

## TABLE OF CONTENTS

DISCLAIMER .....	ii
SECTION I: GENERAL CLUB POLICIES	
A. Introduction to LIKA .....	1
B. Executive Board of Directors .....	1
C. General Board Duties .....	1
D. Individual Board Member Duties .....	2
E. Members .....	3
F. Meeting Procedures and Rules .....	3
SECTION II: EQUIPMENT AND SAFETY POLICIES	
A. Introduction to the Technical Inspection Committee .....	6
B. General Technical Inspection Committee Responsibilities .....	6
C. Safety .....	6
D. Protective Clothing .....	9
E. Kart Chassis and Engine Specifications .....	10
SECTION III: RACE RULES AND PROCEDURES	
A. Class Structure .....	11
B. Eligibility .....	13
C. Registration Procedure .....	13
D. Pit Rules and Procedures .....	15
E. Grid Rules .....	16
F. Racing Format .....	17
G. Penalty Enforcement .....	23
H. New Drivers .....	25
I. Driving Ability .....	25
J. Flags and Flagging .....	25
K. Scoring .....	27
SECTION IV: NON-RACE RULES AND PROCEDURES	
A. Awards .....	30
B. Competition Numbers .....	30
C. Committee Participation .....	31
D. Track Assistance .....	31
E. Non-Member Participation .....	31
F. Behavior .....	32
Section VI: APPENDICES	
Required Equipment, Recommended Tools & Equipment, Special Conditions .....	A1
Safety Inspection Guide .....	A2
Transponder Information .....	A3
2010 LIKA Fees .....	A4
Membership Application .....	A5
Driving Directions to Nassau Coliseum .....	A6
Driving Directions to Old Fields Inn .....	A7
Driving Directions to get Race Fuel .....	A8
Track Map .....	A9
Race Entry Form .....	A10
Practice Entry Form .....	A11
Refusal of Medical Attention Release .....	A12

## **DISCLAIMER**

The rules and regulations set forth herein are designed to provide for the orderly operation of the Long Island Karting Association, Inc. (LIKA) and its karting events, and to establish minimum acceptable standards and requirements for conducting such events. These rules and regulations shall govern the operation of all LIKA karting events and, by taking part in these events, all participants agree to comply with these rules and regulations. No express or implied warranty of safety shall result from the publication of or compliance with these rules and regulations, which are intended solely as a guide for conducting the sport of karting and are in no way a guarantee against injury or death to a participant, spectator or official.

The LIKA Board of Directors shall be empowered to permit minor deviations from any specifications herein or to impose further restrictions that, in its opinion, do not alter the minimum acceptable standards and requirements. No express or implied warranty of safety shall result from such alteration of these specifications. The LIKA Board of Directors is exclusively authorized, at its discretion, to interpret or deviate from these rules and regulations, and its decisions shall be final.

LIKA reserves the rights to all photos, interviews, videos and the like for its promotional needs.

## **SECTION I GENERAL CLUB POLICIES**

### **A. Introduction to the Long Island Karting Association, Inc. (LIKA)**

Welcome to LIKA, to karting, and to a very rewarding but serious sport. Unless otherwise specified by LIKA rules, regulations, or policies, all current WKA rules are applicable during LIKA sanctioned or insured practice or racing events. By presenting these rules, regulations, and policies, LIKA intends to clarify to Members and non-members alike what is expected from all participants in order to accomplish a safe and fair racing season and hopes to provide the participants with enjoyable racing.

Members of the LIKA Board of Directors, as Club Officials, will enforce LIKA rules, regulations, and policies, formulate and present proposals to the LIKA Members at general membership meetings, and serve as the governing body of LIKA. Club Officials will be available to assist LIKA Members and to guide them in obtaining assistance. LIKA Members must remember that these Club Officials are sacrificing their personal and competition time to assist the Members in having a safe and competitive racing season.

### **B. Executive Board of Directors:**

1. President
2. Vice-President
3. Treasurer
4. Secretary
5. Track Director
6. Assistant Track Directors (up to 4)

#### **Additional non-voting Club positions (do not attend Board meetings):**

1. Junior Racing Representatives (up to 2, must be 16 or under)

### **C. General Board Duties:**

1. To serve as the governing body of the Long Island Karting Association.
2. To enforce Club rules.
3. To formulate proposals and present them to the Members at the general membership meetings.
4. To make a report of their meetings to the Members.
5. Each year the new Board must present to the Members at the Annual Rules Meeting a proposed budget for the new year. The budget or revisions to it must be approved at the Annual Rules Meeting.
6. All irregularities shall be brought to the attention of the Members.
7. All Board Members must read current rules and sign a statement that they understand them and will abide by them.

## **D. Individual Board Member Duties:**

### **1. President:**

- a. Preside over all non-race events including but not limited to Board Meetings and General Membership Meetings
- b. Carry out directives of the Membership
- c. Preside over protest appeals
- d. Promote the sport of Karting
- e. Audit race day receipts
- f. Shall have full access to all LIKA records of any type or form, including but not limited to Treasurer's books, financial records, and reports and to all Secretary's materials, records and reports at any time requested

### **2. Vice-President:**

- a. Assist the President
- b. Perform the functions of the President in his/her absence

### **3. Treasurer:**

- a. Collect membership fees and gate receipts
- b. Submit a statement of receipts and tickets sold
- c. Secure driver and pit passes
- d. Keep a monthly statement of outgoing and incoming bills
- e. Keep neat and orderly books on a monthly basis
- f. Present a monthly report to the Club
- g. Deposit moneys in the LIKA checking account within seven days of receipt
- h. Issue checks against Club moneys upon receipt of notice
- i. All Club checks must be sequentially numbered
- j. Submit books for Audit at end of fiscal year
- k. Shall have the latest (previous month's) bank statement at the general meeting for inspection by any Member in good standing (Statement not to leave the Board table)
- l. Shall give a receipt for all cash taken in other than racing and pit moneys
- m. Shall have the proper tax forms filed each year
- n. Prepare a proposed budget for the upcoming racing year and submit it to the Board prior to the Annual Rules Meeting
- o. Make all payments for personal services by check or by credit for club benefits, such as Membership dues or entry fees
- p. Note all transactions made by cash or credit for club benefits in the books
- q. All payments for personal services shall be reported according to IRS requirements

**4. Secretary:**

- a. Keep minutes of all membership and Board meetings
- b. Type and mail all LIKA correspondence
- c. Keep neat and orderly records
- d. Forward meeting minutes and records to incoming Board
- e. Read the minutes of the meetings
- f. Maintain membership rolls
- g. Tabulate the race day's points

**5. Track Director:** Shall have responsibility over all racing events

- a. Conduct the racing events at the track on racing event dates
- b. Enforce all racing rules
- c. Ensure that the track is safe for racing events
- d. To hear and decide protests
- e. Preside over Drivers Meetings

**6. Assistant Track Directors:**

- a. Assist the Track Director
- b. Perform the duties of the Track Director in his/her absence

**7. Junior Racing Representatives:** The Junior Representatives shall act as a liaison between the Junior Drivers and the LIKA Board. They shall bring to the attention of the Board any issues of concern to Junior Drivers. Any Junior Driver with an issue that s/he feels is not being adequately addressed is encouraged to discuss that problem with a Junior Representative. If requested to do so by the Junior Driver, the Junior Representatives shall bring that issue to the attention of a Board Member at their earliest opportunity. Junior Representatives shall also assist track personnel in the race day operations, i.e., scoring, registration, gridding of karts, etc.

**E. Members:** There shall be three classes of LIKA Members: Primary Members; Family Members; and Associate Members. Primary Members must be at least 18 years of age and are the only LIKA Members who may vote and who may be LIKA Officers or Directors. Family Members are the spouse or significant-other of a Primary Member and/or the immediate family members, ages 5 through 17, of the Primary Member, living in the same household as the Primary Member. Associate Members are non-racing Members.

**F. Meeting Procedures and Rules:**

1. There shall be **General Membership Meetings**, typically held on the third Monday in the months of the racing season, except August, at such time and place as the Board directs, within Nassau or Suffolk Counties. The Board may schedule additional general membership meetings, as necessary, provided that adequate and proper notice is given to the Members in a LIKA newsletter or independent mailing, or by e-mail or LIKA web site posting, which may be specified by individual Members.

**2. Nominations for LIKA Officers and Directors** will be made at the October general membership meeting. Only Primary Members who have been LIKA Members by the first of September may nominate Primary Members who have been LIKA Members by the first of September for LIKA Officer and Director positions. Nominations for LIKA Officers and Directors will be closed by the end of the October general membership meeting. Notice of the LIKA Officer and Director Nominees and of an optional November general membership meeting for the election of contested LIKA Officer and Director positions will be given to the Members in a LIKA newsletter or independent mailing, or by e-mail or LIKA web site posting, which may be specified by individual Members. There will be no write-in or absentee ballots. Only Primary Members may vote in person.

