



# 2025

## HRKC Rules and Regulations

V2 03.03.25



# **Hamilton Regional Kart Club (HRKC)**

## **2025 General Competition and Technical Regulations**

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# **2025 GENERAL COMPETITION REGULATIONS**

## **1 INTRODUCTION TO OUR CLUB**

### **2025 Hamilton Regional Kart Club (HRKC Est. 1982)**

#### **Mailing Address:**

**Hamilton Regional Kart Club  
C/o Canadian Mini Indy Inc.  
2633 Upper James St.  
HAMILTON ON L0R 1W0**

**Track: (905) 679-2122 Ext 2**

**Fax: (905) 679-2200**

**Email: [info@canadianminiindy.com](mailto:info@canadianminiindy.com)**

**Website: [www.hamiltonregionalkartclub.com](http://www.hamiltonregionalkartclub.com)**

**The Canadian Mini Indy** is the administrator of all on-track and club activities with the understanding that the **Sports Development Group (GDS) ASN Canada** is the sanctioning and governing body of the sport of Karting in Canada.

The **Hamilton Regional Kart Club (HRKC)** was established in 1982. The HRKC enforces a safety first - racing second attitude that is set out in this Rules and Regulations package.

The HRKC is comprised of kart racers ranging in age from 7 to 70+ years of age, and welcomes new members interested in participating in open wheel high performance kart racing competition, with the understanding of good sportsmanship. The HRKC will make every effort to provide a friendly professional atmosphere and is dedicated to keeping the cost at an affordable level by enforcing the rules and regulations as written and understood by the Canadian Mini Indy.

## **2 SPIRIT AND INTENT**

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

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

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



Drivers and Teams understand that racing is a compiled sport where regulation interpretations can cause a difference of opinion. Drivers and Team agree to trust the series and its officials with to with their decisions on and off track.

### 3 **DISCLAIMER**

These Rules and Regulations are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for all racing and practice events. By participating in these events all members are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from the publication or compliance with these rules and/or regulations.

These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against any injury, serious injury, death or otherwise to participants, spectators or others.

FAILURE TO KNOW AND UNDERSTANDS THE REGULATIONS OUTLINED WITHIN, IS NOT A TOLERABLE EXCUSE.

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

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

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

The HRKC Executive Committee will serve as the decision-making body on behalf of the HRKC membership and will be recognized as the Rules & Disciplinary Committee and/or Tech Committee that will make all decisions including but not limited to disputes, conduct, safety/tech protests, disqualifications, penalties and suspensions as set forth herein.

It is at the discretion of the membership to form such a committee. Canadian Mini Indy, Danielle Duffy and Trevor Wickens all hold a lifetime seat at the committee table for all votes and decisions regarding the HRKC

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

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

All participants must be members in good standing with the track, the HRKC, Sports Development Group (GDS) ASN Canada, and all other recognized clubs and/or organizations.

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

- 5.2 **ONLINE COMMUNICATION AND POSTING POLICY:** Members are required to use discretion when using any online service, including but not limited to email, posting to public and/or private user forums, website postings and posting on social network sites. Members are not permitted to post or transmit any unlawful, threatening, abusive, libelous, defamatory, hateful, harassing, negative comments directed at or towards any member of the HRKC, its officials, partners, sponsors, supporters or the Club/Series in general.

