



# 2010

## HRKC Rules and Regulations



# Hamilton Regional Kart Club (HRKC)

## 2010

### General Competition and Technical Regulations

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# **2010 GENERAL COMPETITION REGULATIONS**

## **1 INTRODUCTION TO OUR CLUB**

### **Hamilton Regional Kart Club (HRKC Est. 1982)**

**Mailing Address:**  
**Hamilton Regional Kart Club**  
**2633 Upper James St.**  
**HAMILTON ON L0R 1W0**

Track: (905) 679-2122 Ext 2  
Fax: (905) 679-2200  
Email: [info@hamiltonregionalkartclub.com](mailto:info@hamiltonregionalkartclub.com)  
Website: [www.hamiltonregionalkartclub.com](http://www.hamiltonregionalkartclub.com)

**The 2010 HRKC Executive and Canadian Mini Indy** are the administrator of all on-track and club activities with the understanding that the **ASN Canada FIA** is the sanctioning and governing body of the sport of Karting in Canada.

The **Hamilton Regional Kart Club (HRKC)** was established in 1982 and has an **Executive Committee** that oversees the day-to-day operation of all club activity. The HRKC enforces a safety first - racing second attitude that is set out in this Rules and Regulations package.

The HRKC is comprised of kart racers ranging in age from 8 to 50 years of age and welcomes new members interested in participating in the competition and good sportsmanship of the HRKC.

The HRKC will make every effort to provide a friendly professional atmosphere and is dedicated to keeping the cost at an affordable level by enforcing the rules and regulations as written.

## **2 SPIRIT AND INTENT**

No pretence is made of having designed a foolproof set of rules and regulations. Karting is a sport designed for the fun and enjoyment of the whole family. There have been attempts to test the rules by deviating from this purpose, for which the basic sport is intended. The spirit and intent of the rules is going to be the standard by which karting will be guided.

The HRKC Executive must approve any equipment change or design that is an attempt to beat the rules. The Rules & Disciplinary Committee must disqualify an entry in violation of the spirit and intent of these rules and may use the tools they deem necessary to accomplish the tech procedures. All replacement parts are subject to the rules as stated herein; any tech item in whole or part not identified or without dimensions does not exclude it from tech. All components are subject to complete technical inspections.

The technical specifications and competition rules may be altered at anytime to suit the consensus of the HRKC Rules & Disciplinary Committee and/or to reflect a manufacturer deviation.

### **3 DISCLAIMER**

These Rules and Regulations are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for all racing and practice events. By participating in these events all members are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from the 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 any injury, serious injury, death or otherwise to participants, spectators or others.

### **4 THE HRKC EXECUTIVE COMMITTEE**

The HRKC Executive is a group of dedicated volunteers elected by the membership annually and/or assigned by the HRKC President.

Names and contact information of the Executive Committee are posted on the Clubs website [www.hamiltonregionalkartclub.com](http://www.hamiltonregionalkartclub.com) or by calling the track 905-679-2122 Ext 2.

The HRKC Executive Committee will serve as the decision-making body on behalf of the HRKC membership and will be recognized as the Rules & Disciplinary Committee and/or Tech Committee that will make decisions on all disputes, conduct, safety/tech protests, disqualifications, penalties and suspensions as set forth herein.

The HRKC is governed by the HRKC Constitution.

### **5 MEMBERSHIP RESPONSIBILITIES AND REQUIREMENTS**

5.1 **MEMBERSHIP:** It must be understood that membership is granted as a privilege to members that participate within the rules set forth in this Rules and Regulations Package.

All participants must be members in good standing with the track, the HRKC, ASN Canada FIA and all other recognized clubs and/or organizations.

It is the responsibility of members to have knowledge and awareness of all rules and regulations set forth herein.

5.2 **NON-MEMBERS:** Members of recognized clubs or organizations may with the HRKC Executives approval enter (2) events before being required to pay the HRKC membership fee.

5.3 **GOOD FAITH:** Members must promote in good faith the HRKC Executive, the HRKC, ASN Canada FIA, and the sport of karting, with the aim of increasing club membership, sponsorship, spectator numbers, positive public interest, support and awareness.

5.4 **YEARLY MEMBERSHIP:** The membership year runs from March to February.

5.5 **TRACK REGISTRATION:** All participants must register with the Track and pay all associated track fees before using the track for competition and/or practice daily.

5.6 **RELEASE AND WAIVER:** All participants of HRKC events must complete the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement (by reading, signing and dating) before being allowed to use the track for competition and/or practice daily.

By signing and dating the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement all participants fully understand the risks involved and fully accept all conditions.

5.7 **MEMBERSHIP AND LICENCING CARD:** All members will be issued a 2010 HRKC Membership and Licensing Card for \$15 as part of their membership requirements. This Card must be shown at registration at all times and will indicate members racing class and licence number. Lost Cards must be replaced at additional cost.

