



## **2025 Weedsport Kartway Rules & Regulations**

Version 6.0 – 3/5/2025

### **Conduct:**

All drivers shall conduct themselves in an orderly manner. Physical violence or abuse of any individual will subject the offender to immediate removal from the premises and possible suspension of membership status. It is our intent to provide a family friendly atmosphere.

Drivers, or guardian of a minor, are responsible for the control and actions of their pit crew members and accompanying guests. Unacceptable actions of crew members may subject the driver to penalty or disqualification or suspension of membership status.

All drivers are required to attend all drivers meetings. Junior drivers must be accompanied by their crew chief.

In the interest of safety, no standing along the front stretch fence will be permitted for the purpose of viewing and/or signaling to drivers. Handlers are asked to view events from the paved pit access road, the paved hot pit lane or the pit viewing area. Hand signals are encouraged to come only from these areas. Please know that drivers (particularly junior drivers) should be focused forward with proper attention given to race officials.

### **Membership:**

A \$50 membership fee is required, per class competing in, in order to receive race-day points and year end awards. You do not have to be a member to compete, but you will not earn points. Membership earns the driver reduced pit pass pricing at all events.

Drivers must be a paid member by the first race of the season to earn points. There are a total of nine point events, with one drop. The final event of the season cannot be used as a drop.

Members are competing for a year-end prizes which consists of leather championship jackets for each Super Kart Series points class.

### **Points Classes:**

The classes listed below will be points classes for the 2025 season. A driver's competition age will be their age as of the first race of the season (April 26). Drivers with birth dates during the first half of the season (April 20 – July 13) can elect to

advance a class if their age allows, before their birthday, but only with race director's approval. Once you advance a class, you cannot go back down. Junior drivers may not compete in more than one plate points class.

- Jr. Red Clone (5-8 yrs., 225 lbs.): Big Pipe, Open Clutch – 20-minute time limit
- Jr. Green Clone (7-10 yrs., 250 lbs.): Big Pipe, Open Clutch – 20-minute time limit
- Jr. Purple Clone (9-13 yrs., 275 lbs.): Big Pipe, Open Clutch – 20-minute time limit
- Jr. Blue Clone (12-15 yrs., 310 lbs.): Big Pipe, Open Clutch – 20-minute time limit
- Clone Light (15 & up, 340 lbs.): Big Pipe, Open Clutch – 20-minute time limit
- Clone Heavy (15 & up, 375 lbs.): Big Pipe, Open Clutch – 20-minute time limit
- Clone Super Heavy (15 & up, Driver - 200 lbs., with gear, 400 lbs. total): Big Pipe, Open Clutch – 20-minute time limit

\* Time Limit - We have established a maximum time of 20 minutes per points class (and Rookie class) to accomplish each race. The 20-minute time starts when the flagman shows the first green flag. If a red flag is shown, the 20-minute time will stop until the green flag is shown again. This will ensure that an incident on the track involving emergency response personnel will not impact the actual time limit of the race. After that, the flagman or race director will monitor the time taken for that race. When 20 minutes have passed, the flagman or race director will stop the race if another yellow or a red flag has to be displayed. The determined restart order, removing those involved in the final caution/red, will be the official order of finish.

### **PRO Classes:**

- PRO Green Clone (7-10 yrs., 250 lbs.): Big Pipe, Open Clutch
- PRO Purple Clone (9-13 yrs., 275 lbs.): Big Pipe, Open Clutch
- PRO Blue Clone (12-15 yrs., 310 lbs.): Big Pipe, Open Clutch
- PRO 375 (15 & up, 375 lbs.): Big Pipe, Open Clutch

PRO classes are considered separate from points classes. Those competing in a PRO class must also compete in a points class. Jr. PRO racers must compete in the corresponding plate points class. PRO 375 drivers must be 15 years of age on the day the event takes place.

