have the authority to cancel any race for any reason they believe is appropriate. All competitors who have registered for a race prior to the race being cancelled by the race director shall receive 210 points. No one may register and claim race cancellation points after the race has been cancelled.

**Unable to race** Any registered competitor unable to race for any reason may receive last-place finishing position points for that race as long as they are registered before the race starts. The competitor will receive the next-finish position after the finish positions of those competitors who crossed the scoring line during the race and/or takes the green flag denoting the start of the race. This is at the race director's discretion. The competitor does not have to report to the grid or scales to receive these points.

**Last-place finish position points** Any registered competitor eligible to receive last-place finish position points for a race shall receive those points awarded for the next-finish position after the finish positions of those competitors who crossed the scoring line a minimum of one time during the race and were not disqualified and/or takes the green flag denoting the start of the race. This is at the race director's discretion. The competitor does not have to report to the grid or scales to receive these points, but must have been registered by the start of the race.

**Relief drivers** Relief drivers get no points and must be signed in at registration as a "Relief Driver" or the principal driver and kart shall be disqualified. The principal driver must start the race and cross the scoring line a minimum of one time to be eligible to receive any points that would be due the principal driver. The driver change must occur in the hot pit area under the supervision of race officials. During weigh-in, both the principal driver and kart and the relief driver and kart must make the weight requirement for the class.

**Protest of race scoring and points** All protests of scoring and/or points awarded for a race must be made in accordance with protest procedures in Section 9.

**WKC Board of Directors reserved rights** The WKC Board of Directors reserves the right to amend any part of the procedures and policies governing scoring and points awarded at any time as the need may arise.

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**WKC points chart** The points chart below shall be used to determine the points awarded:

1. 200 pts.	11. 75 pts.	21. 29 pts.	31. 19 pts.	41. 9 pts.
2. 175	12. 70	22. 28	32. 18	42. 8
3. 155	13. 65	23. 27	33. 17	43. 7
4. 140	14. 60	24. 26	34. 16	44. 6
5. 130	15. 55	25. 25	35. 15	45. 5
6. 120	16. 50	26. 24	36. 14	46. 4
7. 110	17. 45	27. 23	37. 13	47. 3
8. 100	18. 40	28. 22	38. 12	48. 2
9. 90	19. 35	29. 21	39. 11	49. 1
10. 80	20. 30	30. 20	40. 10	50+ 0

**Season points policies and procedures:** Only active members of the Woodbridge Kart Club are eligible for WKC Championship points. A competitor shall accumulate points in and for each class the competitor registers and/or competes in during the racing season to be applied toward that competitor's season point total for that class. The competitor accumulating the most points for a class shall be considered the season points champion for that class. Season points are subject to the following season points policies and procedures:

- Club races: Only points awarded a competitor for WKC club races shall be considered in determining a competitor's season point total.
- Class points: Competitors will accumulate points for each class they have registered and/or competed during the season to be applied toward their season points total for that class.
- Season-End Points: A competitor's season points for all classes will comprise points awarded the competitor for all races, minus their worst finish (i.e., best 4 of 5, best 5 of 6, best 8 of 10, best 10 of 12, etc.) or as determined by the WKC Board of Directors.
- Points for cancelled races: 210 points will be awarded to any competitor who has registered for a race that is canceled. The competitor must be registered before the race is canceled.
- Competitors who have registered for all the races in the season will be awarded bonus points as determined by the WKC Board of Directors.
- In the event of a tie: In the event two or more competitors have accumulated an equal number of points for the same class, including any bonus points due the competitors (a tie), the tie will be broken by the driver who possesses the most wins for the season. If there are no wins, or if a tie still exists, the tie will then be broken by the driver with the most seconds, most thirds, etc.
- Loss of season points: A competitor who has been disqualified for the use of illegal fuel and/or oil may lose all season points accumulated in all classes in which the competitor has been awarded points up to and including the race weekend in which they were was disqualified for illegal fuel use. There shall be no adjustment made to other competitor's season point totals to reflect the loss of season points by a competitor who has been disqualified for having used illegal fuel and/or oil.
- Club Decals. Woodbridge Kart Club decals, available in registration, are required to be displayed on each side of the kart to receive points toward the WKC class championship. The decals must be visible to the grid steward before the start of the race. A kart without the decals visible at the start of the race will not be awarded club points for that race.

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# 11. Trophies and awards

**Race trophies** Trophies will be awarded to the top three finishers in each designated Championship Class. All Club classes will be awarded a first place trophy and certificates for second through third places may be added.

- **Junior Classes:** All junior classes will receive first- through third-place awards for each racing class, regardless of participation.
- **Club Classes:** These are classes that have a club participation average of three or more competitors for the entire season. Club classes will receive first-place awards only.
- **Championship Classes:** These are classes that have a club participation average of eight or more competitors for the entire season. Championship classes will receive first- through third-place awards.
- **Trophy Pickup:** Trophies for weekend club races must be picked up in registration before the close of that weekend event. Trophies not picked up by the end of the race weekend will not be available unless special arrangements have been made with Trophy Committee members.
- **Class Participation:** The Board of Directors reserves the right to increase, decrease or deny award of trophies for any class based on class participation.

**Year-end trophies and awards** All designated Championship Classes will receive trophies and awards for first through third places. Club classes whose average participation exceeds three club racers will receive a first place trophy only. Other requirements to receive year-end trophies and awards include the following:

- **Active Members:** Only active members—those members who join WKC by the end of the second race weekend—are eligible to receive year-end awards.
- **Competitor Participation Minimums:** A competitor must have entered a minimum of three races in a class to be eligible to receive year-end trophies or awards for that class. Example: 3 of 5 races; 4 of 6 races; 6 of 10 races; 8 of 12 races, etc.
- **Club Oversight:** The WKC Board of Directors reserves the right to increase, decrease, or deny the award of season point trophies and awards based on class participation. The amount of money to be spent for trophies/awards will be determined each year by the Board of Directors.
- **Junior Classes:** Any Junior classes with a club participation average of eight or more competitors for the entire season (same as Championship classes) will receive first- through third-place awards. Any Junior classes with a club participation average of three or more competitors for the entire season (same as Club classes) will receive first-place awards only.