- 5.8 **CONDUCT:** All members shall conduct themselves in an orderly manner. Physical violence or abuse of, or by, any individual, official, member, spectator, etc. will subject the offender to immediate ejection from the event site, disqualification from the event results and possible suspension of membership.
- 5.9 **VERBAL ABUSE:** Verbal abuse or threats directed at, or by any individual (official, participant, etc.) will subject the offender to immediate ejection from the event site, disqualification from the event results and the infraction noted by the Rules & Disciplinary Committee, for a first offense. For a second offense the Rules & Disciplinary Committee will impose a suspension. For a third offense the Rules & Disciplinary Committee will revoke the individual's membership for a period of 1 year.
- 5.10 **PROHIBITED SUBSTANCES:** All members entering the restricted areas shall be sober and not under the influence of any substance that could impair their ability to participate in a safe and orderly manner. It is the responsibility of the member to withdraw from competition if they are taking medication that may display side effects capable of impairing one's ability to compete safely.
- If, in the judgment of the officials in charge, an individual is under the influence of alcohol or any controlled/uncontrolled substance during the period of an event, that individual may be ejected from the restricted area and/or event site immediately.
- 5.11 **SAFETY:** Members must participate in a safe and competitive manner with the understanding and attitude of safety first - racing second.
- 5.12 **GOOD HEALTH:** It is the responsibility of all participants to be in good health, both physically and mentally, as to not hinder the safety of other competitors.
- 5.13 **MEDICAL CERTIFICATE:** Only HRKC members over the age of 50 must provide the HRKC with a Physical Examination Form (Medical Release Certificate) completed by a qualified medical physician (Family Doctor) once every 2 years. ASN Canada FIA may at anytime request any member of the HRKC to have Medical Release Certificate completed by a qualified medical physician. ASN Canada FIA medical certificate forms are available on the ASN Canada FIA website.
- 5.14 **PIT CREW:** Members are held responsible for the control and actions of their Pit Crew regardless of age. Unacceptable actions of Pit Crew will subject the member to disqualification from an event and/or suspension of membership privileges or points. All actions of any members Pit Crew that warrant any form of penalty will have this penalty assessed on the member being represented at the discretion of the HRKC Rules and Disciplinary Committee.
- Pit crew will be recognized as any person accompanying a member to the track on race day. Members whose pit crew enters any restricted area will be subject to placement at the rear of their class for all remaining races that day.
- 5.15 **SPONSORSHIP AND/OR ADVERTISEMENTS:** With the understanding that sponsorship and advertising helps cover the cost of ones racing season, the track and the HRKC Rules & Disciplinary Committee have the right to stipulate, refuse and/or demand removal of vehicle, trailer, kart, bodywork, helmet, clothing, etc. sponsorship and/or advertisements they deem inappropriate or offensive.
- 5.16 **SELLING AND/OR SOLICITING:** No person(s) is permitted to sell or solicit racing equipment, karts, parts, services or events without the written approval from the HRKC Executive.
- No person is to use club documentation and/or information to sell or solicit racing equipment, karts, parts, services or events to members without written approval from the HRKC Executive.
- 5.17 **DISPOSAL OF LUBRICANTS, OILS AND GAS:** All members are responsible for disposal of all used lubricants, engine oils and gas. There are **NO** containers and/or oil drums provided by the track for disposal of any lubricants, oils and/or gases.

Members must take with them all Lubricants, oils and gas (including empty containers). Any member leaving behind unattended lubricants, engine oils and gas or discarding them on the property recognized as the track may be subject to a fine of \$200, a loss of membership privileges and a loss of Seasonal Championship Points at the discretion of the HRKC Rules and Disciplinary Committee and/or the track.

- 5.18 **PAYMENT SERVICES:** All fees must be paid with Cash, Debit, Visa and/or Master Card. No cheques will be accepted unless approved by the HRKC Executive.

## 6 **CLUB MEMBERSHIP AND PIT PASS FEES**

### **Yearly Club Membership: (Plus applicable taxes)**

Hamilton Regional Kart Club (HRKC) (including Photo Licence Card)	\$ 115.00
Hamilton Regional Kart Club (HRKC) <b>after March 31, 2010</b>	\$ 164.00
Replacement 2010 Photo Licence Card	\$ 10.00

### **Daily Racing Pit Pass Fees: (Plus applicable taxes)**

HRKC Members	\$ 60.00
HRKC Non-member	\$ 70.00

### **Daily Practice Pit Pass Fees: (Plus applicable taxes)**

HRKC Members (Practice Short Track)	\$ 25.00
HRKC Members (Practice HRKC Club Track)	\$ 50.00
HRKC Non-Members	\$ 60.00

- 6.1 All fees must be paid in full at time of registration and the HRKC will increase the Membership Fees after the deadline set and promoted by the HRKC each year.
- 6.2 Entry fees will be adjusted as required for all special events.
- 6.3 Membership fees and/or pit pass fees will **NOT** be refunded for any reason once paid.

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# Hamilton Regional Kart Club

## SUPPLEMENTARY RULES

### 7 **KART NUMBERS**

HRKC members must apply for their Kart number at the General Membership Meeting/Open House at the start of each year. Any member from 2009 not in attendance at the General Membership Meeting/Open House will lose their number if chosen by another member who is present.