### **Rookie Class:**

- Rookie Red Clone (4-7 yrs., 225 lbs.): Big Pipe, Open Clutch, 14-58 Gear Rule\* - 20-minute time limit

\* Weedsport officials reserve the right to change the designated gear rule at any time

Rookie Red Clone will be a non-points class and is meant for brand new drivers to karting. One hot lap session, a heat race and a feature will be offered. Heats will be 6-laps, with a 10-lap feature which will be lined up straight up from heat race finishes. Single file, standing starts, will be used to start all races (until officials determine a rolling start is warranted, based on experience). Officials will work with parents to determine when a driver may be ready to move to Jr. Red Clone (lap times, racing line and situational awareness will be monitored to help determine.)

### **Race Program:**

The racing program consists of time trials, B-Mains (if needed) and A-Mains. Rookie Red Clone and Jr. Red Clone will use heat races to determine their feature lineup, all other classes will time trial. The kartway will determine the number of events, which constitute a complete program. Management reserves the right, without liability, to alter the pre-announced length or nature of any event if weather, track conditions, driver or fan safety concerns or other factors warrant such a change.

Unless otherwise noted, straight up heat race or time trial results will determine the starting lineup for all main events. Time trials will be the best of two laps. Time trial order will be based on a blind draw in all classes. Classes utilizing heat races will also be lined up by draw. Drivers that are pre-registered will have the opportunity to draw two pills. Track management will announce prior to race time the number of karts to qualify from heats or time trials, as well as the number of karts to start the night's A-Mains.

One set of time trials will be conducted for Jr. Green, Jr. Purple and Jr. Blue. This time trial session will set the lineup for both points and PRO main events.

Time trials will be conducted in group fashion with three to four karts on track at one time. It is the driver's responsibility to give adequate spacing. Please advise your drivers to give room when entering the track.

B-mains will lineup straight up from qualifying. The first kart NOT to qualify from heats or time trials will start on pole position in the B-Main. Track management will announce prior to race time how many karts will qualify from B-Mains and the laps to be run.

B-Main transfer drivers will start straight up, based on B-Main finish, behind heat race or time trial qualifiers in the A-Main.

### **Weather Policy:**

If bad weather causes qualifying to be delayed or a race to be discontinued, qualifying/race schedules may be altered in the following ways:

1. At 3 p.m., if qualifying has not started, pills or points will be used to lineup all events. Pills will be used for PRO, while points will be used for points classes. If it is the first race of the season, pills will be used for all classes.
2. At 3 p.m., if qualifying is underway, it will stop. If a class is qualifying at 3 p.m., that class will be continued until completion. Pills or points will determine the starting positions for all classes remaining. If weather strikes during the 3 p.m. deadline, resulting in the stoppage of the current class on track, all karts in that class will draw a pill for starting order.
3. At anytime, if bad weather is present and forecasted to continue, the race may be called. Any points features completed will count toward overall points, any points features that have been rained out will see points finishes/points awarded based on time trials. If time trials were not completed, those classes will see all drivers receive first place points. Rained out PRO features will be paid based on time trials. If time trials have not been run, PRO racers will receive a credit toward another event.
4. In the event a race event is on track when weather hits, causing a stoppage before halfway, all karts must exit the track and be impounded in the pit building. Karts that leave the pit building during the rain delay, unless instructed to do so by officials, will be disqualified. No changing of tires or treating of tires will be permitted in the pit building during the rain delay. If the weather clears, and the race continues, only air pressure adjustments are permitted. Karts must re-enter the track on the same tires they exited with. If the event is rained out due to weather prior to halfway, the race finish will be official based on the initial starting order.
5. In the event a time trial session is on track when weather hits, causing a stoppage before all karts have finished their qualifying laps, the session will be scrapped and all karts will draw for position. If the weather clears before 3 p.m., subsequent classes will be permitted to time trial until 3 p.m.

### **Competition Rules:**

**One-Way Radio are mandatory (454.0000). AMB Transponders are mandatory.**

**\*\* New in 2025\*\* - For all time trials and racing events, we will now use a 2-minute clock in between classes to signify when the next class will enter the track. As soon as the track is clear from the previous event, an air-horn will sound to signify the beginning of the 2-minute warning. When the clock expires, karts will be sent on track - regardless of how many karts are in the building. Any karts that are not on the ground at this time will start in the rear, OR miss their time trial position. Once a race takes the green flag, any other karts arriving late are not permitted to enter the track.**

Grid Rules – No chemical treating of tires is permitted beyond a marked point just outside of the main pit building. Anyone treating tires beyond this marker will be sent back to their trailer for that specific run. Karts must be on the ground before they exit the pit building, onto the paved grid area. Karts cannot be carried to position on the paved grid area.