**3.** There shall be an **Annual Rules Meeting** held after the conclusion of the year's racing and sufficiently prior to the start of the next year's racing to give competitors adequate opportunity to prepare for the racing year. Traditionally, the Annual Rules Meeting is held in February or early March.

**4. a.** A **Racing Rule Change** is defined as any rule change that would affect a participant's competitiveness in their class to the extent that they would not have a class in which to participate, would be made non-competitive, or would be required to make substantial changes in equipment to remain legally competitive in a given class, and is intended to only be made at the Annual Rules Meeting. A racing rule change, proposed and voted on at the Annual Rules Meeting, can take immediate effect. The Board may at any time make a racing rule change for safety reasons.

**b.** A **Class Structure or Definition**, describes the characteristics of a class, includes, but is not limited to, the class name, driver ages, engine, weight, tires, and other permitted or prohibited kart components, and is intended to only be created or revised at the Annual Rules Meeting. The creation of or a revision to a class structure or definition, proposed and voted on at the Annual Rules Meeting, can take immediate effect. At any other time, a request for the creation of or a revision to a class structure or definition requires compelling reasons and Board approval, where the request must only be made to the Board in writing, stating: the changes; the reasons for the changes; and the reasons why the changes could not be made at the last Annual Rules Meeting or cannot wait for the next one. The Board will consider the changes and, if approved, will submit the changes for a vote at a general membership meeting, where notice of the vote will be given to the Members in a LIKA newsletter or independent mailing, or by e-mail or LIKA web site posting, which may be specified by individual Members. The Board may at any time change a class structure or definition for safety reasons.

**5.** A racing rule change that does not pertain to a class structure or definition can only be made as follows:

- i. submitted and discussed at a general membership meeting;
- ii. published to the Members in a LIKA newsletter or independent mailing, or by e-mail or LIKA web site posting, which may be specified by individual Members; and
- iii. voted on at the next monthly Club meeting

6. A **Policy change** is defined as any change that might affect a rule, but not in such a way as to make anyone non-competitive or require a participant to change their equipment substantially to race competitively and legally. A policy change can take immediate effect.
7. No rule changes shall be made which will adversely affect or violate any existing LIKA Insurance Policy.
8. There is a cap of \$2500 per item, or total of recurring items, on LIKA Board spending without Membership approval.

## SECTION II EQUIPMENT AND SAFETY POLICIES

**A. Introduction to the Technical Inspection Committee:** A “Tech” Inspection Committee, consisting of not less than 4, nor more than 12 Members, shall be selected by the Board and approved by a two-thirds majority of the Members present at the Annual Rules Meeting. The Tech Inspection Committee Members shall serve for one year. Their responsibilities will include the following:

1. To organize and run all fuel and post-race technical inspections, whether they are mandatory, protest based, or Board requested.
2. To hold regular meetings to discuss tech inspection issues, review changes to tech inspection procedures, and plan tech inspections for upcoming race events.
3. To report to the Board on the state of the Tech Inspection Committee's areas of responsibility.

**B. General Technical Inspection Committee Responsibilities:**

1. Suitability for competition: The basic design of karts must be suitable for high performance with the emphasis on safety. The decisions of the Tech Inspection Committee and the Track Officials shall be binding.
2. Tech inspection matters: The Tech Inspection Committee has Final decision making power on tech inspection matters, not the Board of Directors.

**C. Safety:** Safety is the prime consideration of LIKA. Methods of operation, kart construction, track facilities and competition practices are under constant review to protect drivers and to raise the safety standards of the sport. For specific regulations governing safety, refer to the current WKA Competition Regulations and Technical Manual.

1. **General Safety Rules:** It is the driver/owner's responsibility to have a safe and sound kart, to operate it in a safe manner and to follow all rules, regulations and procedures, at all times.
2. **Pre-Race Tech Inspection:** All competitors at LIKA sanctioned events shall have their karts and driver safety equipment inspected by a designated Tech Official prior to entering the track for each practice or race event. A distinctive “Tech Sticker” is to be placed on the kart by the Tech Official indicating class and safety compliance. The driver is responsible for ensuring the kart has been inspected and that a valid “Tech Sticker” is visible on the kart and that his/her kart and safety equipment meets all Club requirements, at all times. Failure to comply with these requirements may result in disqualification, suspension or other action that the Club may deem necessary for proper enforcement.
  - a. **Removal of Prior Tech Stickers:** All prior tech stickers must be removed before a Tech Official can inspect a kart.

**b. Equipment Presence:** To be inspected, a kart must be presented with the driver's helmet, neck collar, gloves, and rib and chest protectors, if required, and all kart racing equipment necessary to substantiate legal entry for all classes entered. If the chassis is presented with an engine that is legal in one class entered, but not another, the engine(s) to be used in the additional class(es) must be available for inspection at pre-race tech inspection. Driver safety equipment, including helmets, must be present to be inspected to assure compliance with these and WKA regulations.

**c. Transponder Compliance:** Karts without properly mounted transponders will not pass pre-race tech inspection.

**d. Class Compliance:** Karts that are observed during pre-race tech inspection to have non-compliant installed equipment, such as engines, exhausts, tires, etc., or that are observed in other regards to be non-compliant with the rules for the class they are registered to compete in will not pass pre-race tech inspection.

**e. Failing Pre-Race Tech Inspection:** A driver whose kart fails pre-race tech inspection may make modifications and/or repairs and submit the kart for re-inspection at any time. Any driver who drives or attempts to drive a kart on the track during a practice or race event after that kart has failed a pre-race tech inspection, without first passing a re-inspection, shall be disqualified from that event and may be subject to further disciplinary action.

**f. Re-inspection:** Tech Officials have the option to re-inspect any kart for safety or compliance reasons at any time before or during an event.

**g. Removal from competition:** The Track Director, Tech Officials, or Finish Flagger shall be authorized to remove from competition any equipment, which in their judgment, has become mechanically unsafe, and to suspend the driver from competition until adequate repairs are made to return the equipment to a safe condition in compliance with all rules governing safety.

**h. Rear bumpers:** Rear bumpers on all 2 Cycle and 4 Cycle karts at LIKA events, except Kid Karts that have their own rule, must comply with WKA Section 209.3, et seq., where rear bumpers must be at least as wide as between the centers of the rear tires. Unlike WKA rules, LIKA requires rear tires to have a gap to the front of the rear bumper that is between  $\frac{3}{4}$ " and 4", and that the width of the rear bumper only needs to be no wider than the WKA stated maximum kart width of 55 1/8 inches.

**3. Accident Insurance:** Accident Insurance is provided for all legally registered participants in any LIKA event. Any participant who purchases a valid LIKA pit pass shall receive spectator bodily injury and property damage liability as specified in the current insurance policy. All participants at any LIKA sanctioned event must sign releases and waivers as supplied by the insurance carrier, and must be issued a LIKA insurance pit pass. This includes ALL drivers, pit crew, workers, spectators, officials, and any other persons allowed into restricted sections/areas of the track. There are no exceptions to this requirement.

**4. Accidents:** Only Track Officials shall investigate accidents. No pit personnel are permitted on the track while a practice or race is in progress. Karts able to continue running following a collision may be required to stop and undergo inspection by the Track Officials.

**5. Injuries:** The only persons permitted to approach and attend to a potentially injured driver or spectator are the Track Medical Personnel (TMP) and the Track Director or designee. The Track Director may allow other persons to approach the accident scene as s/he deems appropriate. Unless there is immediate risk of injury not to move a potentially injured driver, such as the risk of fire, the TMP are the only persons permitted to move a potentially injured driver, unless and until the TMP deem it permissible to do so. Track Medical Personnel are persons known to and permitted by the Track Director or designee to assist with and attend to injured drivers at LIKA sanctioned practice and race events. Suitable TMP are medical doctors, paramedics, registered nurses, licensed practical nurses, emergency medical technicians (EMTs), and first-aiders. Drivers who are thought by TMP or Club Officials to have been injured are not permitted to continue or return to driving at LIKA sanctioned practice or race events until evaluated and cleared to drive by TMP. TMP or Club Officials may require a driver's treating physician to provide written permission for that driver to drive a racing kart before that driver is permitted to continue or return to driving at LIKA sanctioned practice or race events. Drivers, or the parents of minor drivers, who refuse medical attention recommended by TMP or Club Officials must sign a Refusal of Medical Attention release form and may be prohibited from further LIKA practice or race participation, as stated above.