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

- 5.4 **GOOD FAITH:** Members must promote in good faith the HRKC Executive, the HRKC, GDS ASN Canada, and the sport of Karting, with the aim of increasing club membership, sponsorship, spectator numbers, positive public interest, support and awareness.
- 5.5 **YEARLY MEMBERSHIP:** The membership year runs from March to February. All drivers are required to hold a valid 2025 Membership.
- 5.6 **GUESTS TO THE HRKC:** Guest drivers are permitted to compete in HRKC events granted that they hold a valid ASN Canada GDS regional license (from another club) or National License.
- 5.7 **YEARLY ASSOCIATE MEMBERSHIP:** ONLY crew members that hold a HRKC Associate Membership are granted access to pit passes during HRKC Race Events.
- 5.8 **TRACK REGISTRATION:** All participants must register with the Track and pay all associated track fees before using the track for competition and/or practice daily.
- 5.9 **RELEASE AND WAIVER:** All participants of HRKC events must complete the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement (by reading, signing and dating) before being allowed to use the track for competition and/or practice daily.
- By agreeing and dating the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement all participants fully understand the risks involved and fully accept all conditions... All waivers are to be completed online before arrival to all on track activities. Youth drivers are able to complete a 1 time (per season) waiver while, adults require a new waiver each day.
- 5.10 **CONDUCT:** All members shall conduct themselves in an orderly manner. Physical violence or abuse of, or by, any individual, official, member, spectator, etc. will subject the offender to immediate ejection from the event site, disqualification from the event results and possible suspension of membership.
- 5.11 **VERBAL ABUSE:** Verbal abuse or threats directed at, or by any individual (official, participant, etc.) will subject the offender to immediate ejection from the event site, disqualification from the event results and the infraction noted by the Rules & Disciplinary Committee, for a first offense. For a second offense the Rules & Disciplinary Committee will impose a suspension. For a third offense the Rules & Disciplinary Committee will revoke the individual's membership for a period of 1 year.
- 5.12 **PROHIBITED SUBSTANCES:** All members entering the restricted areas shall be sober and not under the influence of any substance that could impair their ability to participate in a safe and orderly manner. It is the responsibility of the member to withdraw from competition if they are taking medication that may display side effects capable of impairing one's ability to compete safely.
- If, in the judgment of the officials in charge, an individual is under the influence of alcohol or any controlled/uncontrolled substance during the period of an event, that individual may be ejected from the restricted area and/or event site immediately.
- 5.13 **SAFETY:** Members must participate in a safe and competitive manner with the understanding and attitude of safety first - racing second.
- 5.14 **GOOD HEALTH:** It is the responsibility of all participants to be in good health, both physically and mentally, as to not hinder the safety of other competitors.
- 5.15 **MEDICAL CERTIFICATE:** Only HRKC members over the age of 50 must provide the HRKC with a Physical Examination Form (Medical Release Certificate) completed by a qualified medical physician (Family Doctor) once every 2 years. GDS ASN Canada may at any time request any member of the HRKC to have Medical Release Certificate completed by a qualified medical physician. GDS ASN Canada FIA medical certificate forms are available on the GDS ASN Canada FIA website ([www.asncanada.ca](http://www.asncanada.ca)).
- 5.16 **PIT CREW:** Members are held responsible for the control and actions of their Pit Crew regardless of age. Unacceptable actions of Pit Crew will subject the member to disqualification from an event and/or suspension of

membership privileges or points. All actions of any members Pit Crew that warrant any form of penalty will have this penalty accessed on the member being represented at the discretion of the HRKC Rules and Disciplinary Committee.

Pit crew will be recognized as any person accompanying a member to the track on race day. Members whose pit crew enters any restricted area will be subject to placement at the rear of their class for all remaining races that day.

5.17 **SPONSORSHIP AND/OR ADVERTISEMENTS:** With the understanding that sponsorship and advertising helps cover the cost of ones racing season, the track and the HRKC Rules & Disciplinary Committee have the right to stipulate, refuse and/or demand removal of vehicle, trailer, kart, bodywork, helmet, clothing, etc. sponsorship and/or advertisements they deem inappropriate or offensive.

5.18 **SELLING AND/OR SOLICITING:** No person(s) is permitted to sell or solicit racing equipment, karts, parts, services or events without the written approval from the Canadian Mini Indy and the HRKC Executive.

No person is to use club documentation and/or information to sell or solicit racing equipment, karts, parts, services or events to members without written approval from the HRKC Executive.

5.19 **DISPOSAL OF LUBRICANTS, OILS AND GAS:** All members are responsible for disposal of all used lubricants, engine oils and gas. There are **NO** containers and/or oil drums provided by the track for disposal of any lubricants, oils and/or gases.

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

5.20 **PAYMENT SERVICES:** All fees must be paid with Cash, Debit, Visa and/or Master Card. No cheques will be accepted unless approved by the Canadian Mini Indy.

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

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

Hamilton Regional Kart Club (HRKC) Drivers Membership	\$ 150.00
+ 2x Associate Memberships	
Hamilton Regional Kart Club Drivers Membership <b>after Feb 27<sup>th</sup>, 2025</b>	\$ 150.00
Hamilton Regional Kart Club (HRKC) Associates Membership	\$ 25.00
Photo License Card	\$ 15.00

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

HRKC Members	\$ 100.00
HRKC Non-member	\$ 110.00

\*\*\* HRKC Offers a \$10.00 rebate for drivers who own there own Transponders

### **Mechanic Daily Pit Pass – HRKC (Including applicable taxes)**

Person must hold a valid Associate membership (1 mechanic pre racer) FREE

\*\*\* Canadian Mini Indy reserves the right to adjust or raise prices at its discretion. \*\*\*

6.1 All fees must be paid in full at time of registration and the HRKC will increase the Membership Fees after the deadline set and promoted by the HRKC each year.