No member will be issued the #1 Plate - this number will be held by the HRKC Series Champion in each class annually. The member awarded with the #1 Plate will have their regular number held for them year to year. Any member winning the #1 Plate that changes classes will not be permitted to run the #1 Plate.

### 8 **SAFETY PROCEDURAL RULES**

- 8.1 **SAFETY FIRST - RACING SECOND:** Safety first - racing second, drive, as you would like your fellow racers to drive. Dangerous, careless and overly aggressive driving will not be tolerated at any time - expect the Black Flag.

- 8.2 **MANDATORY DRIVER'S MEETING:** It is mandatory for all drivers to attend the Driver's Meeting. Failure to attend or be present at the start of the mandatory driver's meeting may waive that member's right to protest for that event and subject the member to placement at the back of all races that day.
- 8.3 **EVENT MEDICAL STAFF:** Event Medical Staff will be on hand at all HRKC events that involve wheel to wheel competition racing. There will be no Medical Staff on hand for practice and testing.
- 8.4 Members must have both hands on the steering wheel at all times while on the racing surface and under green unless stipulated otherwise herein.
- 8.5 The HRKC has fire extinguishers situated in the pit area and on the racing circuit. It is mandatory that all club members own their own (2 lbs. or bigger) dry type fire extinguisher.
- 8.6 The first aid kit is located with the EMS personnel in the paddock area. It is available at all times during race day activities. It is recommended that all members have their own first aid kit.
- 8.7 **HELMETS:** Helmets are a mandatory tech item and must be full face designed for motorsport use with a Snell 2005 minimum rating. The helmet must be in good condition and is subject to tech inspection. The helmet must be worn and fastened at all times while on the track.
- 8.8 **HELMET SUPPORTS:** Helmet Supports designed for motorsports are optional.
- 8.9 **RIB PROTECTOR:** HRKC members must wear a rib protector designed for Motorsports at all times during practice and/or racing.
- 8.10 **DRIVER APPAREL:** HRKC members are required to wear full-length leathers, racing suits or similar apparel that is approved by the Rules and Disciplinary Committee.
- 8.11 No track pants or ripped clothing will be tolerated. Shoes, socks and full-finger gloves must be worn during all driving activities (**NO EXPOSED SKIN**).
- 8.12 If hair extends beneath the helmet level, it is mandatory that participants wear a balaclava.
- 8.13 Shoelaces must be tied tightly and tucked in or taped so that they cannot come loose or bounce around. High top shoes are recommended.
- 8.14 **REFUELING AND KARTS STORAGE:** Drivers are not permitted to refuel, leave karts unattended or store karts in the grid area at anytime.
- 8.15 Members refueling, leaving karts unattended or storing karts in the grid area may be placed at the back of all remaining races for that event date.
- 8.16 Safety is very important; any participants not complying with all safety guidelines/rules may be disqualified from that race immediately and subject to further disciplinary action at the discretion of the HRKC Rules and Disciplinary Committee.

## **9 MANDATORY PRE-RACE TECHNICAL EQUIPMENT INSPECTION**

All participants must complete a pre-race technical equipment inspection, including driver's personal safety equipment to be submitted at registration (sign in) prior to official practice, qualifying or racing at all events. Additional inspections by a Technical Inspector may take place at any time. These forms are found on the web site.

- 9.1 **APPAREL:** Clothing must pass tech as outlined herein.
- 9.2 **KART:** Kart must pass kart specifications as outlined herein.
- 9.3 **ENGINE:** Engine must conform to engine specifications as outlined herein.

9.4 **KART APPEARANCE:** Kart must be in good repair

10. **CLASS STRUCTURE AND REQUIREMENTS:**

**2010 HRKC ROTAX Class Structure**

Racing Class	LICENCE	Age Requirements	Engine	Spec Tire	Rain Tire	WEIGHT
Micro Max		Ages (7 to 10)	Rotax Micro Max	Mojo	Mojo	235
Mini-Max		Ages (10 to 13)	Rotax Mini-Max	Mojo	Mojo	290
Rotax Junior		Ages (12 to 16)	Rotax Jr. 125cc	Mojo	Mojo	320
Rotax Senior		Ages 15+	Rotax 125cc	Mojo	Mojo	364
*Rotax Masters		Ages 30+	Rotax 125cc	Mojo	Mojo	381
Rotax DD2 Shifter		Ages 15+	DD2 Rotax 125cc	Mojo	Mojo	381
*Rotax DD2 Masters		Ages 30+	DD2Rotax 125cc	Mojo	Mojo	397