**6. Accident Reports:** A LIKA accident report, such as provided by LIKA's Insurance Carrier, must be completed by the Track Director or designee any time an injury occurs during a LIKA practice or race event. The accident report must be submitted to LIKA's Insurance Carrier as soon as required by the carrier.

**7. Fire Extinguishers:** An operable 5 lb. or larger dry powder type Fire Extinguisher (rated for use on A, B & C type fires) shall be available on the starting grid at the start of each race. Carbon Dioxide extinguishers are not an acceptable substitute for the dry powder type.

**\*\* Pit Area:** All entrants must have a working fire extinguisher in their pit areas.

**8. Rain:** The Track Director shall have the sole authority to decide whether or not an event is to be cancelled due to rain. In the absence of the Track Director, the highest-ranking Club Official present at the track shall make this decision. The Track Director is to follow WKA guidelines in conduction operations in the rain or wet weather.

#### D. Protective Clothing:

**1. Helmets:** Whenever on the track, all drivers must properly wear a helmet bearing current SNELL, SFI, or BSI certification. Full-face coverage helmets are required for all participants.

<u>Snell</u>	<u>Legal Until</u>
SA and M 2000	12/20/10
SA, M and K 2005	12/20/15
CMS 2007 (youth helmet)	12/20/15
CMR 2007 (youth helmet)	12/20/15
M2010	12/20/20
SA2010	12/20/20
<u>SFI</u>	<u>Legal Until</u>
24.1 (youth helmet)	12/20/12
31.2a and 41.2a	12/20/13
24.1/2005 (youth helmet)	12/20/15
31.1/2005 and 41.1/2005	12/20/15
24.1/2010 (youth helmet)	12/20/20
31.1/2010 and 41.1/2010	12/20/20
<u>BSI</u> *	<u>Legal Until</u>
A, A/FR-Types BS6658-85	12/20/13

\* manufacture date must be within 10 years

**2. Gloves:** Full coverage gloves are mandatory at all times for all drivers during practice and competition.

**3. Face Shields:** Face shields are mandatory at all times for all drivers during practice and competition.

**4. Neck Collars:** Neck collars specifically designed for racing purposes, such as traditional racing neck collars with foam inserts or Leatt Braces, are mandatory at all times for all drivers during practice and competition.

**5. Driving Suits or Jackets and Pants:** A one or two piece driving suit of heavyweight abrasion resistant nylon, leather, or vinyl material is recommended. Otherwise, a heavyweight abrasion resistant nylon, leather, or vinyl material jacket and full-length heavyweight pants (not sweat pants) are mandatory. In addition to protective clothing required by LIKA and WKA regulations, elbow and knee pads are highly recommended during practice and competition.

**6. Footwear:** Footwear covering the ankle is mandatory at all times for all drivers during practice and competition.

**7. Earplugs:** Recommended for all drivers, pit crewmembers, and other participants during practice and competition.

**8. A Balaclava or Head-sock:** Mandatory for all drivers with hair long enough to become exposed from their helmets to avoid contact with rotating parts.

**9. Rib Protectors:** Mandatory for all drivers in Kid Kart, Cadet Novice, Cadet, 4 Cycle Junior I, and Rotax MiniMax, highly recommended for all other drivers.

**10. Approved Chest Protectors:** SFI 20.1 Chest Protector mandatory for all drivers in Kid Kart, Cadet Novice, Cadet, 4 Cycle Junior I, and Rotax MiniMax, highly recommended for all other drivers aged 12 and under in any class.

**11. Apparel Not Permitted:** Bandanas, sweat pants, hoods, loose belts, etc.

## **E. Kart Chassis and Engine Specifications:**

1. Except as noted herein, the current WKA Competition Regulations and Technical Manual governs Sprint Kart chassis and engine specifications. WKA Section 200 rules apply to 2-Cycle Sprint Karts, Section 250 rules apply to 4-Cycle Sprint Karts, and Section 900 rules apply to Kid Karts. TaGUSA Rules apply to all TaG classes, including where the TaGUSA rules reference Rotax Max rules. Rotax MAX Rules apply to Rotax MiniMax. LIKA reserves the right to apply local rules to kart chassis and engine specifications.

**a. Tires:** All tires to be used during qualifying and races will be marked during pre-race technical inspection or before or after qualifying and heat races by a LIKA Tech Official. Only those marked tires shall be used during qualifying and races. There will be random tire checks, before or after qualifying and races, which will check for inspection markings and for hardness with a durometer. In the case of a tire problem requiring replacement, the replacement tire is to be inspected by a LIKA Tech Official before its use in qualifying or races.

### SECTION III RACE RULES AND PROCEDURES

**A. Class Structure:** The following class structures shall be in effect for the 2010 racing year. They are subject to change for subsequent racing years.

**Notes: Apply to all classes unless otherwise specified**

- Yamaha KT100S may use old or new style cylinder
- Bridgestone "C" compound (i.e., YKC, YHC), MG-HZ "Red", and Maxxis HG3 tires are the LIKA Spec Tires and the only tires permitted in LIKA classes, except where noted
- Tires may change due to availability
- 4.60 tires are allowed in place of 4.50 tires
- Front wheel brakes permitted only in TaG Senior, TaG Masters & Shifter
- YBX = RLV 3 hole can exhaust; SSX = RLV 4 hole can exhaust
- All 2 Cycle karts must use gas/oil mix only; all 4 Cycle Briggs karts must use Methanol only
- Airboxes complying with WKA Section 551 required on all 2 cycle karts, including TaG
- TaG weights are subject to change throughout the year to equalize competition
- Batteries may be substituted provided voltage and amp/hour ratings are equal
- Spark plugs are open in all classes
- Karts not complying with class rules may be entered in open class

<u>Class</u>	<u>Engine(s)</u>	<u>Weight</u>	<u>Age</u>
<b>Kid Kart</b> 4.50/4.50 Tires • LIKA Spec Tires or equivalent tires as provided by manufacturer of kart	Comer 50cc w/10x89 gears must run kart and engine as sold	None	5-7
<b>Cadet Novice/Cadet</b> 4.50/4.50 Tires	80cc Comer K80 Yamaha KT100s w/WA55B carb. & SSX Yamaha KT100S w/.600 red rest. & YBX Yamaha KT100S w/WA55B carb. & YBX 5 hp Briggs w/.425 purple rest.	235 250 235 235 225	8*-12
<b>Rotax MiniMax</b> 4.50/4.50 Tires	Rotax FR 125 Junior Max w/Mini Max LIKA Spec or Mojo D2 Tires exhaust header & inlet restrictor - no valve 13x82 gears - no max wheelbase	265	9-12
<b>Junior Sportsman</b> 4.50/6.00 Tires	Yamaha KT100S w/SSX 5 hp Briggs unrestricted	320 300	12*-15
<b>TaG Junior</b> 4.50/7.10 Tires	LIKA Spec or Mojo D2 Tires BM Jaguar 125 Cheetah 125 Easykart 125 Motori Seven Parilla Leopard PRD Rotax FR 125 Junior Max - no valve Vortex TT	320 320 320 320 320 320 320 320	12*-15

<u>Class</u>	<u>Engine(s)</u>	<u>Weight</u>	<u>Age</u>
<b>Senior Novice</b> 4.50/7.10 Tires	5 hp Briggs unrestricted	325	16+
	Yamaha KT100S w/YBX	350	
	Yamaha KT100S w/SSX	410	
	• May use SSX only if unable to make lower YBX weight within 10 lbs.		
<b>Senior Sportsman</b> 4.50/7.10 Tires	Yamaha KT100S w/SSX	360	16+
<b>Sportsman Masters</b> 4.50/7.10 Tires	Yamaha KT100S w/SSX	390	35+
	• May be age 18+ with personal weight of 200+ lbs.		
<b>Super Yamaha</b> 4.50/7.10 Tires	Yamaha KT100S w/RLV L2 pipe	350	16+
<b>Shifter</b> 4.50/7.10 Tires	125cc Stock Moto or ICC Gearbox	395	16+
<b>TaG</b> 4.50/7.10 Tires	LIKA Spec or Mojo D2 Tires	<b>Senior 16+</b>	<b>Masters 35+</b>
	ATK 125	390	435
	Biland Stealth	370	415
	BM Jaguar 125	360	405
	Cheetah 125	360	405
	Comer	390	435
	CRS 125	390	435
	Easykart 125	360	405
	Italsistem 125	360	405
	Motori Seven	360	405
	Parilla Leopard	360	405
	PCR 125	390	435
	PRD	360	405
	Rotax Max FR125 SR	360	405
	Sonik TX125	390	435
	Sonik VX125	390	435
Vortex ROK 125	390	435	
Vortex TT	390	435	
	• TaG Masters drivers may be age 17+ with personal weight of 200+ lbs.		