6.2 Failure to register the Driver or Mechanics in completion (Legal Forms and Payment) prior to track entry may result in on track penalty(s) at the next HRKC race event



- 6.3 Entry fees will be adjusted as required for special events.
- 6.4 Membership fees and/or pit pass fees will **NOT** be refunded for any reason once paid.

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## Hamilton Regional Kart Club

### SUPPLEMENTARY RULES

#### 7. Regulations and Precedence of Regulations

The event will be run in accordance with:

GDS Canadian Karting Regulations - Book 1 Sporting Regulations, Book 2 Technical Regulations, Penalty Guidelines, Control Forms, Kart Racing Helmets and Front Fairing Drop-Down available at <https://www.asncanada.ca/karting>

The Regulations shall be as follows (in order of precedence):

- a) 2025 GDS Canadian Karting Regulations
- b) GDS Canadian Karting Regulations Bulletins
- c) 2025 Rotax Max Challenge Canada
- d) These Supplementary Regulations
- e) Instructions from Officials and on-site Bulletins

**Any claim of lack of knowledge of the Regulations will not be entertained.**

#### 7 **KART NUMBERS**

HRKC Drivers

HRKC Drivers are also permitted to run 3 Digit GDS National Numbers supplied by GDS Canada FIA. This is ONLY applicable to drives holding a National License. Drivers are required to inform the HRKC no later than April 15<sup>th</sup> of their National License. Drivers wishing to change their number mid season are subject to an administration fee.

#### **SAFETY PROCEDURAL RULES**

- 8.1 **SAFETY FIRST - RACING SECOND:** Safety first - racing second, drive, as you would like your fellow racers to drive. Dangerous, careless and overly aggressive driving will not be tolerated at any time.
- 8.2 **MANDATORY DRIVER'S MEETING:** It is mandatory for all drivers to attend the Driver's Meeting. Failure to attend or be present at the start of the mandatory driver's meeting may waive that member's right to protest for that event and subject the member to placement at the back of all races that day.
- 8.3 **EVENT MEDICAL STAFF:** Qualified Medical person(s) will be on hand at all HRKC events that involve wheel to wheel competition racing. There will be no Medical Staff on hand for practice and testing.
- 8.4 Members must have both hands on the steering wheel at all times while on the racing surface and under green unless stipulated otherwise herein.

- 8.5 The HRKC has fire extinguishers situated in the pit area and on the racing circuit. It is mandatory that all club members own their own (2 lbs. or bigger) dry type fire extinguisher.
- 8.6 The first aid kit is located with the Medical Staff in the paddock area. It is available at all times during race day activities. It is recommended that all members have their own first aid kit.
- 8.7 **HELMETS:** Helmets are a mandatory tech item and must be full face designed for motorsport use with a Snell 2015 minimum rating. The helmet must be in good condition and is subject to tech inspection. The helmet must be worn and fastened at all times while on the track. All safety equipment must comply with the ASN GDS Regulations.
- 8.8 **HELMET SUPPORTS:** Helmet Supports designed for motorsports are optional. All safety equipment must comply with the ASN GDS Regulations.
- 8.9 **RIB PROTECTOR:** All Competitors must wear a rib protector designed for Motorsports at all times during practice and/or racing. All safety equipment must comply with the ASN GDS Regulations.
- 8.10 **DRIVER APPAREL:** All Competitors are required to wear full-length racing suit. All safety equipment must comply with the ASN GDS Regulations.
- 8.11 No ripped equipment will be tolerated. Shoes, socks and full-finger gloves must be worn during all driving activities (**NO EXPOSED SKIN**).
- 8.12 If hair extends beneath the helmet level, it is mandatory that participants wear a balaclava to ensure hair is tucked in.
- 8.13 Shoelaces must be tied tightly and tucked in or taped so that they cannot come loose or bounce around. High top shoes are recommended.
- 8.14 **REFUELING AND KARTS STORAGE:** Drivers are not permitted to refuel, leave karts unattended or store karts in the grid area at any time. Failure to comply will result in a Grid Penalty.
- 8.15 Members refueling, leaving karts unattended or storing karts in the grid area may be placed at the back of all remaining races for that event date.
- 8.16 Safety is very important; any participants not complying with all safety guidelines/rules may be disqualified from that race immediately and subject to further disciplinary action at the discretion of the HRKC Rules and Disciplinary Committee.