Time Trial Grid – Drivers must time trial in the proper order. Any driver that attempts to enter the track out of order will not be allowed to time trial. It is the driver/crew chief's responsibility to know his/her position in the order. Once time trials begin, we will not wait; karts will be sent to the track as they come to the paved grid area.

ONLY the driver and one handler are permitted in the staging building and on the paved grid area. Junior drivers will be permitted two handlers in the staging building.

Transponder Issues – Transponders are mandatory to be scored in any event. It is the responsibility of the driver/crew chief to have your transponder mounted and properly charged. Drivers that enter the track for time trials WITHOUT a transponder mounted will forfeit their two-laps and will start last. Drivers that enter the track WITHOUT a transponder for a race event will be instructed to the hot pit to have one secured by the pit steward and will start last in said event (This is a one-time grace allowed by officials and will be tracked – a second offense will result in a DQ). If a transponder has been rented from Weedsport Kartway and it does not work, or fails, during time trials – the driver will be called to the hot pit to have a new transponder secured by the pit steward (They will get two laps). If a personal transponder fails during time trials that driver will forfeit their two laps of time trials and start last. Once an event is lined up and all transponders are deemed to be working properly, a failed transponder – or lost transponder in said event, will not result in a penalty – the driver will be hand scored.

Starts – All starts will be single file. The race leader controls the start. The race leader has the option to fire at any time in the START ZONE, which lies between two cones in Turn 4. The leader cannot fire before or after the start zone. One warning for firing early/late will be announced via the one-way radio. A second violation will result in a two position penalty. A front stretch cone, or donut, will also be placed just passed the start/finish line. All karts are asked to stay single file, and are NOT allowed to pass, until going beyond this cone. Anyone that advances a position before passing the front stretch cone will be docked two positions on the next restart. If there is not another caution, they will be docked two positions at the conclusion of the race. These penalties will be announced over the one-way radio. If there is a bad start, which causes karts to scatter out of line before the front stretch cone, caution will be called and the restart will be tried again. If a driver is deemed to be at fault for the issue, they will be penalized two positions or sent to the tail, depending on the severity of the incident, for the next restart.

Cautions before a lap is completed will revert back to the qualifying order, with the exception of those involved in the caution.

Cautions – As soon as caution is displayed and called on the one-way radio, drivers are asked to immediately slow down and move to a single file order as quickly and safely as possible. Lineups following a caution will revert to the last completed lap as displayed by the AMB scoring system. Race control will align the field based on the last completed lap and will sort you via one-way radio communication. Please do not roll double file under caution, please respect the accident scene and the caution period. Drivers involved in three caution periods will be black flagged from the event. No working on karts on track during caution periods. If you need work, you must go to the hot pit. If your kart stalls you are allowed ONLY two restarts by officials. If the kart does not fire, you must go to the pits. The race will resume when the track is safe and the lineup is correct. There are no courtesy laps.

Red Flags – As soon as a red flag is displayed and called on the one-way radio, please stop as quickly and safely as possible, no matter where you are on the track. You will be returned to your position based on the last completed lap as displayed in the AMB scoring system. Be sure to pay attention to flaggers and the one-way radio for any communications needed under red flag conditions. Handlers are not allowed on the track under red flag conditions until called. No working on karts during red flag conditions.

Restarts – All restart lineups revert back to the last completed lap as displayed by the AMB scoring system. Any karts deemed to be involved in the caution will go to the rear of the restart lineup. Restarts will follow the same protocol as initial starts listed above.

Official Calls – Calls made by tower officials or flaggers in regards to on track incidents are FINAL. All drivers deemed to be involved in a caution will go to the rear of the restart lineup. Under no circumstances is anyone to approach the scoring tower, starter's stand, or corner flaggers in response to an official's call, during an event – this includes while any event is taking place. Officials are available for discussion up to 30 minutes following the completion of the entire race meet.