**Picking up Trophies** Competitors are responsible for making arrangements to receive any trophies and or awards that may be due them. Season-point trophies and awards are distributed to eligible competitors at WKC's Annual Sponsorship Recognition and Awards Banquet. Competitors who are due to receive season-point trophies or awards, but are unable to attend the banquet, must make arrangements with WKC's Trophy and Awards chairperson to obtain any trophy or award that may be due them.

**Disqualification** A competitor who has been awarded a trophy and/or award and is later found to have participated illegally (i.e., disqualified for illegal fuel/oil upon laboratory testing) is required to return the trophy and/or award to a member of the WKC Board upon notification of their disqualification. Failure to do so may result in suspension.

# Minor's parental consent, release and waiver of liability



## ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT

Annual form, valid for 12 months from the date received

**This form must be renewed on an annual basis with membership**

IN CONSIDERATION of my minor child being permitted in RACING PROGRAMS, to enter for any purposes, the RESTRICTED AREA (herein defined as, including but not limited to the racing surface, pit areas, infield, burn out area, approach area, shut down area, and all walkways, concessions, and other appurtenant areas where any activity related to the event shall take place or where special authorization, permission, or credentials are required or where admittance to the general public is restricted or prohibited), or to compete, officiate, observe, work for, or for any purpose participate in any way in the event, I agree:

- I know the nature of the EVENT(S) and the Minor's experience and capabilities, and believe the Minor to be qualified to participate in the Event(s). I will inspect the premises, facilities, and equipment to be used or with which the Minor may come in contact. IF I OR THE MINOR BELIEVE ANYTHING IS UNSAFE, I WILL INSTRUCT THE MINOR TO IMMEDIATELY LEAVE THE RESTRICTED AREA AND REFUSE TO PARTICIPATE FURTHER IN THE EVENT(S).
- I FULLY UNDERSTAND and will instruct the Minor that: (a) THE ACTIVITIES OF THE EVENT(S) ARE VERY DANGEROUS and participation in the Event(s) and/or entry into Restricted Areas involve RISKS AND DANGERS OF SERIOUS BODILY INJURY, INCLUDING PERMANENT DISABILITY, PARALYSIS AND DEATH ("RISKS"); (b) these Risks and dangers may be caused by the Minor's own actions, or inactions, the actions or inactions of others participating in the Event(s), the rules of the Event(s), the condition and layout of the premises and equipment, or THE NEGLIGENCE OF THE "RELEASEES" NAMED BELOW; (c) THE SOCIAL AND ECONOMIC LOSSES and/or damages the could result from those Risks COULD BE SEVERE AND COULD CHANGE THE MINOR'S FUTURE.
- I consent to the Minor's participation in the Event(s) and/or entry into Restricted Areas and HEREBY ACCEPT AND ASSUME ALL SUCH RISKS, KNOWN AND UNKNOWN, AND ASSUME ALL RESPONSIBILITY FOR THE LOSSES, COSTS, AND/OR DAMAGES FOLLOWING SUCH INJURY, DISABILITY, PARALYSIS, OR DEATH, EVEN IF CAUSED, IN WHOLE OR IN PART, BY THE NEGLIGENCE OF THE "RELEASEES" NAMED BELOW.
- I HEREBY RELEASE, DISCHARGE, AND COVENANT NOT TO SUE the promoters, participants, racing associations, sanctioning organizations, or any subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any persons in any Restricted Area, sponsors, advertisers, owners, and lessees of PREMISES used to conduct the event, premises or event inspectors, surveyors, underwriters, consultants and other persons or entities who give recommendation, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENT(S), and each of them, their officers, directors, agents, and employees, all for the purposes herein referred to as "RELEASEES", FROM ALL LIABILITY TO ME, THE MINOR, my and the Minor's personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL CLAIMS, DEMANDS, LOSSES, OR DAMAGES ON ACCOUNT OF ANY INJURY, including, but not limited to, death or damage to property, CAUSED OR ALLEGED TO BE CAUSED IN WHOLE OR IN PART BY THE NEGLIGENCE OF THE "RELEASEES" OR OTHERWISE.
- If, despite this release, I, the Minor, or anyone on the Minor's behalf makes a claim against any of the "Releasees" named above, I AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Releasees and each of them from any litigation expenses, attorney fees, loss, liability, damage, or cost they may incur due to the claim made against any of the "Releasees" named above, whether the claim is based on the negligence of the Releasees or otherwise.
- I sign this agreement on my own behalf and on behalf of the Minor:

**I HAVE READ THIS PARENTAL CONSENT, RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT, FULLY UNDERSTAND THAT BY SIGNING IT I GIVE UP SUBSTANTIAL RIGHTS I AND/OR THE MINOR WOULD OTHERWISE HAVE TO RECOVER DAMAGES FOR LOSSES OCCASIONED BY THE RELEASEES' FAULT, AND SIGN IT VOLUNTARILY AND WITHOUT ANY INDUCEMENT OF ANY NATURE AND INTEND FOR IT TO BE ENFORCED TO THE GREATEST EXTENT ALLOWED BY LAW.**

Signature of Parent or Legal Guardian

Printed Name of Parent or Legal Guardian

Date

Signature of Witness

Printed Name of Witness

Date

Name of Minor Participant

Pit Pass Number

Date Received