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

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

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



## 10. **CLASS STRUCTURE AND REQUIREMENTS:**

Spec Fuel: Esso 91 – On Site

Spec Oil: ROTAX: XPS KART TEC fully synthetic 2-stroke Oil  
BRIGGS LO206: OPEN

Spec Tire: Briggs LO206: Vega Blue NORDAM  
ROTAX: Mojo D5

**2025 HRKC Class Structure**

Racing Class	LICENCE	Age Requirements	Engine	Spec Dry Tire	Spec Rain Tire	WEIGHT (LB)
Briggs Cadet	B	Ages 7 to 12	LO206 (RED SLIDE)	Vega Blue	Vega W6	235
Briggs JR Lite	B	Ages 9 to 15	LO206 (BLUE SLIDE)	Vega Blue	Vega W6	265
Briggs JR	B	Ages 9 to 15	LO206 (YELLOW SLIDE)	Vega Blue	Vega W6	300
Briggs SR	A	Age 15+ *14yro with approval	LO206	Vega Blue	Vega W6	340
Briggs Masters/Heavy	A	Age 30+ or over 190lb	LO206	Vega Blue	Vega W6	375
125cc Mini Max	B	Ages 8 to 13	FR125	Mojo D5	Mojo W5	260
125cc JR MAX	B	Ages 12 to 15	FR125	Mojo D5	Mojo W5	320
125cc SR MAX	A	Age15+ *14yro with approval	FR125	Mojo D5	Mojo W5	364

\*\*\* 16-Year-old Driver cannot participate in Junior Category's.

\*\*\* HRKC Reserves the right to follow medical declaration's regarding drivers' ability to change category based on safety.

10.1 **SPLIT CLASSES:** Classes are generally limited to 36 per race. If there are more than 30 entries in a class, the class may be split into "A" and "B" divisions.

Qualification: Qualifying may be run Split or combined. Post qualifying the class will be sorted into the top half (A Group) and bottom half (B Group).

Pre-Final: Groups "A" and Groups "B" will race their own pre-finals. Finishing order of the pre-finals will set the grid for the finals.

Final "B": Top 3 finishers will race for trophies in their division. At the conclusion of Final "B" and post tech. The top 6 finishers in Final "B" will be invited to join the rear of Final "A".

Final "A": Will see the top half of the field plus the top 6 from Final "B" race for the Main Event.

Points will be distributed from winner of Final "A" to the bottom of Final "B". I.e. If last in the Final "A" is 26<sup>th</sup> position, then 7<sup>th</sup> in Final "B" will be scored 27<sup>th</sup> in the points tally for the day.

10.2 **COMBINED CLASSES** When classes have less than 36 entries combined, registered at any HRKC event they may be combined for that event at the discretion of the HRKC Rules and Disciplinary Committee. When two classes are combined they will compete as if they are one class for that event including practice, qualifying and racing. They will practice together and starting positions will be determined by qualifying times; with the fastest qualifier in each class being awarded a point for pole. Seasonal Championship Points will be awarded according to finishing positions as one class, Podium results will be credited for each class separately.

10.3 All drivers are subject to a minimum combined kart and driver weight check at the discretion of the Race Director, and a mandatory weigh-in immediately following qualifying. After each race all competitors must weight in unless instructed otherwise by the Race Director, Tech Director or Scales Official.

10.4 Only drivers and karts are allowed in the restricted area after the race.

10.5 The kart is to be weighed with driver and equipment exactly as it finished the race. No weight may be added between heat and weigh in. If the kart being weighed is underweight, the driver may push the kart off to check the scales 0 setting and then must immediately push it back on too re-weigh. Disqualification will result if the proper class weight is not met.

10.6 All Classes Follow the GDS Canada Technical and Sporting Regulations.

10.7 HRKC Penalty Point System

The HRKC may use a penalty point system that tracks a driver's discretions throughout the race season. A driver will carry points for the duration of the 2025 season. Drivers must comply with the rules and regulations of all HRKC and ASN GDS Rules during all HRKC Race events. Race event is considered any on track activity listed on the Official Race Schedule. Drivers are able to acquire Penalty Points in Practice, Qualifying, Pre Finals, and Finals.