**B. Eligibility:** For specific rules governing eligibility to compete at LIKA sanctioned practice and race events, please refer to the current WKA Competition Regulations and Tech Manual. LIKA does not require competition licenses as WKA may require.

**1. Class Age Qualification:** The above class structure listed minimum age for a class is the driver's actual age on the day of an event, unless the listed minimum age for a class is indicated with an asterisk (\*), in which case the driver must reach the listed minimum age for that class by the end of that calendar year. Drivers may practice in a kart that races in a listed class up to one year before qualifying age-wise, as stated above, to race in that class. Drivers that qualify to race in a higher age range class may finish a season started in a lower age range class or may race in the higher age range class once age qualified. However, points obtained in the lower age range class are not transferable to the higher age range class, and once a driver races in a higher age range class, s/he may not race in the lower age range class. Exceptions to Class Age Qualifications are rarely made and require Board approval with a recommendation by the Track Director when made.

**2. Junior Driver Birth Certificates:** All drivers sixteen (16) years of age or younger must have a birth certificate on file prior to any practice or race participation.

**3. Pregnancy:** Pregnancy is an ineligibility from competing in any LIKA sanctioned or insured practice, race, or family day fun race.

**4. Appearance:** All Members participating in a LIKA event shall maintain a clean and neat appearance.

**C. Registration Procedure:**

**1. Entry Refunds:** There shall be no refunds of entry fees at LIKA sanctioned events after the entrant registers, except where an entry is refused by LIKA.

**2. Rain:** Registration shall not first begin and the equipment containers shall not first be opened for track setup while it is raining. In that case, the Track Director shall make a decision whether to cancel that day's event, or to wait to begin registration and to open the equipment containers for track setup, in order to determine if the rain may stop. Once the Track Director makes a decision on a race event day that the rain appears likely to stop and to begin registration for race entries, that race event day may not be cancelled due to rain before 11:00 a.m., and anyone arriving before 11 a.m. may register for the race event in order to be awarded points for the day. This rule shall only apply if registration has begun. If registration has not begun before the race event was cancelled, no competitor shall be awarded points for the day.

- 3. Official Entry:** The kart frame, not the driver, is the official entry at a LIKA race event. There shall be no kart frame substitutions without permission of the Track Director. A kart frame may be entered in more than one class at a LIKA race event. At registration, a driver shall be designated for each official entry, where that driver shall be designated to drive only that official entry in that class. There shall be no substitution of designated drivers for an official entry during the race day. Only designated drivers may receive finishing points for their officially entered classes at that day's races. Any official entry or a designated driver not appearing at the track or not participating in any of the day's racing related activities, will be removed from the entry list and will not be considered an entry regarding race credit, points awards, award qualifications, etc. More than one driver, if properly registered, may be designated to drive a kart frame entry at a LIKA practice day.
- 4. Practice or Race Entry Form:** A driver, or the parent or legal guardian of a minor driver, in signing the entry form for any LIKA practice or race event, elects to use the track at his/her own risk, and thereby releases and forever discharges the Long Island Karting Association, Inc., together with its heirs, assigns, officers, representatives, agents, employees, and Members, from all liability due to injury to person (including death), property, employees and/or reputation that may be received by said driver, or parent or legal guardian, and from all claims of said injuries to parties listed above arising out of, or as a result of, the event contemplated under the entry form or caused by the condition of the course over which the event is held.
- 5. Liability waiver:** For an adult aged eighteen (18) or over to receive a driver or crew pit pass, and to enter the restricted track areas at a LIKA practice or race event, it is mandatory that the adult complete a LIABILITY WAIVER.
- 6. Minor Participant Liability Waiver:** For a minor aged seventeen (17) or under to receive a driver or crew pit pass, and to enter the restricted track areas at a LIKA practice or race event, it is mandatory that the minor and a parent, or legal guardian of the minor, complete the annually executed, NKA "PARENTAL CONSENT, RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT" form, and the per-event executed NKA "Minor Report" form. Anyone under the age of 18 is required to comply with this section.
- 7. Drawing for Starting Position:** At registration on race days when no timed qualifying is to be used, drivers will draw a number for starting position in the first heat for each class entered. When a driver has entered more than one class, s/he shall draw one number for each class entered, indicating the class PRIOR to drawing each number. Drivers arriving after 9:00 a.m. will be gridded at the back of their class and will not be permitted to draw for starting position. Drivers arriving after the driver's meeting may not be permitted to race that day.

#### **D. Pit Rules and Procedures:**

**1. Admission to Pits:** Upon arrival at the track before registration is being conducted, arriving participants may enter the pit area to park and assist with track set-up. These participants should sign the required waivers and obtain the required credentials as soon as practicable after registration begins, and must do so before practice or racing operations begin. Upon arrival at the track after registration has begun, arriving participants should not enter the pits until after signing-in. Only persons that have signed required waivers and who are in possession of proper credentials are permitted in the pit areas and track once practice or race operations have begun. Pets are permitted in the pit area, but shall be properly restrained.

**2. Possession of Required Track Credentials:** Anyone entering the restricted track areas at a LIKA practice or race event, including crewmembers, Track Officials, Tech Officials, and spectators, must sign all required waivers, pay the appropriate admission fees, and at all times be in possession of all required track credentials, such as wristbands indicating compliance. Drivers are responsible for ensuring that their pit crew and others in their party are properly registered and have signed all required waivers. Failure by anyone to comply may result in disqualification, suspension or other action, as deemed necessary and appropriate by Club Officials.

**3. Number of Persons Permitted in Pits:** LIKA has the right to determine and enforce the number of persons allowed in the pits for each team at any time during an event. LIKA has the right to revoke permission for an individual to remain in the pit area for misbehavior, non-compliance with rules and policies and/or disobedience of Club Officials.

**4. Possession of Regulations:** All entrants must maintain a copy of these rules and regulations in their pits. All competitors, their crewmembers and other persons in their party shall read these rules and regulations. Entrants are responsible for ensuring that members of their party understand and comply with these rules and regulations. All entrants must maintain a copy of the current WKA Competition Regulations and Technical Manual in their pits. All entrants competing in a Rotax class must maintain a copy of the current Rotax MAX Challenge Rules in their pits. All entrants competing in a TaG class must maintain a copy of the current TaGUSA Rules in their pits.

**5. Driving in the Pits.** There shall be NO DRIVING or COASTING of karts in the pits, paddock, or grid area at any LIKA race or practice. Karts exiting the track shall become stationary before reaching the scales area. Disqualification from the event may result for the first offense and a 90-day suspension from LIKA events may result from a second offense. When running engines in the pit area, karts shall either be on a stand or have someone sitting in the kart and pointing at a DEAD END AREA. Verify local noise regulations with Track Officials before starting any engine prior to the commencement of practice for the day.

**6. Fire Code:** All participants shall abide by State and local fire codes.

- 7. Fuel/Lubricants/Trash Disposal:** No fuel or lubricant of any kind shall be disposed of on the grounds of the track or surrounding areas. Disqualification and expulsion from the track will result from any infraction of this rule. A drip pan shall be employed while fuel or lubricants are applied to your kart. Any spilled fuel or lubricants shall be cleaned up immediately with oil-dry, sand, or kitty litter. Entrants shall remove from the track any fuels brought to the track, including used oil, and any trash created while at the track.
- 8. Parking of Vehicles and Trailers:** Event participants shall comply with parking regulations at the racing facility and with directions given by Track Officials at LIKA events. At no time shall support vehicles be parked in such a way as to block the flow of other vehicles into or out of the facility.
- 9. Pit Spaces:** All pit spaces are available on a first-come, first-served basis.
- 10. Minibikes, Motorcycles, Bicycles; Skateboards; Golf Karts:** Are not permitted in the pit areas or on the track. Disqualification from the event may result for any offense at the discretion of Track Officials. Track Officials reserve the right to impound said items for the duration of the event.
- 11. Glass Containers:** Not permitted in the pit areas or on the track.
- 12. Parking of Karts:** Karts shall not be left unattended on the track at any time during an event. Karts shall not be serviced in the grid area.
- 13. Minor Driving:** No minor is permitted to drive any automobile or truck in the pit areas or in any other area of the track property.
- 14. Truck or Trailer Riding:** No one may ride on the back of a truck or on a trailer in the pit areas, the track, or in any other area of the track property.
- 15. Alcohol and Illegal Drugs:** The use of alcoholic beverages and/or illegal drugs is prohibited during any LIKA sanctioned event. There shall be no open containers of alcoholic beverages until all track operations are closed. After the track is closed for the day, local laws governing the use of alcohol shall apply. (Note: LIKA's rental agreement with the management of Nassau Veterans Memorial Coliseum prohibits our event participants from using alcoholic beverages on Coliseum grounds, at any time.)

