



2024 Rules & Regulations

last updated – 3/02/2024

The Forks Karting Association Speedway is a member owned, 1/8 mile clay oval. It is located on the Grand Forks County Fair Grounds property, east of the River Cities Speedway North of US Hwy 2 (Gateway Drive.)

The Forks Karting Association follows NKA rules with FKA exceptions. The FKA Race director will have a copy of the rules at the track and can help you with any rule questions or interpretations.

The purpose of this publication is to add clarity and consistency to some of the more frequently questioned rules, and also notes local track options that have been exercised to better serve our members.

This publication is in no way complete and is not intended to be a replacement for the NKA rules. It is merely an informational aid to provide orderly conduct of our racing events.

The NKA Rule Book is a free download available from <http://nkaonline.com>

Board of Directors

Ryan Mullen - President

Mike Witheril - Vice President

- Treasurer/Secretary

Ken Johnson - Race/Track Director

Kevin Jeuch – Tech

Brian Wagner – Safety Director

Class Reps:

Novice Rookie –

Rookie Gas –

Jr I –

Jr II –

Jr I Yamaha –

Sr. Class –

Yamaha –

Masters –

JR 1 & 2 Outlaw -

Location:

2300 Gateway Drive

Grand Forks, ND 58203

Located in the

Grand Forks County Fairgrounds

Mailing Address:

Forks Karting Association

P.O. Box 14553

Grand Forks, ND 58208-4553

Web Address:

www.forkskartingassociation.com

Any questions regarding this rulebook or our track procedures can be directed to one of our board members.

Section 1 – General FKA Rules

DRIVER QUALIFICATIONS:

- **First time Rookie and Jr. Drivers** are required to bring a **Certified Birth Certificate** to be copied and filed their first race. **Photocopies are not acceptable.**
- Drivers must compete in the appropriate age classes as defined in the Competition Age section in this rulebook.

KART QUALIFICATIONS:

- Only karts that meet the rules in the Classes Offered section with a driver of the appropriate age are allowed to compete at the FKA Speedway.
- FKA has a three kart minimum policy. We will only run a class if there are three drivers with a legal kart registered to race. Exceptions may be made if the low number is due to a low turnout on a particular night. Continual low kart count will result in that class being scratched for the night.

CHAINS:

- 219 Chain allowed

TIRE RULES

- The Forks Karting Speedway has an **Open Tire Rule**, Tire prep is allowed.
- Warming of tires It is prohibited to warm tires by any method prior to entering the track.
- With the exception of the Outlaw Kart classes. Outlaw Karts must run Hoosier treaded tires with no prep. RR tire must be a D50 or D55. Grooved slicks are not allowed in the Outlaw Kart class. Outlaw Kart class tire rule may be modified if the Race Director determines them to be hurting the racing surface.

RESTRICTOR PLATES

All restrictor plates are to be FKA plates (available at the shed)

KART NUMBERING

1. Each kart must have numbers in 4 locations: Right Front, Rear and both sides. Numbers must be black in color and a minimum of 5" high and displayed on a white background, minimum of 7" high & 7" wide. Outlaw karts left & right of wing black number with white background wing number minimum 10" 12" white background tail & nose 6" number 8" white background
2. **Maximum of two digits** for numbers for all classes, and they **cannot contain letters.**
3. It is the responsibility of the karter to make sure the number panels are clean and readable. If your numbers are not clearly visible from the scoring stand, you will not be scored.
4. FKA uses the seniority rules concept. You will be able to keep the same number as last year if you race in the same class. If moving to another class and your number is being used, you will have to select another number.

SCORING

1. Transponders are required FKA runs a lap scoring system which requires a transponder for counting laps.
2. FKA has transponders for sale or rent. Inquire at the shed during registration.
3. Mounting location is front frame tube where left nerf bar attaches or 1st upright on left nerf bar.

4. Transponder location can be no less than 30 inches from nose to transponder (subject to change)

FLAGS AND THEIR MEANINGS

1. **Green** - Start, race underway.
2. **Yellow** - Caution, reduce speed immediately and maintain your position. The kart causing the yellow will be put in the back of the lineup, unless no fault can be determined. (If your kart causes 2 yellow flags, you will be black flagged.)
3. **Red** - You must make a safe stop immediately where you are on the track and shut your engine off. **No** one is allowed on the track during a red flag until track personnel grants permission. **No** working on karts. If your kart causes a red flag you will **not** be allowed to re-start.
4. **Rolled Black Flag** - Pointed in the direction of a driver is a warning about a driving infraction. This will be your only warning before receiving the black flag.
5. **Black Flag** - Leave the track and return to the pits. You will be awarded a finishing position reflecting when you left the track.
6. **White Flag** - The leader is on the last lap.
7. **Checkered Flag** - You have completed the race