Penalty Points Values can be found at:

<https://static1.squarespace.com/static/5ec3f6ee0e3c5849fde5aece/t/63f78b423d679d059b295c10/1677167426568/2025-ASN-CDN-Karting-Penalty-Guidelines.pdf>

Penalty Points will be calculated with such penalty's as: Increase penalty severity, Probation, Loss of Championship Points and Race Band. The HRKC will follow the ASN GDS in penalty format.

As per Penalty Point (PPT) Chart in GDS Canadian Karting Regulations Book 1, Regulation 11.6.

20 PPT – Interview by Race Officials. Probation.

30 PPT – 10 Position Grid Penalty in Final at the next event driver enters.

40 PPT – 75 Championship Points Penalty.

50 PPT – Suspension. One Race Minimum. PPT reset to 0.

\*\*\*During HRKC hosted events the HRKC WILL NOT count Push Back Penalty Points.

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

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

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

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

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

Registration opens officially every Sunday at 7:00 am with on track practice starting 8:00 AM.

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

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

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

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

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

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

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

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

Persons entering the grid and/or restricted areas must comply with all insurance regulations and registration procedures. Failure to do so or entrance by fraud, deceit, or passage into the area except by designated gates will subject the individual to immediate removal from the restricted area and possible suspension of membership privileges.

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

**WARM UP LAPS:** All classes will complete 1 warm up lap, in single file and in per grid order. Drivers breaking down, spinning out, involved in an incident or passing during the warm up lap(s) may be place at the back for that race if they are able to continue. At the drivers meeting the day of, the race director has the authority to change as required.

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

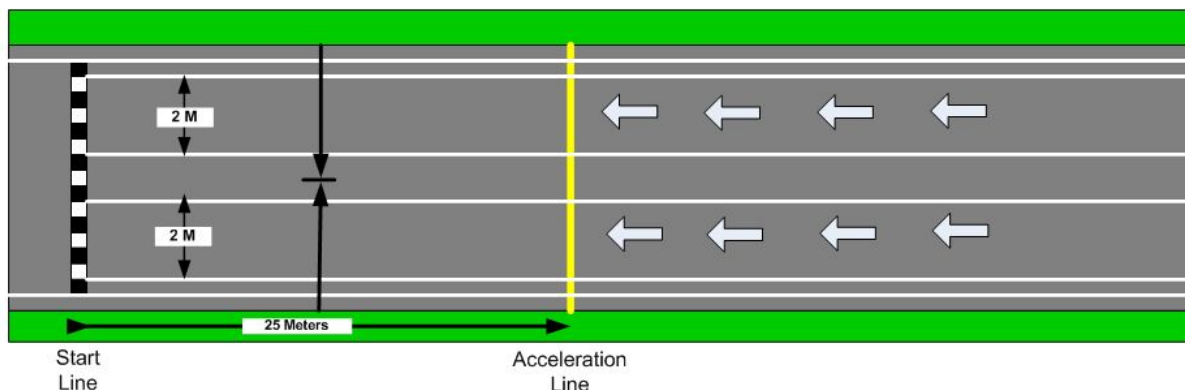
#### **ROLLING START PROCEDURE:**

##### **a. The Formation Line**

There will be a marked Formation Line on the racetrack. Typically, the Formation Line shall be located no less than 2 corners prior to the Start Area. The Formation Line will also be indicated by soft cones (1 cone on each side of the track).

##### **b. The Start Area**

The Acceleration Line shall be painted 25 m prior to the Start Line. The Acceleration Line will also be indicated by soft cones (1 cone on each side of the track).



### c. The Formation Lap

On the formation lap(s) all Marshal posts will display Yellow Flags.

Upon leaving the Pre-Grid, drivers must maintain their starting grid order at all times.

Any driver who is passed by the entire field must remain at the rear of the field for the start of the race.

Passing is not permitted unless a driver becomes out of position on the track. Such drivers are allowed to regain their position only prior to reaching the Formation Line.

If a driver fails to regain their position prior to reaching the Formation Line they must blend into the closest available row regardless of how far back from their grid position they are. Drivers in this row are obliged to open up enough space to let the out of position driver blend in.

After passing the Formation Line karts may move up in their own row to fill vacant spaces ahead of them. Karts may not move to an adjacent row to fill a vacant space at any time.

It is prohibited to warm the tires by swerving back and forth (tire scrubbing) after crossing the Formation Line.