Lapped Karts – Drivers being lapped are urged to respect those around them. The head starter and corner flaggers will wave you to the high side of the track if the leader is approaching. Please respect these signals. Once you are one lap down, be mindful of your position. Once you go two laps down, you may be black flagged to the pit area. Karts going one lap down in PRO events may be black flagged to the pit area.

Exiting the Track – When exiting the kartway be sure to stay high along the outside wall with your hand well in the air exiting Turn 4 to inform those behind you that you are slowing and heading to the pits.

Provisionals – One provisional starter can be added to points paying A-Mains. Provisional positions are reserved for member drivers that are in the Top 10 in the point standings. Provisionals for the first event of the season will be based on the previous year's point standings. Member drivers can only use (1) provisional during the season. Provisional starters will NOT be added to PRO main events.

### **Kart Inspection:**

Competing karts are subject to inspection by raceway officials at any time. Such an inspection does not deem a kart safe and free from defects. No express or implied warranty of safety shall result from publication of, or compliance with the rules. Kart, part and/or equipment will not be considered as having been approved by reason of having passed through inspection at anytime or number of times unobserved or undetected. Any kart is subject to a full inspection by a track official at anytime while at the racetrack. Failure to comply will result in disqualification. All Karts must be available for inspection immediately following an event. Failure to report to the designated inspection area if instructed by the track officials will result in disqualification. Compliance with rules will be determined by the procedures, equipment, and tools adopted and utilized by the raceway. Official weight is per track provided scales. Competitors are urged to check compliance against the standards before entering competition. Contact the technical inspector or track official prior to the racing program start time if you wish to have your kart checked.

### **Drug and Alcohol Policy:**

Absolutely no alcoholic beverages will be allowed in the pit area at the track. Mandatory revocation of rights will take place for any member found to be using illegal drugs or consuming alcoholic beverages while the race program is in progress or prior to entering the race premises.

### **Decisions:**

All decisions concerning scorekeeping, suspensions, disqualification, penalties and interpretation of the rules by Weedsport Kartway are FINAL. Questions or comments regarding such decisions will not be discussed during the race program. All inquiries about any decision should be made in a respectful, civil manner or they will not be heard. Under NO circumstances is ANYONE to approach the flag stand, corner flaggers, track entry pit steward, or race control tower during a race program.

### **Driver Racing Apparel:**

1. Full-face helmets designed for competitive motorsports use are required. Helmets must meet Snell SA 2015 (or higher).

2. Full coverage driver wear including sturdy shoes, socks over the ankles, racing jacket, long pants, and gloves are REQUIRED. NO long sleeve shirts, hoodies or sweatpants allowed. NO loose clothing.
3. Official kart race jackets preferred and highly recommended.
4. Neck brace designed for racing REQUIRED
5. Elbow pad for right elbow is recommended
6. Chest protectors MANDATORY for those 12 and under.
7. Long hair must be well-secured and kept under the helmet.
8. No loose clothing while racing, for safety reasons.
9. No tinted or smoked visors after dark

**Kart Requirements - Mandatory for all Classes:**

Weedsport Kartway is proud to be a Burris Racing Tire facility. All classes are required to compete with the Burris 33a tire.

1. All karts must have a clutch guard, to protect the driver from clutch/chain failure.
2. Seats must be securely bolted to frame and not adjustable while kart is in motion. No portion of the seat shall be located rearward of the vertical plane of the rear axle.
3. Fuel tanks must be securely bolted to the floor pan beneath the steering shaft unless it is an integral part of the engine. Only one fuel tank with a maximum seven quart capacity. Fuel lines will be adequate length to connect fuel tank and carburetor. Excessive fuel line will not be permitted. No pressurized fuel systems allowed.
4. Header cannot extend past the rear bumper. Header support brace required. All pipes must be in a secure fixed position. MUFFLERS ARE MANDATORY.
5. Kart must have a minimum of rear brakes. All brake bolts and supports will have no less than nylock nuts, it is suggested that they be pinned and that a rotor guard plate be installed.
6. Front bumpers are required. Rear bumpers are required (the outer most portion of the bumper must remain within the tire area) Double nerf bars are required.
8. 87 octane pump Gas only for all clone classes.
9. Front spindles must be keyed and pinned.
10. Rear axles must have snap rings on both ends plus safety wire.