RACE LINEUP PROCEDURES

1. All karts are required to draw a number during registration; the number will be used to determine the starting lineup for the first heat. The second heat will be run in an inverted order.
2. The feature line up will be determined by the combined finishing points in the previous two heats. **NOTE:** Exceptions are special race events, such as the Track Championship where the feature line up is determined by total accumulated season points.
3. If a kart is a no show at the starting grid, or drops out prior to the green flag, karts will move straight forward maintaining their position in the inside or outside line.
4. Karts not leaving the starting grid with the class will have 2 minutes to join the class. If the deadline is not met, you will NOT be allowed to race and will be given the black flag.
5. Karts that stall during a race will be allowed ONE restart per heat or feature. There is a 90 second time limit to get your kart fired. If a yellow comes out and the stalled kart is not the cause of the yellow, the engine may be restarted, and the kart returned to its current running position. If the stalled kart is the cause of the yellow the engine may be restarted, but the kart will go to the back as usual.
6. Number of Laps – Novice 6 laps for heat, 10 for feature. All other classes 8 laps for heat and 12 laps for feature.
7. Race Time Limits – Novice – 15mins, Rookie, Jr I & II 12mins and Sr and Masters 10mins. If time limit is reached, we will go Green, White, Checkered (GWC). If the time limit is reached during a yellow or red flag, we will have one attempt at a GWC. If not completed, race finish will be scored by last completed lap.
8. Class splits – Max 8 per heat
9. Max Number Karts per Class – Novice 10, Rookie 12, Jr I & II 14, Sr and Masters 18.

RACE STARTS

1. The pole position will set the parade lap speed; the flag personnel will determine if the speed is appropriate.

2. There will be a maximum of two double file starts, the original start, and one additional restart. If both are unsuccessful the karts will be rearranged for a single file restart.
3. All starts begin with the waving of the green flag; the kart on the pole does not determine when to start accelerating.
4. No passing until the green flag waves.
5. No sling shot starts or holding back the line to gain momentum. This will cause a restart and you will go to the back.
6. A kart not accelerating properly at the start and holding up a line will cause a restart. (If you know your kart is not performing properly be a good sport and go to the back before causing a restart.)
7. Following a yellow flag, any karts that have been lapped start at the back of the pack.

RACE CONDUCT

1. The flagman and Race Director will be the final word for all on track activity.
2. Drivers, Pit Crew or Fans may not speak with the flag personnel or race scorers during competition. Penalties will be issued for irate behavior.
3. Drivers failing to follow flag rules will be black flagged.
4. After the checkered flag, drivers will slow to a safe speed and exit the track and proceed to the scaling area.
5. If you have any complaints, either on or off track, you must fill out a complaint form. These are available in the tech shed, and we will go over them at our next scheduled meeting.

PENALTIES From Pit Areas and Grandstands

1. First Offense - Removal of offender from FKA premises, plus one week track ban.
2. Second Offense - Both Driver and Offender removed from FKA premises, plus two week track ban for both.
3. Third Offense - Both Driver and Offender removed from FKA premises, plus four weeks track ban. This penalty will carry over to the next racing season if needed.

SCALING

1. Karts must weigh **immediately after exiting the track**. Karts not in a single file line waiting to get on the scale will be considered out of the scaling area, therefore they will not be allowed to weigh in, and will be disqualified. Once the kart has left the scale area it cannot be re-weighed.
2. The top 3 karts after heat races must weigh in. and the top 5 karts after feature races must weigh in.
3. Only the driver and the scale official will be allowed in the scale area. **No Pit Crew** allowed in fenced area unless scale personnel grants permission.
4. If you disagree with the weight of your kart, you will be allowed to rescale one time. The scale will be recalibrated for the second attempt. If your kart does not meet the weight requirement, you will be disqualified. It is your responsibility to have your kart weighed before the start of the race to ensure that you are at the proper weight.
5. Karts failing to meet the minimum weight for their class will be considered disqualified and will not be scored.
6. **No Hot Pits**. Karts must be shut off before going on the scale or exiting the scaling area.

POINTS AWARDED

Points will be awarded only for the features. The points will follow the following scheme.

1st Place 35
2nd Place 33
3rd Place 32

Each position after 3rd will decrease by one point per position.