### d. Pole Position Drivers Responsibility

From the Formation Line to the Start Area, the DRIVER IN THE POLE POSITION KART sets a "slow" and constant pace.

### e. Drivers may NOT accelerate until passing the Acceleration Line

The two front row karts must maintain a reduced and constant speed (45 kph is recommended) to the Acceleration Line. The DRIVER IN THE POLE POSITION KART must cross the acceleration line first.

### f. Approaching the Start Area

Drivers must maintain position in their own lane in the Start Area and are not allowed to pass until the Start Signal is given. Any driver leaving the formation of the grid before the Start Signal is given is liable to receive a penalty.

A driver who fails to maintain the speed of the pack during the approach to the Start Area is liable to receive a penalty.

Once your class has started the warm up lap(s) you are under control of the Start/Finish marshal. The Start/Finish marshal is responsible for ensuring safe and fair starts and relaying information to the racers through the use of the various flags. No one is to approach this marshal during racing unless summoned for a consultation.

It is the responsibility of the two- (2) front karts to maintain a constant speed before the start of the race. No one may pass on the warm up lap(s).

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

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

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

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

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

**LAPPED KARTS:** Participants about to be lapped by faster competitors are responsible for being aware of the approaching faster karts and must yield the racing line until the faster karts have passed. Lapped karts must hold a constant speed and remain off the racing line. Over taking karts are responsible to pass in a safe manner within the regulations.

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

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

**SCALE:** When approaching the scale, all drivers must slow down and push their karts onto the scale. All drivers must scale unless differently dictated by the race director.

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

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

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

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

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

**STOPPING ON COURSE:** If for any reason a competitor is forced to stop on or near the course during practice or racing, it is the responsibility of the competitor to assist in removal of the kart to a safety zone as quickly as possible. The kart may not be serviced or repaired within 10 feet of the racing surface. If a competitor is forced to

stop on the racing surface during practice or racing, the competitor must raise 1 hand as they slow down and raise both hands when stationary, to signal approaching competitors that they are immobile.

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

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

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

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

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

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

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

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

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

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

- a) Driver to driver protest - Driving Infractions/Conduct (\$250).
- b) Technical protest - Engine, Kart and Equipment (\$250).

Protests can only be submitted by HRKC members and /or associated members.

Protests "a" and "b" must be submitted in writing immediately following the dispute in question (ten minutes) and they will be addressed before the next race.

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

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

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

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



- 12.3 **FUEL TEST:** Fuel testing may be done at any time during an event. Failure to pass a fuel test will result in disqualification as per fuel and oil tests and penalties.
- 12.4 **RIGHT TO TECH:** The Tech Committee reserves the "Right to Tech" and may use paint to mark components to aid in technical inspections of any driver's kart after any event. Random safety checks will be done throughout the season.

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

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

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

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

- 13.2 **RACE DAY EVENT:** All events will consist of practice, a qualifying session (race rules apply), plus one pre final and one feature race. The race distance will be determined by race officials.

**TRANSPONDERS:** A registered transponder must be used by all participants during all on track activities on race day events. HRKC Members with their own transponders receive a \$10 rebate at registration. Should a driver not own their own Transponder, a Transponder will be issued free of charge. Should Members loose or damaging the Club owned Transponder will be charged \$450. Should a driver forget to return a borrowed HRKC transponder a \$50 service fee will be issued to the driver.

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

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

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

- 13.6 **HRKC Seasonal Championship Points**

#### **Final Points:**

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

Points are sorted by racers First Name, Last Name and Kart Number. Should a driver choose to change any of these criteria's they will forfeit their previous points. Should a driver choose to keep their previous points, they can pay a \$100 admin fee and the HRKC will manually rescore the past races to forward previous points.

- 13.7 **HRKC CHAMPIONSHIP:** The HRKC schedule consists of 18 races plus the Season Opening Collective Test.