**E. Grid Rules:**

The grid area is reserved for the exclusive use of competing entrants and their crewmembers, and is subject to the control of the Track Director or designee. Spectators are not permitted in the grid area. There shall be no wheel spinning and/or scrubbing of tires on the grid. Violation of this rule is grounds for disqualification.

## **F. Racing Format:**

### **Races will be conducted on the following basis:**

**1. Practice:** There shall be one or more practice sessions, weather permitting. The Track Director shall establish the length of the practice sessions and the number of practice groups. Drivers are only permitted to drive in the practice sessions held for the class(es) in which they have registered. The Track Director has the authority to penalize a driver that participates in a practice session held for a class in which they have not registered. Racing classes shall be consolidated for practice sessions. Generally, practice groups will be as follows:

- Kid Kart
- Cadet Novice
- Cadet
- Rotax MiniMax
- Junior Sportsman
- TaG Junior
- Seniors (all classes age 16+, except TaG and Shifter)
- TaG Senior & Masters, Shifter

**2. Starting Positions:** The preferred method of determining starting positions for the first heat in all classes is by timed qualifying, which is to be accomplished after the last practice session. Transponders are required for qualifying in all classes and karts without transponders are not permitted to enter the track during timed qualifying. If the timing system does not record a time for a kart, that kart will be placed at the rear of the starting grid for its first heat. If there is no timed qualifying, the starting positions for the first race heat shall be by luck-of-the-draw, typically held at registration. When there are two race heats, the starting positions for the main shall be based on the finishing order in the qualifier heat. When there are three race heats, the starting positions for the second race heat shall be based on the finishing order in the first race heat, if there was timed qualifying, or the reverse of the luck-of-the-draw at time of entry, if there was no timed qualifying, and the starting positions for the third race heat shall be based on the accumulated points from the first and second race heats, whether or not there was timed qualifying.

**3. Race Heats and Heat Lengths:** There shall be one, two or three race heats at a LIKA race event. When there are two race heats, the first heat is a qualifier heat (pre-final) and the second heat is a main (final). The number of race heats at a LIKA race event and the number of laps in those race heats shall be established by the LIKA Board and the Members at the Annual Rules Meeting. However, the Track Director has the authority to shorten the number of heats and to shorten or lengthen the number of laps to ensure that all classes are given an opportunity to race at a given LIKA race event. Any decision to shorten or lengthen the number of laps in a race heat must be made PRIOR to the commencement of that race heat. No race heat may be shortened or lengthened after the karts have left the grid and entered the track.

**EXCEPTION:** If a race heat is Red-Flagged for any reason, the Track Director has the authority to declare that race heat complete.

**4. Grid Board:** Prior to an announcement for karts to appear on the grid, the order of the race groups with their starting orders shall be posted on a Grid Board, visible to drivers entering the grid area with their karts. The karts shall be gridded in two columns with pole position on the first row of the column that is on the same side as the first turn after the starting line, thus having pole position on the inside. However, the driver with pole position has the option of switching the sides of the two columns, moving pole position to the first row of the column that is on the opposite side as the first turn after the starting line, thus having pole position on the outside. For a driver with the pole position to switch the pole position to the outside, s/he must inform the Track Official in charge of gridding at least ten minutes before the start of the affected race heat, so the grid board can be changed. Drivers are responsible for knowing their starting positions and to know when their classes are scheduled to race. If a driver believes that an error has been made on the grid board, s/he must inform a Track Official who will meet with scoring to determine any necessary corrections. Drivers are not permitted to consult with scoring directly. Race heats will not be delayed for an entrant to be properly positioned on the grid.

**5. Combining of Classes:** Whenever there are less than 4 karts entered in a class, that class may be combined with another class for their race heats, provided it is safe and practical to do so. Although running together in a heat, combined classes shall be scored individually for finishing positions and points. Whenever classes are combined, the faster class shall be gridded ahead of the slower class. However, there shall not be a split start. The classes will start the race as a single field. This consolidation rule shall not apply to the Kid Kart or Cadet Novice classes.

**6. Gridding Before the Race:** Drivers shall properly position their karts on the starting grid before their race heat in the order posted on the grid board. If there is a scratch on the grid or if a driver requests to start from the rear of the grid before the class enters the track, all karts with succeeding starting positions shall move up (cross-over) one position to the next-highest position. If a driver drops out after the karts have entered the track but before the Green Flag has dropped, there shall be no crossover of starting positions, but rather all karts in line with the kart that dropped out shall move up straight ahead. No kart may be brought to the Grid area without a valid Tech Sticker. Grid Officials will be checking for tech stickers and properly worn safety equipment, such as helmet straps, collars, gloves, Junior driver chest protectors, and ankle covering shoes.

**7. Warm-Up:**

**a.** Drivers in a race group have ninety (90) seconds to enter the track from the grid following a signal from the Grid Official for the race group to enter the track. For this rule to apply to an individual driver, that driver must have been on the grid, in the correct starting position, in the kart, and ready to race before the signal was given for the race group to enter the track. Once all of the gridded karts in the race group have entered the track, the 90 second rule no longer applies for anyone.

**b.** Drivers will have a minimum of ninety (90) seconds to warm-up, during which time the Start and Finish Flaggers will display Green Flags. Drivers should keep in mind that warm-up is not the race, so passing is discouraged and should only be done with caution. Drivers should remain in their starting order to facilitate lining up for the race. There shall be no scrubbing of tires or quick side-to-side turning during warm-up. Violation of this rule is grounds for disqualification.

**c. Re-Starts:** If the engine of a kart that has entered the track from the Grid should stall, that engine may be restarted until the time that the Green Flag is waived, indicating that the race has begun. However, no more than two attempts to restart any one kart may be made. Also, the start of the race should not be delayed for any stalled karts to be restarted or for any restarted karts to regain the field. Should a restarted kart regain the field after the Finish Flagger signals the field to form into two columns, that kart must take a starting position at the rear of the field. Restarting stalled karts must be made safely and with great caution in getting a starter to and from the kart, in positioning the kart for a restart, and in reentering the track.

#### **8. Starting the race:**

**a. Lining Up:** At the conclusion of the warm up, the Finish Flagger shall display a Yellow Flag and/or point toward the vicinity of the Start Flagger. All drivers shall cautiously slow, raising one arm to signal that they are slowing, arrange their karts into their correct starting positions, and safely and smoothly continue at a slow pace.

**b. Approaching the Start:** There shall be a rolling start for all classes except Shifter Karts. Drivers shall approach the Start Straight in two closely formed columns. While approaching the Start Line, the pole kart shall set a steady, moderate pace. The remainder of the field shall maintain the pace set by the pole kart. If the field approaches the Starting Line with a pace that is too fast, the Start Flagger may signal the field to slow, and all karts shall reduce speed smoothly, safely, and carefully.

**c. The Start:** The race starts when the Start Flagger waves the Green Flag. However, karts may not change position out of the two columns of the field until crossing the Starting Line. Cones may be placed along the center of the track leading up to the Starting Line to keep the two columns of the field separated. Crossing the center of the track before the Starting Line or crossing the track boundaries is prohibited and is cause for disqualification. Drivers jumping the start may be penalized or disqualified.

**d. Aborted Starts:** If the field fails to get a Green Flag as it passes the Starting Line or if the Start Flagger waves a Yellow Flag, there will be an aborted start. All drivers shall immediately raise one arm to signal that they are slowing and safely slow and continue around the track at a moderate pace. The field will then approach the Starting Line as stated above. If a field cannot line up and take the Green Flag after two attempts, the Start Flagger may penalize an offending driver by moving that driver to the back of the field. The drivers in the same column behind the penalized driver shall move forward one row each and the field will again attempt a start.

**e. Shifter Kart Starts:** Shifter Karts shall start from a standing start. The warm-up shall be the same as for the other classes, but instead of approaching the Starting Line for a rolling start, the Shifter Karts shall position themselves on the Start Straight in their starting positions. Once the field has come to a complete stop and all karts have positioned themselves in their starting positions, the Start Flagger shall raise a furled Green Flag overhead. The race starts when the Start Flagger drops the Green Flag. No kart may move before the Green Flag is dropped. Any driver whose kart stalls prior to the Green Flag dropping shall immediately raise one arm and the start may be aborted. If a driver stalls an engine after the Green Flag has dropped, the driver shall raise one arm and remain in the kart. After the field has passed, the driver may be re-started by Track Officials, if it is safe to do so. Otherwise, the driver shall move the kart off the track to a safe position.