\*Rotax Masters: RCM Rules identify Age Requirement as 32+

\*Rotax DD2 Masters: RCM Rules identify Age Requirement as 32+

- 10.1 **SPLIT CLASSES:** Classes are generally limited to (34) per race. If there are more than 34 entries in a class the class may be split into "A" and "B" divisions. The HRKC Rules and Disciplinary Committee reserves the right to split groups at their discretion based on group numbers. Starting position will be determined by qualifying times - alternating to fill each group i.e. fastest in group 1, 2<sup>nd</sup> fastest in group 2, 3<sup>rd</sup> fastest in group 1, 4<sup>th</sup> fastest in group 2 etc. Points will be awarded according to finishing order in each group i.e. there will be a winner in each group.
- 10.2 **COMBINED CLASSES (Senior and Masters Classes Only):** When a classes have less than (34) entries combined, registered at any HRKC event they may be combined for that event at the discretion of the HRKC Rules and Disciplinary Committee. When two classes are combined they will compete as if they are one class for that event including practice, qualifying and racing. They will practice together and starting positions will be determined by qualifying times; with the fastest qualifier in each class being awarded a point for pole. Seasonal Championship Points will be awarded according to finishing positions as one class, Podium results will be credited for each class separately.
- 10.3 All drivers are subject to a minimum combined kart and driver weight check at the discretion of the Race Director, and a mandatory weigh-in immediately following qualifying. After each race the top 5 drivers must weight, other, random karts may be selected to weight also at the discretion of race officials.
- 10.4 Only drivers and karts are allowed in the restricted area after the race.
- 10.5 The kart is to be weighed with driver and equipment exactly as it finished the race. No weight may be added between heat and weigh in. If the kart being weighed is underweight, the driver may push the kart off to check the scales 0 setting and then must immediately push it back on too re-weigh. Disqualification will result if the proper class weight is not met.
- 10.6 All drivers will be given a 1-lb. margin for any scale discrepancies that might exist. Drivers are encouraged to use the scale during practice to ensure they meet weight requirements.

**11 GENERAL PRACTICE, STARTING LINE UP, QUALIFYING AND RACING RULES (the terms “feature race” and “final” are interchangeable)**

All Racers/Members must report directly to registration upon their arrival at the track with their mechanic (to register and sign in). Racers and Mechanics must register together - no mechanic wrist bands will be issued without the Racer/Member present at registration.

Please note only the registered mechanic is permitted on the Grid with racer/member.

All Racers/Members that are 18 years of age and younger must report to registration with their Parent/Guardian as well the Mechanic (if the Mechanic is not the Parent/Guardian) to register the minor.

**Racers/Members, Mechanics and Parent/Guardians each must register and sign the insurance waiver in person before they will be allowed into the grid area for practice or racing. Failure to register before entering the track or restricted areas may result in a penalty of last place starting position for all races that day.**

Registration opens officially every Sunday at 7:00 am with on track practice by class starting 8:00 AM. Please note our registration office will allow registration to begin at 6:30 am.

Each Racer/Member or their Mechanic must complete and submit a signed technical passport form at registration. No member will be permitted to register without completing, signed and submitting the Technical Passport at registration before each event.

**RAIN OR SHINE:** Racing will be scheduled rain or shine.

**QUALIFYING:** The transponder system will be used for qualifying. All class starting position in the pre-final will be determined by the best time in qualifying starting on the pole, second best time in qualifying starting 2<sup>nd</sup> etc. The order of Qualifying is determined by random sort by the computer.

Only drivers and karts are allowed in the restricted area preceding the weigh-in after qualifying. After qualifying or at anytime a driver is required to weigh-in after each competition no one including mechanics will be allowed access to drivers until after weigh in is completed. If anyone makes contact with the Kart or driver, the driver in question maybe be recognized as being under weight will be sent to the back for the start of the race.

**PRACTICE:** Extreme caution must be exercised during practice with no wheel-to-wheel racing. Slower karts will have the right of way during practice.

Unauthorized karts on the racing circuit will be disqualified from practice and/or qualifying.

**DRIVERS MEETING:** A driver's meeting will be held on race day. The Race Director may establish special conditions and/or regulations at that time. All drivers must attend or they may be penalized.

**PIT AREA:** The pit area is a restricted area of the track and is under complete control of assigned officials.

Persons entering the grid 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 gates will subject the individual to immediate removal from the restricted area and possible suspension of membership privileges.

**GRID:** When called to the grid drivers are under the Grid Marshal's control. It is your responsibility to check the board for your starting position and line up accordingly. Each class will enter the track upon being instructed to do so by the grid marshal. Drivers will exit the grid and enter the track in their starting position order. If a driver is late or breaks down on the grid, the driver must join and start at the back of the field. Drivers must be on the racing circuit prior to the green flag being displayed or they will not be allowed to participate in that heat.

**WARM UP LAPS:** All classes will complete 2 warm up laps, in single file and in per grid order. Drivers breaking down, spinning out, involved in an incident or passing during the warm up lap(s) may be placed at the back for that race if they are able to continue.

On the last warm up lap, karts must slow down to form a double file before the formation line and be in position to start racing.

**PACE LAP & OFFICIAL START:** Once your class has started the warm up lap(s) you are under control of the Start/Finish marshal. The Start/Finish marshal 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 this marshal during racing unless summoned for a consultation.

It is the responsibility of the two- (2) front karts to maintain a constant speed before the start of the race. No one may pass on the warm up lap(s). No tire scrubbing, any kart found weaving or scrubbing tires during the pace lap may be put to the back of the field.

When approaching the start/finish line during the start of a race, the pole kart must keep a steady slow pace before the green flag is displayed. Both front karts must be even to start the race. If more than two restarts are required the front two karts will be moved back one row.