Briggs and Stratton Classes: 18 races minus 3 drops (of lowest points)

Rotax Max: 12 races minus 2 drops (of lowest points)

- 13.8 **SPLIT CLASSES:** split classes will receive the same seasonal championship points and awards for finishes in the race. Finish points will be awarded based on finish including mixed classes. Podium positions will be separated by classes.
- 13.9 **DISQUALIFICATION (DQ) BLACK FLAG:** Any driver receiving a black flag during the feature race will automatically finish last.
- 13.10 **HRKC RACE DAY AWARDS:** The top 3 participants in each class will receive awards to recognize their accomplishments.
- 13.11 **CHAMPIONSHIP TIES:** In the event of a tie in yearend Seasonal Championship Points, the driver with the greatest number of feature wins will be the Points Champion. If there is still a tie, 2<sup>nd</sup> place finishes will be count, etc.
- 13.12 **YEAR END AWARDS:** The Year End Awards Banquet will be held in the Hamilton area following the conclusion of the 2025 season. Banquet dates will be confirmed early into the season and the HRKC executive will advise the membership of dates.

At the Awards Banquet trophies, prize money, prizes and awards are handed out to all participants who are in attendance.

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

To receive your award(s) you must be present at the Awards Banquet.

#### 14 **OFFICIAL FLAGS (LED BOARDS)**



Green

Used by the Starter to start all track sessions and races, and sometimes by corner Marshals to indicate that the track is clear.  
Some races may be started by using a light system.



Yellow

Any YELLOW flag is a signal of danger of any nature at or beyond the post displaying the flag.

##### **Yellow Motionless**

**Take care, Danger, Slow down.** NO PASSING FROM THE FLAG UNTIL PAST THE EMERGENCY AREA.

**Note:** A driver may encounter several YELLOW flags before reaching the emergency area. The requirements are the SAME, SLOW DOWN, NO PASSING.

##### **Yellow Waved**

**Great Danger, Slow Down.** Be prepared to stop. NO PASSING FROM THE YELLOW FLAG UNTIL COMPLETELY PAST THE EMERGENCY AREA(S).

**Note:** AT AN EMERGENCY AREA, THERE MAY BE MULTIPLE KARTS INVOLVED IN AN INCIDENT. IT IS THE DRIVER'S RESPONSIBILITY TO NOT PASS UNTIL FULLY PAST THE END OF THE EMERGENCY AREA(S).



### Red Flag at Start/Finish and Red All Posts

Should a decision be made to stop any track session, including a race, because of an accident or an incident, a RED flag will be shown at the Start/Finish line and simultaneously each corner post will display a RED flag.



Red

During a practice session it is the responsibility of all drivers to immediately slow down, no passing is allowed, exercise extreme caution, be prepared to stop if instructed to do so, proceed to the pit lane and STOP.

During a qualifying or race session it is the responsibility of all drivers to immediately slow down, stop racing, no passing is allowed, exercise extreme caution, be prepared to stop if instructed to do so, proceed to the start/finish line and STOP.

Karts must stay in single file. If during a qualifying or race session, no work or service shall be performed on any karts until after the track has been re-opened, except under the direction of the Steward(s) or Technical Delegate.

### Blue Flag Motionless



BLUE

Another competitor is following you very CLOSELY or you are being lapped.

### Blue Flag Waved

This flag should normally be waved, as an indication to a Driver that they about to be overtaken. The overtaken driver must keep his racing line but making sure he leaves enough space to let the overtaking driver to pass. Failure to obey the BLUE flag may result in the BLACK Flag with kart number being shown and additional penalties may be issued.



WHITE

This flag should be waved to indicate a slower kart ahead.



White/Black

**Black & White Triangle, with Kart Number or Rolled Up Black Flag Pointed at Competitor.** Warns the driver of unsportsmanlike or unsafe conduct and that a penalty may be pending.

NOTE: In the Canadian Mini Indy Kart Number are not displayed



Black

### Black Flag, with Kart Number

Informs the driver to complete the current lap and stop for consultation at the pits, or at a location designated by the Steward(s) or Clerk of the Course/Race Director.

A driver who fails to obey this flag after it has been displayed twice will be **Disqualified** from the results and additional penalties may be issued.

NOTE: In the Canadian Mini Indy Kart Number are not displayed

### Black Flag with Orange Disk, With Kart Number

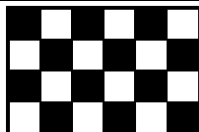
Informs the driver of a mechanical problem likely to cause danger and to reduce speed and stop at the pits.

Failure to obey this flag may result in a BLACK flag with kart number being shown, the driver will be **Disqualified** from the results and additional penalties may be issued.



Black Flag with Orange Disk

NOTE: In the Canadian Mini Indy Kart Number are not displayed



White/Black Checkers

Checkered This flag must be waved. It signifies the end of a practice session or Flag a race.