**9. Conduct During the Race:** There shall be no deliberate contact between karts during practice or a race. It is the responsibility of a driver who is overtaking to be sure that a safe pass can be accomplished. Violation of this rule may result in disqualification from that race and/or other disciplinary action. Intentional blocking and weaving across the track is prohibited.

**10. Driver/Crew Communication:** Communication, including radio, telephone, pit board, and hand signal, between drivers and crew is not permitted during a LIKA racing event.

**11. The Finish:** Race heats shall be of a length determined by the Board and Membership at the annual Rules Meeting. The Finish Flagger shall display two crossed furled flags to signify when one-half of the laps have been completed. The Finish Flagger shall then display two parallel furled flags to signify two laps to go, a waving White Flag to signify one lap to go, and a waving Checkered Flag to signal the end of the race. If the Finish Flagger inadvertently displays the Checkered Flag too early or too late, that shall not change the result of the race. Drivers shall race to the Checkered Flag, even if an error has been made by Scoring or the Finish Flagger in counting the number of laps.

**12. Weigh-in:** After receiving the Checkered Flag, each driver shall proceed around the track at a moderate pace, exiting at the appropriate track exit point. All drivers shall then SLOW DOWN and cautiously proceed to the weigh-in area, lining up in single file at the scales. All drivers shall stay with their karts until they have completed weighing-in. Bumping of karts after exiting the track and while in the weigh-in line is prohibited and will be cause for disqualification from the completed heat. If any weight has been lost during the race, it cannot be recovered or replaced on the kart for weigh-in. The Track Director may also request a fuel check at this time. If the scales are not attended by a Track Official, the driver who finished second in the heat shall monitor the weighing-in of all karts in the heat and shall report to Scoring whether or not there has been any violation of the weight rules. A weight infraction following timed qualifying or a race heat shall result in disqualification from those results and the driver shall start at the rear of the class in the next race heat. A weight infraction following a Main Heat shall result in disqualification from that day's event, loss of finishing position, and loss of points for that day.

**13. Post-Race Technical Inspection:** At the discretion of the Track Director or designee, drivers may be required to participate in post-race tech inspection following the last race heat of the day. These drivers are required to bring their karts to an impound area, directly from their weigh-in. Drivers may represent themselves during post-race tech inspection or they may have one person as their representative during post-race tech inspection. Only one person may be present for each kart in post-race tech inspection. The impounded karts may not be worked on, except as directed by the Track Director in connection with removing parts for inspection. Any drivers not complying with a post-race tech inspection requirement will be disqualified for the day and will not receive points or credit for the day. Post-race tech inspection may involve the inspection of any or all of the competitors' fuel, karts, or engines to determine class compliance.

**a. Engine Teardown:** At post-race tech inspection, the Track Director may randomly select one or more classes for mandatory engine teardown. The inspection of the engines may involve a partial or complete teardown. The Track Director may elect to tear down every engine in that class, only the top three finishing karts, or the first place kart and another randomly selected top five finishing kart, as deemed appropriate. If the top three karts are inspected and one is found illegal, then the fourth place kart shall be torn down. All engine teardowns shall be done in a private tech area.

**b.** At their discretion, the Track Director and the LIKA Board have the right to select any class or any engine for teardown at any time they deem appropriate.

**14. Protests:**

**a. Who May Protest:** Protests must only be made by a legal entrant from the same class in which an alleged violation occurred. Protests must only be for technical specification legality, driver conduct, or scoring.

**b. How to Protest:** Protests must be submitted in writing to the Track Director of the event within 30 minutes after the alleged violation occurred or within 30 minutes of the completion of the race heat in which the alleged violation occurred. The protest shall state clearly the reasons for the protest and the driver name and/or number of the kart being protested. The protesting entrant must sign the protest.

**c. Engine Protests:** A protest involving the legality of an engine requires a protest fee of \$100 for a 2-cycle engine; \$200 for a 4-cycle engine; and \$300 for a shifter kart engine. Protest fees shall be posted in cash at the time the protest is filed. If the engine is found LEGAL, the protested entrant shall receive the protest fee. If the engine is found ILLEGAL, the protest fee shall be returned to the entrant who protested. Members of the Tech Committee shall do an examination of the protested engine's teardown in a private tech area under the supervision of the Track Director. The protested entrant has the right to be present during the teardown, but not the protesting party. Once the protested party has been advised that an engine protest has been filed, the protested party shall not perform any work on the kart or engine until after the protest has been decided.

**d. Hearing of Protests and Decisions:** After receiving a protest, the Track Director shall gather all of the evidence deemed appropriate, including speaking with witnesses and/or consulting with the Tech Committee. The Track Director shall then make a decision on the protest. The Track Director shall make every effort to resolve protests at the track. Any protest that cannot be resolved at the track, shall be submitted by the Track Director in writing to the LIKA Board and shall be signed by at least two Club Officers, with an explanation for the reasons why the protest could not be resolved at the track.

**e. Sanctions:** The Track Director has complete authority to decide a protest and to impose appropriate sanctions, including disqualification of an entrant from that day's event, loss of finishing position and/or loss of points for the day. However, only the LIKA Board shall have the authority to suspend a driver from future competitions or to place that driver on probation. The Track Director shall refer to the LIKA Board any matters that are believed may warrant disciplinary action by the LIKA Board. Penalties for engine infractions are discussed below.

**15. Appeals:** A protest or an engine teardown declaring an engine illegal may be appealed to the LIKA Board. Such an appeal must be made in writing and submitted to the Track Director or any other LIKA Board Member on the day of the event in question. Furthermore, in order for an appeal to be heard by the LIKA Board, the engine and/or parts in question must remain in the possession of the Track Director from the time of the protest until the appeal is resolved. The Track Director shall make the engine and/or parts available to the LIKA Board for inspection and shall give the Board a concise written report concerning the teardown, including the procedures followed in carrying out the engine teardown, all evidence considered, and the results of the teardown. The LIKA Board shall issue its decision at its earliest opportunity.

**G. Penalty Enforcement:** For specific rules governing penalties and enforcement at LIKA events, please refer to the current WKA Competition Regulations and Tech Manual. In addition, the following rules shall apply at all LIKA sanctioned events:

**1. Sanctions for Illegal Engines:** If an entrant's engine is found to be illegal during any engine teardown, including a protest, the following sanctions shall be imposed:

- **1st Time:** Loss of finishing position and points for that event.
- **2nd Time:** Loss of finishing position and points for that event.
- **3rd Time:** Loss of finishing position and points for that event and loss of points for the next LIKA event entered.
- **4th Time:** Loss of finishing position and all accumulated points for the season including that day's event.

**\*\* RACES THAT RESULT IN A DISQUALIFICATION MAY NOT BE DROPPED**

**2. Penalty for refusal of Tear-Down:** If any entrant refuses to have an engine torn-down during either a protest, a random lottery tear-down or at the direction of the Track Director or LIKA Board, that entrant shall be disqualified from that day's event, with loss of position and points. That entrant shall not be permitted to participate at LIKA races until THAT Engine is torn down and passes tech inspection at the direction of the Board.

**3. Disqualification for Illegal Fuel:** Illegal Fuel found before or after a qualifying heat race shall result in that driver starting at the back of the class. Illegal fuel found after a Main (Final) event shall result in disqualification from that day's race, including loss of finishing position and points. Before the Track Director can do a fuel check, the opportunity of a courtesy fuel check must first have been permitted for all competitors prior to the start of that day's heat races.

**4. Illegal Age:** Any LIKA driver who falsifies his/her age in order to compete in a class in which they are not legally permitted to compete shall be suspended from LIKA for a period of six months and may not compete in any LIKA sanctioned race or practice during that period. Furthermore, that driver shall lose all points accumulated to date during that racing year and shall not be eligible for any year-end award in the class in which s/he illegally competed.

**5. Illegal Driver:** Any driver who drives a kart frame entry in a LIKA sanctioned practice or race event who is not a designated driver for that kart frame entry shall be suspended from LIKA for a period of six months and may not participate in any LIKA sanctioned practice or race during that period. Any entrant for a kart frame entry who allows a non-designated driver to drive that kart frame entry in a LIKA sanctioned practice or race event may be suspended from LIKA for a period of six months and may not participate in any LIKA sanctioned practice or race events during that period.

**6. Driving of Karts on the Street:** Any LIKA Member who drives his/her kart on a public street or assists another in driving a kart on the public streets is subject to expulsion from LIKA and suspension of his/her competition privileges.

**7. Driver and Crew Conduct:** Drivers will at all times be responsible for their own conduct and that of their crew. Any offense committed by a crewmember will be chargeable directly to the driver. This particularly applies during the running of an event while the driver is away from the pit and on the track. This responsibility also extends to conduct in the local area of an event, including motels, hotels, restaurants or any public or private area.