11. Steering wheel nut must be keyed or pinned. The three bolts that hold the steering wheel to the hub must have no less than nylock nuts. All tie-rod bolts must be keyed or pinned.

12. All bodies, side panels, and nose pieces must be securely mounted

13. Kart numbers must be at least 6" on the nose, side panels, and rear number plate.

14. All numbers must be read from scorer's tower or you won't be scored. Your kart numbers must be visible to be scored.

15. All added weight is to be securely fastened to the kart with a minimum of 5/16" bolts. All bolts must be cotter keyed, safety wired or double nutted. No weight is to be bolted to the outside of the bumpers or the side bars. Weights should not exceed 8lbs. each, and painted white.

16. Oil and Fuel: Oil and Fuel may be teched at any time during race day. No flammable or dangerous additives of any kind are allowed in the crankcase. Any means of testing may be used including smell and appearance. A competitor may be disqualified if his fuel does not smell the same as a clean fuel sample supplied by the tack. The "smell" test must be performed by three track officials and all three must agree that sample in question is different from the track sample.

17. Steering column fairings are NOT permitted in Jr. Red Clone, Jr. Green Clone or Jr. Purple Clone.

\*\* Anyone disqualified for intentional oil or fuel infractions will forfeit all points for the day plus 25 additional points.

**Transponder Placement:** The leading edge of the transponder can be no closer than 24" from the center of the left front kingpin. It can be mounted anywhere on the left side of the kart as long as it has a clear view of the ground and is secure (seat, frame rail, seat strut, nerf bar etc.).

### **Point System:**

Feature and heat points will be awarded. Point structure is below:

Feature: 1<sup>st</sup> – 100, 2<sup>nd</sup> – 94, 3<sup>rd</sup> – 90, 4<sup>th</sup> – 87, 5<sup>th</sup> – 84, 6<sup>th</sup> – 81, 7<sup>th</sup> – 78, 8<sup>th</sup> – 76, 9<sup>th</sup> – 74, 10<sup>th</sup> – 72, 11<sup>th</sup> – 70, 12<sup>th</sup> – 68, 13<sup>th</sup> – 66, 14<sup>th</sup> – 64, 15<sup>th</sup> – 62, 16<sup>th</sup> – 60, 17<sup>th</sup> – 58, 18<sup>th</sup> – 57, 19<sup>th</sup> – 56, 20<sup>th</sup> – 55, 21<sup>st</sup> – 54, 22<sup>nd</sup> – 53, 23<sup>rd</sup> – 52, 24<sup>th</sup> – 51

Heat, Time Trial: 1<sup>st</sup> – 15, 2<sup>nd</sup> – 12, 3<sup>rd</sup> – 10, 4<sup>th</sup> – 8, 5<sup>th</sup> – 7, 6<sup>th</sup> – 6, 7<sup>th</sup> – 5, 8<sup>th</sup> – 4, 9<sup>th</sup> – 3, 10<sup>th</sup> – 2, 11<sup>th</sup> on back - 1

40 show-up points will be awarded to those who make an attempt to qualify, but do not start the main event. Drivers being disqualified will receive 40 show up points for a first offense. Second time offenders will receive 0 points – no matter the infraction.

In all cases of season ending ties, ties will be broken by using the greatest number of 1st place finishes in events counting toward that position. If a tie still exists, the 2nd's, 3rd's, etc. will be considered until the tie is broken. Points count each week except for noted non-points events.

### **Post-Race Inspection:**

1. The top 5 karts in all classes must go to the scale house to weigh in after feature races. If you fail to go to the scale house, you will be disqualified from that race. All karts must scale following time trials.
2. Management will decide which classes will be teched each night. After the feature the classes that will be teched will be directed to the designated tech area. All decisions of the tech person are final.
3. ONLY the driver and one handler are allowed in the tech area for inspection.

### **Engine Rules:**

All Clone engine rules will use the AKRA engine platform as a guideline.

### **Disclaimer:**

All specifications and regulations contained within this rule book are subject to deletions, additions, and/or modifications by directives contained in subsequent technical bulletins, official entry forms, official programs and publications issued by Weedsport Kartway or by verbal directive of track management without prior notification.