1. The rest of the finishing positions will continue to lose 1 point per position.
2. If you are Black Flagged, your finishing position will be reflective of when you left the track.
3. If you are the first one to leave the track for any reason, then you will receive last place points, the second car to leave the track for any reason will receive second to last place points.
4. The only way for a driver to receive a higher finish after leaving the track is for someone finishing higher than that driver being disqualified.
5. If a driver is unable to start the feature, points will be awarded if the driver and kart have passed Pre-Race Tech and also taken a green flag for either heat. Feature points awarded will be last place points, or second to last and up if multiple karts are unable to start the feature. Points awarded will be based on the heat results.
6. Drop Nights - We will have two drop nights per season to allow drivers the flexibility to miss a race. The drop nights are added in and used as the official point standings. The first drop night is calculated in for Mid Season Championship lineup, and the second is calculated in for Track Championship lineup and for the Final Point Standings.
7. Points Tie Breakers - To be used to determine Starting lineup for Mid Season, Track Championship and for Final Point Standings
 - a. We sort by the most number of 1st place finishes, then 2nd place finishes, then 3rd on down if needed. The dropped nights will be used as a tie breaker if needed.
 - b. If there is still a tie, Mid Season and Track Championship starting positions will be determined by pill draw, and final point standings will result in a shared finishing position.

DISQUALIFICATIONS

Disqualifications of any sort will not earn any points and the kart will not be scored.

Disqualifications may not be applied to either of your two points drop nights.

Disqualifications may consist of one of these five situations.

1. Failing to go through Pre-Race tech.
2. Failing to pass post tech inspection.
3. Failing to weigh or not meeting the minimum weight.
4. Failing to pass Fuel Tech.
5. Profanity or aggressive behavior directed towards anyone from the driver, the drivers pit crew or drivers fans in the grandstands. Some form of suspension will accompany this as well.
6. Repeat Pre-Tech offences.
7. ***Signaling from the sideline or pits is prohibited, of any kind.***

RAINOUT POLICY

In the event of a Rainout, the following guidelines will be used:

1. Races will be called no later than 2:00pm. If the track is ready, races will not be called on the chance of rain.
2. If you are Paid, Registered and have a Legal Kart and Driver by 6:30pm and races are canceled, you will receive 1st place points. **No Refunds.**

3. If races are canceled after karts have been on the track and before completion of first set of heats, you will receive 1st place points. **No Refunds.**
4. After completion of first set of heats. Double features will be run at the next scheduled race. Lineup will be based on results from the completed heats. Double feature will be run after the first set of heats.
5. Drivers unable to attend the make up feature will be awarded last place points, or second to last and up if multiple karts are unable to attend the feature. Points awarded will be based on the heat results.
6. **No Refunds if you are unable to attend the make up race.**
7. Spectators in the Grandstands will be given a voucher for entry for 1 of the next three races. – No Refunds.

Section 2 – Tech and Safety

SAFETY EQUIPMENT & APPAREL – Refer to NKA Rulebook Section 10 : Safety

1. **The NKA Rule Book can be downloaded from <http://nkaonline.com/rules> Anything listed in the section below is MEANT TO MEET OR EXCEED section 10 of the NKA Rule Book.**
2. Helmets are required, and must meet specifications outlined in the **NKA Rule Book, Section 10.4.6.1** Helmets are subject to tech during Pre-Race Tech inspection.
3. On-Kart Cameras: are permitted at the discretion of the local track/series. Cameras are to be hard mounted and **NOT affixed to the helmet in any way. - Section 10.4.6.1.2**
4. Chest Protectors are required for **All Classes**. The chest protectors must meet SFI Specification 20.1 for Jr classes 10.4.6.8 JR means JR2 or lower FKA rule for Adults (No Spec)
5. Gloves are required and must be made of abrasion resistant material.
6. Face Shields are mandatory – **NKA Rulebook Section 10.4.6.1**
7. Neck Collars/Neck Braces are mandatory for all classes – **NKA Rulebook Section 10.4.6.7.1**
8. **Outlaw Karts** – Refer to section 20.6 in the NKA rule book for info on additional areas needed in these classes. Arm restraints are also required 20.6.16.4.
9. Jackets must be made of leather, heavy weight vinyl, or approved abrasion resistant nylon material. Full length pants must be worn with a jacket. Driving Suits must be made of leather, heavy weight vinyl, or approved abrasion resistant nylon. Outlaw karts see 20.6.17.
10. Shoes must be high top shoes or boots and must cover the ankle bone area.
11. Long Hair is a safety issue, and competitors with long hair will have to demonstrate a satisfactory method for retaining their hair NKA Rulebook section 10.4.6.6
12. Rub Strips (material added to the outside of the body to protect the panels when karts rub together) cannot be metal, but must be of flexible plastic material.
13. Brake rotor guards or Wolf Plates are mandatory in all classes. You will not pass Pre-Race Tech without one.
14. Raceceiver is required for all drivers in all classes.
15. **Open Flame Rule** – NKA Rulebook 10.4.9 – Open flames can only be used outside in a well ventilated area and not as a heating source for tires. A charged fire extinguisher must be within ten feet of the open flame while being used.