**\*\* Unsportsmanlike conduct:** Rough behavior and/or verbal or physical abuse of any kind in the pit area or on the track will result in disciplinary action by the LIKA Board. Disqualification, expulsion from the track and/or suspension from future events may result.

**8. Suspension/Probation:** In addition to sanctions discussed above, the LIKA Board shall have the sole authority to discipline LIKA Member and non-member event participants, as it deems appropriate, including suspension or probation for violation of the Rules and Policies in this Rulebook. Sanctions may result from any incident reported to the Board, whether or not a protest has been filed.

**9. National Sanctions:** It is understood that all LIKA Members are representatives of LIKA at all karting events that they attend and should therefore conduct themselves accordingly. The LIKA Board may apply penalties and/or discipline any driver for violation of LIKA Rules at other events. Furthermore, any driver who is placed on report and/or subjected to disciplinary action by the IKF or WKA National Board shall be subject to the following penalties:

- **One Report:** A warning letter shall be sent to the driver.
- **Two Reports:** The driver will be placed on probation for a period of three months, commencing on the date of the second incident.
- **Three Reports:** The driver will be suspended from LIKA for six months and shall not be permitted to participate in any LIKA sanctioned race or practice during that period. At the end of this period the driver may apply for readmission to active competition.

**Some infractions** may be of a nature that it becomes necessary to apply the full penalty of suspension on the first report. It is understood that the foregoing penalties are in addition to the normal disciplinary power available to the LIKA Board.

**10. Disqualification:** Any driver who is disqualified from the final results of an event shall lose points and finishing position for that event, but shall not lose accumulated points for the year nor be disqualified from a year-end award unless otherwise specifically noted above.

**H. New Drivers:** New drivers are drivers who have not yet completed two races. New drivers must prominently display a contrasting “X” on the back of their helmets and may be required by the Track Director to start from the back of the starting field.

**I. Driving Ability:** Any driver may be required to demonstrate driving ability to the satisfaction of the Track Director during a practice session before being allowed to compete in a race heat. Drivers with little or no kart racing experience are strongly advised to, and may be required to, race in a Novice class. Drivers participating in a LIKA practice are to follow the same eligibility rules as for a LIKA race. The Track Director has the authority to restrict a driver to or from specific classes. The Track Director may also prohibit a driver from exercising the option of moving to a higher age class. At the discretion of the Track Director, a Novice driver may be required to move out of a Novice class.

**J. Flags and Flagging:**

1. The following flags and flag signals are used at LIKA events, as described:

**a. Green Flag:** Normally only displayed by the Finish Flagger during Practice, Qualifying, and Races to indicate a clear track and that a session is under way. Used by the Start Flagger to start a race and by the Finish Flagger to restart a race after a Yellow or Red Flag.

**b. Yellow Flag:** Indicates an unsafe condition on a following section of the track, such as one or more stopped karts on or close to the track, some debris or an obstruction on the track, or bad weather. Disobeying a Yellow Flag may result in a penalty. Under Yellow Flag conditions, drivers are to slow down, be prepared to stop, proceed with caution, and are NOT TO PASS karts that are not involved in the Yellow Flag incident, UNTIL CLEAR OF AND PAST the unsafe situation and they can see that the next flag station is not displaying a Yellow Flag. Drivers may pass karts that are disabled or cannot keep up, which should be signified by a raised arm from the slower kart. It is the responsibility of all drivers to control their karts and to avoid other karts and track workers involved in an incident. A Yellow Flag displayed in a corner pertains to that corner and may also pertain to a following section of track or to the entire track. A Yellow Flag may be given by the Start Flagger to indicate that a start has been aborted, in which case the field shall continue around the track and slowly approach the start line in formation for another start attempt.

**c. Red Flag:** Indicates an incident on the track that makes further racing unsafe, such as an accident, an injury, or a serious track blockage. All drivers shall immediately raise one arm above their heads to indicate that they are slowing, make a controlled stop at the side of the track, and shut off their engines. Drivers shall not drive around the track to the pits or race back to the finish line. A race is stopped as soon as a Red Flag is displayed. Disobeying a Red Flag will result in immediate disqualification. For scoring purposes, the finishing or restart order in a race that was Red Flagged shall be based on the last fully completed lap prior to the Red Flag. Restarts shall be single file, rolling starts for all classes. An injured driver needing medical attention or an overturned kart automatically requires a Red Flag. **NO WORK IS PERMITTED ON THE KARTS.** When a race is Red Flagged, the Track Director may deem it complete if half or more of the scheduled laps have been completed.

**d. Blue Flag:** May be solid blue or have a yellow or orange diagonal stripe. Indicates to a driver that there are one or more faster karts that are approaching to lap the driver during a race. The driver receiving the Blue Flag must yield the racing line to the lapping kart(s) to allow them to pass without interference and point (if possible) to the side of the kart for the faster karts to pass. The Blue Flag used during qualifying means for the karts to separate. The Blue Flag is not to be used during practice. Failure to obey the blue flag will result in disqualification.

**e. Black Flag:** A waved Black Flag requires a driver **NOT TO TAKE ANOTHER LAP**, but to proceed to the normal track exit at a reduced speed with one arm raised above the head to signal slowing, and to enter the pit area. It can indicate disqualification due to violation of a rule, an on-track driving infraction, such as rough driving, blocking, bumping, pushing, or any unsafe, improper, or unsportsmanlike activity. If it is given in qualifying or a race for unsportsmanlike driving, the driver will start at the rear of that day's next race. If it is given in a race, the driver will receive zero points and get no credit for that race. A waved Black Flag can also indicate unsafe kart or driving equipment, in which case the driver will receive points based on the finishing position as shown by Scoring. If the unsafe condition can be easily rectified, Track Officials may allow the driver to reenter the race. In all cases, failure to leave the track immediately may result in disqualification or other penalties. A furred (gathered or rolled) Black Flag pointed or shaken at an individual driver by the Finish Flagger or Track Official is used to warn of an on-track driving infraction that borders on disqualification and, if repeated, will result in a waved Black Flag. A furred Black Flag does not require the driver to exit the track. A driver need not be given a warning before being shown a waved Black Flag.

**f. Crossed Furred Flags:** Held by the Finish Flagger to indicate that the race is half completed. This flag signal is a courtesy signal and its use is not mandatory.

**g. Two Parallel Furled Flags:** Held by the Finish Flagger about a foot apart, to indicate that two laps remaining in the race. This flag signal is a courtesy signal and its use is not mandatory.

**h. White Flag:** Waved by the Finish Flagger to indicate that one lap remains in the race or, optionally, in the practice or qualifying session. This flag is a courtesy flag and its use is not mandatory.

**i. Checkered Flag:** Used by the Finish Flagger in practice and qualifying to indicate that the session is over. When displayed in a race, it indicates that the race is complete, and that drivers are to proceed at a reduced speed to the scale/impound area. If a White Flag is used, the Checkered Flag must be displayed on the following lap. A Red or Yellow Flag cannot be displayed alone after the White Flag, but may be used along with the Checkered Flag to indicate caution on the track, and under these conditions, racing to the Checkered Flag is prohibited. Waving Checkered and Black Flags indicate that a race is ending under conditions subject to review and potential action by race officials.

**2. Corner Flagging Assistance Requirement:** At the present time, LIKA supplies Corner Flaggers so racers are not required to act as or provide Corner Flaggers. However, at any time there are not enough Corner Flaggers to run safe operations, racers will be asked to assist by having one adult act as a Corner Flagger during practice sessions and race heats. In those instances, racers who come to the track without an adult to flag for them shall advise the Track Director, who will attempt to make arrangements for another racer to Corner Flag for them in return for their Corner Flagging for the other racer. Racers who do not make Corner Flagging arrangements may be subject to disqualification.

## **K. Scoring:**

**1. Transponders:** All classes, except Kid Kart, are scored during races by a computer based scoring system using transponders. Kid Karts use transponders during qualifying for establishing a safer starting order. LIKA requires that all drivers obtain their own transponders. Properly mounted transponders are required on all karts to pass pre-race tech inspection. Transponders may be shared by karts that do not race at the same time. Karts without a transponder will not be awarded a finishing position and will not be scored. When a kart is incorrectly scored during a race due to its properly mounted transponder failing to function, the Track Director will contact the finishers immediately in front of and immediately behind the incorrectly scored kart and consult with the other track officials to verify its finishing position. If the correct finishing position can be verified, the Track Director can award the incorrectly scored kart its correct finishing position.

**2. Rental Transponders:** LIKA has a limited number of transponders available for rent. Renting transponders is limited to: 1) non-members for up to four races so they may participate in a Series Championship; 2) new LIKA Members up to and including their fourth LIKA race so they have time to obtain their own transponder; and 3) a driver whose own transponder is malfunctioning.