Participants may not pull out of line; change lanes or pass until the green flag has been displayed and they have crossed the start/finish line signifying the beginning of the race.

**RESTARTS:** If approximately 20% of a class is made uncompetitive by an accident on the first lap, the race may be completely restarted. At the discretion of the Race Director anyone causing and/or involved in an accident on the first lap may be placed at the back for the restart or disqualified.

If a race is restarted other than on the first lap, all karts involved or causing the accident may be placed at the back for the restart. If a restart occurs, other than on the first lap, the restart will be started in a single file format. Racing begins when the Start/Finish marshal displays green flag.

**PASSING:** Karts may pass on the right or left. Caution must be given when overtaking another kart. It is the responsibility of the overtaking kart to pass in a safe fashion. There must be no contact made on a passing maneuver in the corners or on the straightaway. Contact may result in a penalty.

All karts must be alert to overtaking traffic and maintain a constant path on the track. Karts entering a corner together have equal rights to the corner. Anytime your rear wheels are broken (passed) by another karts front wheels, you must give the other driver room to race. If contact is made, you may be penalized or disqualified from the session or race. Should contact be made when overtaking, it could be judged by race officials that both drivers were at fault and both could be disqualified from the session or race and penalized. The Race Director may designate certain portions of the track as NO PASSING zones.

**RED FLAG INCIDENTS:** A race may be red flagged if a kart goes upside down (flips) or at the discretion of the Race Director. In a red flag situation, it will be displayed at all manned corners. Drivers must stop racing immediately, slow down and proceed in single file and at very slow speed to the start/finish line. Drivers may be instructed to stop on the track at anytime and must obey instructions from race officials and marshals at all time.

If a red flag is shown on the first lap, the race will be considered as not having started and karts will be re-grid as per the qualifying results. If a red flag is shown before the halfway point but after the first lap, the race will be restarted at the halfway point and if a red flag is shown after the halfway point, the race will be complete.

In both cases any competitor judged to be involved and/or the cause of any incident necessitating a red flag may be placed at the back of the field for the restart or finishing order at the discretion of the HRKC Rules and Disciplinary Committee.

**LAPPED KARTS:** Participants about to be lapped by faster competitors are responsible for being aware of the approaching faster karts and must yield the racing line until the faster karts have passed. Lapped karts are

disqualified immediately and must observe the blue flag and yield to leaders and go directly to the Holding Area until the end of the race.

**RACE COMPLETE:** A race will be considered complete when all laps have been completed or at the discretion of the Race Director. Once the pole position driver has taken the green flag for the first time all laps will count as one completed lap.

**EXITING TRACK:** Once the Checkered Flag is displayed and taken by a competitor the racing course is under full course yellow. All participants must continue around the track in their proper finishing order (no passing) to the holding area and wait for instructions from Officials before entering the Pits.

The winning kart in the final will be allowed to complete one additional solo lap with the checkered flag.

**SCALE:** When approaching the scale, all drivers must slow down and push their karts onto the scale. Top 5 competitors and others chosen at the discretion of race officials must weigh in after each race and make the stated minimum weight (kart and driver) for his or her class.

All kart and drivers must weight in after qualifying.

**IMPOUND AREA:** Karts retiring from an event must proceed directly to weigh scales or impound area or they will be ineligible for finishing points and/or awards.

**INSPECTION:** The Race Director or Technical Inspector may require any competitor to submit to technical and/or safety inspection at any time. Failure to do so may result in loss of points and awards for all classes run at that event and may result in suspension of membership privileges.

**COURSE MARKINGS:** Pylons or other markings designed by race officials must be observed. If in the opinion of the Race Director, a participant is intentionally ignoring course markings, the participant will be subject to disqualification from that race.

**SPORTSMAN-LIKE DRIVING:** The spirit and intent of sportsman like racing competition is to proceed on the track without touching or endangering the karts of fellow participants. Also give racing room. Inadvertent contact is a reality of racing; however, if in the judgment of the race officials, a participant is bumping, crowding, chopping, blocking, or pushing other participants, that participant may be penalized.

**DIRECTION OF TRAVEL:** It is mandatory that all competitors strictly observe the direction of travel around a track. Failure to do so, by driving or pushing a kart opposite to normal direction of track, unless specifically directed by a race official, may subject the participant to disqualification and/or suspension.

**STOPPING ON COURSE:** If for any reason a competitor is forced to stop on or near the course during practice or racing, it is the responsibility of the competitor to assist in removal of the kart to a safety zone as quickly as possible. The kart may not be serviced or repaired within 10 feet of the racing surface. If a competitor is forced to stop on the racing surface during practice or racing, the competitor must raise 1 hand as they slow down and raise both hands when stationary, to signal approaching competitors that they are immobile.

**RE-ENTRY TO COURSE:** When a competitor leaves the course other than to a designated pit lane during the course of practice or racing, they will re-enter the racing surface at a point as far from the racing "line" as possible. They may not enter at another point on the course that will provide them any time or distance advantage.