## 15 RACE OFFICIALS

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

## 16 **Participants Code of Conduct**

- 1. a) All participants (**which includes drivers mechanics/tuner, parents/guardians, team members or guests**) must participate within the rules and respect race officials and their decisions.
- 2. b) All participants must respect the rights, dignity and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.
- 3. c) All participants must encourage and take responsibility for their actions at all times.
- 4. d) All participants must ensure their equipment is safe and race worthy, prior to taking part in training, testing or race events. Only approved racewear (e.g.: helmet, gloves, race boots and suit) to be used by the driver, according to the regulations.
- 5. e) It is the **driver's** own responsibility to identify and measure his/her own skill level against his/her competitors, and take responsibility for the risks associated with training, testing and or racing. It should be noted that a basic level of competence is required.

It is the **driver's** responsibility to declare, prior to any participation in training, testing or racing, of any medical condition or medication required that may be relevant in the event of an emergency.

6. f) All participants are required to display courtesy and etiquette to other members and participants in training, testing and race events. Any disputes or problems that may arise during an event must be addressed in a respectful manner, to the correct person (official) at the event.
7. g) The safety of children within the sport is a priority. Knowledge of the code of ethics surrounding care of children in sports will be promoted and encouraged. It is the participant's own responsibility to ensure the safety of children at training, testing or racing events.
8. h) When taking part in any event, it is the responsibility of the driver to take the time to read and fully understand the posted rules, regulations and conditions for said event prior to start time, thus eliminating unnecessary delays at the beginning of the event. Requests for clarification of these rules, regulations or conditions, should be asked **after** the drivers meeting held before each event.
9. i) All participants must have respect for the environment and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas that are used as clean and pollution free as possible.
10. j) All participants must respect that drugs and alcohol are strictly prohibited at training, testing and races. It is an offence and will not be tolerated. Offenders will be Disqualified from the event and face further disciplinary action.
11. k) Any abusive comments on social media (Facebook, Twitter, **Instagram, YouTube, TikTok** etc.) between teams, competitors, officials, organizers, or any person associated with karting organization events are prohibited, and those doing so will be held responsible and liable for their actions.

## **2025 GENERAL TECHNICAL REGULATIONS**

### **17 RULES MISSION STATEMENT**

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

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

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

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

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

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

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

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

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

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

## 18 **INTERPRETATIONS OF RULES**

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

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

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

## 19 **SPRINT KART SPECIFICATIONS**

The sprint kart specifications will be inspected in accordance with the 2025 ASN Canada FIA Regulations. Sporting Book 1 -

<https://static1.squarespace.com/static/5ec3f6ee0e3c5849fde5aece/t/67d42a380fb5f2374b67a3d4/1741957690286/2025-ASN-CDN-Karting-Regulations-Book-1-Sporting.pdf>

## 20 **TECHNICAL REGULATIONS**

Technical Rules and Regulations and the 2025 Sports Development Group (GDS) - HRKC Follows: 2025 Briggs and Stratton Regulations and 2025 Rotax Max Challenge Regulations.

DETAILED TECHNICAL DOCUMENTS CAN BE FOUND AT:

<https://www.asncanada.ca/karting>

ASN Canada Technical Book 2 -

<https://static1.squarespace.com/static/5ec3f6ee0e3c5849fde5aece/t/67d42a4be825d26b0be1bd5c/1741957711851/2025-ASN-CDN-Karting-Regulations-Book-2-Technical.pdf>

Briggs and Stratton Technical Book -

<https://static1.squarespace.com/static/5ec3f6ee0e3c5849fde5aece/t/67d42aca02926f4d9237f489/1741957838648/Briggs+206+Canada+Rule+Set+2025.pdf>

Rotax Max Challenge Canada Rule Set -

[https://maxchallenge.ca/wp-content/uploads/2025/03/Canadian\\_RMC\\_Technical\\_regulations\\_2025\\_March7.pdf](https://maxchallenge.ca/wp-content/uploads/2025/03/Canadian_RMC_Technical_regulations_2025_March7.pdf)

## 19.1 **TECHNICAL SUPPLEMENTAL REGULATIONS**

### ROTAX MAX CATEGORIES:

The HRKC will allow previous generation cylinders in all classes. The decision is in place to invite grass roots Rotax drivers the chance to race at club races without additional expense. Note: Other series including all official RMC events do not follow this regulation.

## **2025 HRKC CONFIDENTIALITY**

## 21 **CONFIDENTIALITY**

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