**3. LIKA Points System:** Race heat points at all LIKA sanctioned races are based on standard motocross scoring and are awarded solely on the finishing order of each class in a heat, as follows:

**a. Heats per Day:**

**1. One Heat:**

1=1200	5=381	9=120	13=39
2=900	6=285	10=90	14=27
3=675	7=213	11=66	15-20=3
4=507	8=159	12=51	

**2. Two Heats:** First heat/second heat

1=400/800	5=127/254	9=40/80	13=13/26
2=300/600	6=95/190	10=30/60	14=9/18
3=225/450	7=71/142	11=22/44	15=1/2
4=169/338	8=53/106	12=17/34	

**3. Three Heats:** Each heat is scored equally.

1=400	5=127	9=40	13=13
2=300	6=95	10=30	14=9
3=225	7=71	11=22	15-20=1
4=169	8=53	12=17	

**b.** To receive race heat points, a driver must cross the finish line at least once.

**c.** Points shall be awarded to a driver even if the driver is the only entrant in a class.

**d.** LIKA Championships points shall only be awarded to entrants who are LIKA Members at the time they register for a race event. Non-members will receive series points, but will not receive LIKA Championships points. However, in points calculations for LIKA Championships, non-members are included in the finishing order of each class and LIKA Members will receive points for their actual finishing position.

**e.** If a driver moves to another class during the racing year, no accumulated points shall be transferred to the new class.

**f.** A driver who meets the eligibility requirements may enter more than one class for LIKA Championships and series.

**g.** No points are awarded in Kid Kart.

**3. Scoring in the Event of Race Cancellation:** Although races may be cancelled for many different reasons, rain is the most likely cause, and is the main reason addressed in this section. Scoring for other reasons of race cancellation shall apply the following procedures, as appropriate.

**a.** Where a LIKA sanctioned race event is cancelled for any reason, points shall be awarded based on the last completed timed or scored session held for each class, as though the last completed timed or scored session was the intended last timed or scored session of the race event day. Points shall only be awarded for a timed qualifying session in a given class where there were no completed race heats for that class.

For example, if qualifying is the last completed session held for a given class by the time the race event is cancelled, then points for the race event day shall be awarded as if timed qualifying was the last intended session for which points were to be awarded. In that case, first place points for the entire race event day are to be awarded to the fastest qualifier, second place points for the entire race event day are to be awarded to the second fastest qualifier, and so on. Also, any driver in that class who did not complete at least one timed lap of the timed qualifying session will not score any points for the race event day.

In another example, if three heats were scheduled for a race event day and the race event was cancelled during the third of ten scheduled laps of the second heat, the second heat would not be considered a completed scored session and points for that class are to be awarded as though only one race heat was scheduled for the race event day, with no points awarded for timed qualifying results. Also, any driver in that class who did not complete at least one scored lap in the first heat will not score any points for the race event day.

**b.** If a given class does not complete a timed qualifying session before the race event is cancelled, then first place points will be awarded to all drivers in that class, provided registration was opened.

**c.** If registration is not opened before a race event day is cancelled, no driver will be awarded any points for that race event day.

## SECTION IV NON-RACE RULES AND PROCEDURES

### A. Awards:

**a. LIKA Club Championship:** Awards are presented to LIKA Members for the season championship based on points accumulated during the racing year. To qualify for a LIKA Club Championship award, a driver must have entered, as a LIKA Member, a minimum number of LIKA sanctioned races, in that class, held during that racing year. Also, the driver must have been a LIKA Member by the first of June. The required minimum number of LIKA sanctioned races is determined by the Board. For a LIKA Club Championship award to be presented in a class, there must have been at least three entrants in that class, competing in at least one race each. A driver who has entered the minimum number of LIKA sanctioned races, but has not scored any points, is not eligible for a LIKA Club Championship award.

**b. LIKA Race Series:** Awards are also presented to drivers, not necessarily LIKA Members, for a series of races, such as the Vanderbilt Series and the Long Island Championship. These series typically consist of four races, of which at least three races must have been entered to qualify for a series award. For a series award to be presented in a class, there must have been at least three entrants in that class, competing in at least one race each. A driver who has entered the minimum number of series races, but has not scored any points, is not eligible for a series award.

**c. LIKA Special Awards:** LIKA presents Special Awards, such as Junior and Senior Rookies of the Year for performance in the Cadet Novice, Junior Sportsman Novice, and Senior Novice classes, as determined by the LIKA Board of Directors.

**d. Awards Banquet:** All of the above Awards will be presented at the LIKA Annual Awards Banquet, held after the end of the racing season and before the next season's Annual Rules Meeting.

**e. Race Day Awards:** All Kid Kart drivers will receive participation awards at each race. The top 3 finishers in Cadet Novice, Cadet, Rotax MiniMax, Yamaha Junior Novice, Yamaha Junior, and TaG Junior will receive awards at each race.

### B. Competition Numbers:

**1. Retention:** Competitors wishing to retain a competition number used exclusively by them during the previous LIKA racing season, may retain that competition number for the current LIKA racing season, provided they remain in the same class and indicate their desire to retain that competition number in one of the two following ways: 1) Writing their request to retain their exclusively used competition number on their LIKA Membership Application for the current racing season, received within thirty (30) days of the first LIKA race of the season, or 2) Writing their request to retain their exclusively used competition number in a letter or e-mail to the LIKA Secretary, received within thirty (30) days of the first LIKA race of the season.

**2. Reservations:** Competitors wishing to reserve a competition number may do so at any time, provided that the requested competition number has not been earlier reserved or used by another competitor in the same class during a race in the current season. The reservation request may be made by either indicating their request in writing on their LIKA Membership Application or in writing by letter or e-mail to the LIKA Secretary. Requests for the same competition number by different competitors in the same class will be decided by the received date of the request. However, prior to the first LIKA race of the season, consideration will be given to LIKA Members changing classes, where the requested competition number was used exclusively by the requesting LIKA Member and the request is made before the competition number has been used in a race by either competitor.

**C. Committee Participation:** All LIKA Primary Members are required to participate in a committee in order to share in the efforts of operating our track and races. Failure to participate in a committee may result in race disqualification, loss of position or points, suspension, or other disciplinary action as determined by the LIKA Board.

**D. Track Assistance:**

**1. Set-Up:** At LIKA karting events where a cone and barrier track is used, LIKA Members who are on a track set-up committee, and intend to participate in that day's practice or race, must arrive at the track early enough to assist in track set-up.

Failure of these LIKA Members to participate in track set-up may result in race disqualification, loss of position or points, suspension, or other disciplinary action as determined by the LIKA Board. All racers who are not on a track set-up committee are encouraged to assist in track set-up where it does not conflict with performing their duties for the committee they are on.

**2. Take-Down:** At LIKA karting events where a cone and barrier track is used, all racers, or in the case of minor drivers their parent, must assist in track take-down. Failure to participate in track take-down may result in race disqualification, loss of position or points, suspension, or other disciplinary action as determined by the LIKA Board. One such disciplinary action consists of refusing entry to racers, the next time they come prepared to drive at a LIKA practice or race, who did not stay to assist until the track was finished being put away and who did not sign out at the end of the day at a LIKA practice or race event.

**E. Non-Member Participation:** LIKA is a not-for-profit corporation formed under the laws of New York State and qualified as a 501(c)(7) organization under US Tax laws. To maintaining this status, LIKA is permitted to make our facilities and services available to non-members on a very limited basis. Therefore, non-members are restricted to participating in up to four (4) LIKA practices or races per year, in order to interest new LIKA Members or to permit a visiting non-member to participate in a LIKA Series or inter-track race.

**F. Behavior:** All LIKA Members and non-member event (race or non-race) participants are expected to conduct themselves in a civil and orderly manner, on and off the track. Any LIKA Member or non-member event participant who acts in contrast to basic civility and order toward any other LIKA Member or non-member event participant is subject to discipline, such as race disqualification, loss of position or points, suspension, expulsion, or any other appropriate disciplinary action as determined by the LIKA Board of Directors. Also, any LIKA Member or non-member event participant who acts detrimentally or prejudicially toward LIKA or the sport of Karting is subject to discipline, such as race disqualification, loss of position or points, suspension, expulsion, or any other appropriate disciplinary action as determined by the LIKA Board of Directors. All behavioral matters will be discussed in confidence by the LIKA Board of Directors, will remain confidential, and are not subject to Membership review. Only a brief statement will be made by the LIKA Board of Directors regarding its decision on a behavioral matter. The only person or persons who may offer evidence and opinions regarding behavioral matters and affecting decisions of the LIKA Board of Directors regarding behavioral matters are to be the person or persons directly involved in the behavioral matter.