If a kart has taken the original green flag and suffers a breakdown, and the driver proceeds to repair the kart in the infield, the driver may re-enter the race at anytime until the checkered flag is thrown.

Any kart that has entered the pit after the green flag has been displayed will be DQ and will not be allowed back into the race.

Drivers must abide by the directions of the officials in charge.

**SLOWING ON COURSE:** When a kart slows from racing speed on course, the driver must signal such to approaching competitors by raising a hand high enough to be clearly visible from behind. This requirement includes raising a hand when slowing to enter at the pit entrance during an event or a full course yellow.

**DRIVER OF RECORD:** To be considered the driver of record for an event, a competitor must qualify their kart (if applicable) and/or complete at least 1 lap of an event. There are no driver substitutions or relief drivers allowed.

**DISCUSSION WITH THE RACE DIRECTOR:** Discussion with the Race Director - means the verbal exchange of ideas. Race directors are more than willing to listen to anyone's point of view when it is discussed in a mature civilized manner. This means no cursing, screaming, threatening, or physical actions. Any of these actions will be subject to loss of points and/or suspension.

**NOT COMPLYING:** Any member not complying with the above guidelines may be disqualified and subject to further disciplinary action taken by the Rules and Disciplinary Committee.

## 12 **SAFETY AND TECHNICAL PROTEST, INSPECTIONS AND PENALTIES**

**PROTEST TYPES:** Protests must be filed in writing with the Rules and Disciplinary Committee and the protest must be accompanied by a protest fee which will be returned if the protest is upheld as follows:

- a) Safety protest - Rules and Regulations (\$20)
- b) Driver to driver protest - Driving Infractions/Conduct (\$20)
- c) Technical protest - Engine, Kart and Equipment (\$100).

Protests can only be submitted by another driver in the same class.

Protests "a" and "b" must be submitted in writing immediately following the dispute in question (ten minutes) and they will be addressed before the next race. If the protest is upheld the \$20 will be returned.

Protest "c" will be conducted at the end of the race event. The engine and/or kart will be painted or recorded. It will then be taken to an impound area and only allowed to be serviced under the supervision of the Rules and Disciplinary Committee. If the protest is upheld the \$60 will be returned and \$40 to pay Tech Director. If the Protest is not upheld \$60 will go to the engine owner and \$40 to pay Tech Director.

The protester and any witnesses must be available at the end of heat, or event, for questioning by the Rules and Disciplinary Committee.

- 12.2 **ILLEGAL ENGINES AND/OR COMPONENTS:** Engines and/or components found illegal will result in loss of all points accumulated that day. Additional seasonal championship points maybe lost.

That race event may not be dropped for the purposes of determining your seasonal year-end championship points. For a second violation, at the discretion of the Rules and Disciplinary Committee and depending on the severity of the illegality, you may receive a suspension. All engines and/or components found to be illegal will be marked recorded and withdrawn from competition until the Tech Committee proves its legality.

Refusal to tear down will result in the engine and/or components being considered illegal. All the same penalties as an illegal engine will apply.

- 12.3 **FUEL TEST:** Fuel testing may be done at anytime during an event. Failure to pass a fuel test will result in disqualification as per fuel and oil tests and penalties.

- 12.4 **RIGHT TO TECH:** The Tech Committee reserves the "Right to Tech" and may use paint to mark components to aid in technical inspections of any driver's kart after any event. Random safety checks will be done throughout the season.

During events you must use the same kart/engine/tire combination once they are registered, painted, completed per-race technical inspection by the Tech Committee and/or raced. All parts replaced including, engines, engine parts, tires etc., will be subject to the Tech Committee inspection before being used.

12.5 **NOT COMPLYING:** Any member not complying with the above guidelines will be disqualified immediately and subject to further disciplinary action taken by the Rules and Disciplinary Committee.

**13 QUALIFYING, SEASONAL CHAMPIONSHIP POINTS AND AWARDS:**

Only members are entitled to accumulate seasonal championship points and daily/yearly awards.

13.2 **RACE DAY EVENT:** All events will consist of practice (encompassing all classes with only 1 class on the track at any time unless otherwise instructed by the HRKC and only when both classes being combined are similar) plus a qualifying session (race rules apply), plus one pre final and one feature race. Race distance is to be determined by race officials.

13.3 **DNS AND/OR DNF:** Any kart scheduled to compete will receive points for that day. Failure to take the green flag will result in last place finish for that race.

13.4 **DISQUALIFICATION (DQ) BLACK FLAG:** Any driver receiving a black flag during practice, qualifying or racing will result in last place points.

13.5 **TIES:** Should a tie occur by showing 2 identical times posted in qualifying or a race, the driver with the most championship points will take the advantage.

**13.6 HRKC Seasonal Championship Points**

Both race day Pre Final Points and Final Points will determine drivers 2010 Seasonal Championship Points and an additional Points for a driver receiving the Pole Position after qualifying.

**Pre Final Points:**

Finish	Points	Finish	Points	Finish	Points	Finish	Points	Finish	Points
1	10	9	2	17	1	25	1	33	1
2	9	10	1	18	1	26	1	34	1
3	8	11	1	19	1	27	1	35	1
4	7	12	1	20	1	28	1	36	1
5	6	13	1	21	1	29	1	37	1
6	5	14	1	22	1	30	1	38	1
7	4	15	1	23	1	31	1	39	1
8	3	16	1	24	1	32	1	40	1

**Final Points:**

Finish	Points	Finish	Points	Finish	Points	Finish	Points	Finish	Points
1	50	9	29	17	15	25	15	33	15
2	47	10	27	18	15	26	15	34	15
3	44	11	25	19	15	27	15	35	15
4	41	12	23	20	15	28	15	36	15
5	38	13	21	21	15	29	15	37	15
6	35	14	19	22	15	30	15	38	15
7	33	15	17	23	15	31	15	39	15
8	31	16	15	24	15	32	15	40	15

**FASTEST QUALIFIER:** The fastest qualifier for each class including combined classes will be awarded 1 additional seasonal championship point for receiving the Pole Position. Pole points are not accrued separately – if

a race in which a pole is scored is dropped, the pole point must also be dropped and will not be counted towards seasonal championship points.

- 13.7 **SPLIT CLASSES (HRKC):** split classes will receive the same seasonal championship points and awards for finishes in the race. Finish points will be awarded based on finish including mixed classes. Podium positions will be separated by classes.
- 13.8 **DISQUALIFICATION (DQ) BLACK FLAG:** Any driver receiving a black flag during the feature race will automatically finish last.
- 13.9 **HRKC RACE DAY AWARDS:** The top 3 participants in each class will receive awards to recognize their accomplishments. In addition, the HRKC has individual Club owned trophies that will be presented to the top 5 winners with their name engraved. These trophies will remain at the track and awarded to the Top 5 Champions in each class at the Year End Awards Banquet.
- 13.10 **CHAMPIONSHIP TIES:** In the event of a tie in year end Seasonal Championship Points, the driver with the greatest number of feature wins will be the Points Champion. If there is still a tie, 2<sup>nd</sup> place finishes will be count, etc.
- 13.11 **YEAR END AWARDS:** The Year End Awards Banquet will be held on Friday, November 19, 2010. **Please note this date is subject to change.**

At the Awards Banquet trophies and awards are handed out to all participants who purchase tickets and are in attendance at the Banquet.

In addition to the Championship Awards the HRKC will recognize outstanding members which will include Rookie of the Year Awards, Sportsman of the Year Awards and Special Achievement Awards.

To receive your award(s) you must be present at the Awards Banquet and have participated in more then 75% of scheduled events.

Members not purchasing a Banquet Ticket will not be eligible for any Awards (No Exceptions!).

## 14 **OFFICIAL FLAGS**

- 14.1 **GREEN:** (Start Race or Track Clear) Used to start the race, or practice sessions, and to be kept visible as long as the track is clear and safe to drive.
- 14.2 **YELLOW:** (Slow Pace and Hold Position, Full Course Yellow or Corner Yellow) Slow down, use caution, and hold your position and no passing in or at the corner in question. The start/finish Marshal will identify a full course yellow - if the start/finish Marshal shows the yellow it is a full course yellow. The moment you see a yellow, stop racing. Do not slam on the brakes, but continue around the course at medium speed and stay in your position (no passing) until the Main Flagman indicates otherwise. Yellow laps count as completed laps. Any driver scrubbing tires while under full yellow will be placed at the back.
- 14.3 **YELLOW and GREEN- Rolled and crossed:** (Halfway Point of Race) means that the race is half over.
- 14.4 **RED:** Drivers must stop racing immediately, slow down and proceed in single file and at very slow speed to the start/finish line. Drivers may be instructed to stop on the track at anytime and must obey instructions from race officials and marshals at all time.
- 14.5 **BLACK:** (Driver Disqualification) The Black Flag means that you have been disqualified for a driving problem and must exit the track. Do not question this flag. Usually there have been several radio conversations, between club officials, regarding your driving. After the race is over, a Club Official, not the flagman, will explain why you received the black flag. Club rules will apply for any penalties to be assessed for the offense.

- 14.6 **BLACK-ROLLED:** (Driver Warning) If you see a rolled black flag pointing at you; this is a warning that your driving technique is bordering on disqualification and that you're driving is being questioned by club officials. If you continue to drive wildly/erratically, it will likely escalate to a full black.
- 14.7 **MEATBALL:** (Driver Disqualification) The Meatball Flag means that you have been disqualified for a mechanical reason. Usually there have been several radio conversations, between clubs officials, regarding the mechanical condition of your kart. After the race is over, a Club Official, not the flagman, will explain why you received the meatball flag.
- 14.8 **BLUE:** (Move Over) this is a signal that you are about to be lapped or passed by a faster kart, or karts. It is your responsibility to make room for the karts that are passing or lapping you. Clear a lane and signal/point to which side the lapping karts must pass.
- 14.9 **WHITE and GREEN - Rolled and Vertical:** 2 laps remaining.
- 14.10 **WHITE:** (Last Lap) means you are on the last lap. One lap to go until end of race.
- 14.11 **CHECKERED:** (Race Over) this means that the race or practice is over. Slow down and continue to the track exit.
- 14.12 **CHECKERED and BLACK:** (Race over and Under Protest) race is under question or protest.

## 15 RACE OFFICIALS

- 15.1 **RACE DIRECTOR:** The official in charge of all activities while karts are on the track. In the event that a Race Director is not present at the track, the Start/Finish Flagman may assume the duties of the Race Director.
- 15.2 **GRID MARSHAL:** The official in charge of the pit and grid areas, including all competitors and other officials in these areas.
- 15.3 **START/FINISH MARSHAL:** The official in charge of making flag signals to drivers via contact with the Race Director.
- 15.4 **CHIEF SCORER:** The official in charge of scoring.
- CORNER MARSHALS:** The officials posted around the course to assist the Race Director in safe and orderly conduct of the event.
- 15.6 **TECH INSPECTOR:** The tech inspector is the official in charge of pre-race and post-race technical inspections. The Tech Inspector and assistants will verify compliance with stated specifications to certify event finishes as official.

## 2010 GENERAL TECHNICAL REGULATIONS

### 16 RULES MISSION STATEMENT

**The Hamilton Regional Kart Club (HRKC)** believes that karting is a family sport designed for the fun and enjoyment of its members and supporters. The Technical Regulations may not be foolproof. However, the Spirit and Intent will be the standard by which these regulations are enforced. Attempts to test the rules by deviating from the Spirit & Intent will be ruled upon by the Rules and Disciplinary Committee. The Rules and Disciplinary Committee can, and may disqualify an entrant if they decide an equipment change or design is an attempt to violate the Spirit & Intent of these rules.

The Rules and Disciplinary Committee may use whatever tools deemed necessary to accomplish inspection procedures. All replacement parts are subject to the rules as stated herein. Also any, part, hole or dimension not called out, does not excluded it from Technical Inspection. All components are subject to complete inspection.

Any production change by the manufacturer of the engine causing any part not to conform to the specifications stated in this package will be subject to approval of the Rules and Disciplinary Committee. The Rules and Disciplinary Committee will decide whether or not the part will be considered legal and permitted for use in competition.

Technical Regulations are designed for the serious amateurs. These technical rules are an effort to control cost and simplify the rules in a specified format.

Decisions made by the Rules and Disciplinary Committee are final and are a condition of membership. It is the competitor responsibility to work within the rules established, thus, fielding a legal and safe constructed Club.

The Rules and Disciplinary Committee is solely responsible for preparing, implementing, revising and enforcing the sprint kart specification.

Kart, kart parts, components, tires, engine and engine components must be in good condition and/or good repair with emphasis on safety.

All karts & components, kart parts & components, engines & components, tires & components must be stock and unaltered from its original purchased unless otherwise stated herein. Any member altering other than mentioned herein will be disqualified from that day racing and will not pass tech.

This member will also be subject to further disciplinary action as determined the Rules and Disciplinary Committee.

All illegal engines found during Pre Technical Inspection or Technical Inspection will have its serial number recorded and will be withdrawn from competition. This engine must be proven legal to the Rules and Disciplinary Committee before being allowed in a club event.

## **17 INTERPRETATION OF RULES**

When any person preparing an engine or kart, owner or not, suspects that there might exist alternate interpretations of any rules herein, that person must ask for the advice and ruling of the Rules and Disciplinary committee before committing to any interpretation.

Only normal assembly tools should be used. The suspicion of a different interpretation of a rule should become apparent when considering the use of tools not meeting these criteria, and not bearing the approval of Rules and Disciplinary Committee.

Failure to recognize that there may be a different interpretation to one's own shall not be grounds for legality of other interpretations and failure to ask for advice and ruling on interpretations will be considered ignoring the Spirit & Intent of the rules.

## **18 SPRINT KART SPECIFICATIONS**

The sprint kart specifications will be inspected in accordance with the 2010 ASN Canada FIA Regulations. [www.asncanada.com](http://www.asncanada.com)

## **19 ROTAX FR 125 MAX TECHNICAL REGULATIONS**

The FR 125 MAX Rotax Classes will be inspected in accordance with the 2010 Rotax Max Challenge Rules and Regulations and the 2010 ASN Canada FIA Regulations: [www.asncanada.com](http://www.asncanada.com).

# **2010 HRKC CONFIDENTIALITY**

## **20 CONFIDENTIALITY**



20.1 The Club shall possess personal data about individuals such as members, employees, membership applicants, supplier contacts and website users. The Club possesses such personal data for a number of purposes including application for membership, membership communications, payroll and other purposes required by the Executive Committee in conducting the affairs of The Club. The Club shall invoke and maintain all reasonable measures and practices to protect personal data such as name, phone number, address, email address or other personal data provided by an individual to The Club. Personal data shall not be released to any individual or organization not a member of The Club without the prior consent of the individual identified by the personal data.

20.2 A membership roster will be made available to Executive members only. All Executive members are required to protect the confidentiality of the membership roster. No member shall use the membership roster for promotion or solicitation purposes. Failure to comply with these obligations will result in immediate expulsion from the Club.