PRE-RACE TECH INSPECTION

1. Your kart must go through Pre-Tech before Each Race Night.
2. All karts and safety apparel will be required to go through Pre-Race Tech inspection prior to the race.
3. **An Adult Crew Chief must accompany all Rookie and Jr. drivers & karts through Pre-Tech.** The Crew Chief is responsible for making all needed repairs and corrections.
4. Each kart that passes inspection will receive a marking unique to that event.
5. If violations are discovered, the kart will be able to make necessary repairs and be re-inspected-if time allows.
6. If the violations are minor, and at the Pre-Race Tech Directors discretion, you may pass with reservation, (meaning it will have to be fixed for the next race.)
7. FKA takes Pre-Race Tech very seriously! Practice good maintenance on your kart, and inspect your kart between heats and features.
8. If you come across the scales, and don't have a Pre-Race Tech sticker, you will be disqualified.
9. It is your responsibility to scale and verify your kart weight prior to racing to be sure you are at the proper weight on our scales

***The Pre-Race Tech Director is performing an extremely important function for our racers, so his decision will be final. If you take Pre-Race Tech seriously, you will not have Pre-Race Tech inspection problems. If you flagrantly disregard Pre-Race Tech, you will not race at this track.

Some of the Pre-Race Tech items (but not all) are listed below. The Pre-Race Tech director will be the final word on what will be allowed. Minor violations will be allowed for a 1 week period to allow time for it to get fixed. More serious issues are required to be fixed before the kart can go on the track.

Kart Safety Items:

The following three areas must be safety wired or pinned:

1. **Weights** - Weights must be painted white and labeled with the kart number. Per NKA Rule 10.4.10---All weight added to meet minimum kart/driver weight requirements shall be bolted and safety wired to the kart with a minimum 5/16 or 8mm through bolt. Weight over 7 pounds will require a minimum single 3/8 bolt, or two 5/16 bolts. All bolts are to use double nuts, with threads of at least 1/4" still visible. Drilling and using cotter pin/safety wire in addition to the double nuts is **required**. Weight mounted to the seat requires a metal washer more than 2X in diameter to the bolt size to be used to prevent the bolt from pulling thru the seat.

2. **Steering** - All steering components must be wired or pinned, including the 3 small steering wheel bolts, castle nuts on the top and bottom of the steering shaft, all tie rod bolts, spindle or king pin bolts and any other bolts used in the mounting of the steering system.

3. **Brakes** - Brake pedal pivots and rod must be pinned, including the master cylinder mounting bolts and the rear brake caliper. The brake disk should also be safety wired or pinned. The use of metal locking nuts on the brake disk is also allowed (Nylon locking nuts are not permitted because of the heat generated by the brake disc.

4. **Bumpers** – Novice and Rookie gas must run a Full Bumper. All other classes must run a Full Bumper or Hopper Stopper.

Wolf plate - The wolf plate is a metal bracket that is mounted to the brake caliper and covers the area between the seat and the brake rotor. It's purpose is to protect the driver in the case of the seat falling back against the brake caliper and cutting through seat.

Engine - The 4-cycle engines are required to have a catch can to collect the oil blow by coming out of the breather tube. The exhaust header bolts must be safety wired and the exhaust muffler must be wired through the screen and then wired back to the engine to keep the muffler with the kart if it comes loose. The exhaust header or muffler must not extend beyond the rear of the back bumper. Headers must be wrapped for **All Classes**

Clutch - Clutch Guard The 4-cycle class must run a chain guard on the engine. Also, the area between the seat and the engine must be protected so that the drivers arm cannot get down to the clutch or chain. A piece of heavy gauge plastic or similar piece of material riveted or bolted to the chain guard is an acceptable means of protection.

Wheels - The front wheel axle nut must be safety wired or pinned. The rear axle must have a snap ring or similar item at each end to keep the wheel from sliding off if it comes loose. **DOUBLE CHECK** the wheel nuts each time you go out on the track.

Fuel Tanks –No metal tanks allowed in gas classes(due to not being able to see they are empty) On remotely mounted tanks, the tank must be mounted in the center of the kart underneath the steering column and between the driver's legs.

Before each heat - It is a good idea to inspect your kart for potential problems. Check the play in the spindle and front axle bearings. Inspect the front spindles, frame, bearing hangers, bumper, steering mounts and steering wheel for the signs of cracking. Double check that all bolts and mounting fasteners are tight. A little maintenance can be the difference between watching the race from the pits or the front of the pack.

This list is by no means complete and additional items may be added and checked when necessary. There may be some things that were missed, and once again, the Pre-Race Tech Director will have the final say on all violations.

POST RACE TECH

1. Top 3 karts from each class must report to the tech area after scaling.
2. **Absolutely No pit crew members or drivers allowed in the post tech area**, unless asked to enter for tear down reasons.
3. Karts must remain in the tech area until cleared to leave.
4. No working on the kart in the tech area unless instructed to start a tear down by the tech official.
5. During the tech procedure, **only the driver and one adult representative** of that kart are allowed in tech area.
6. Driver or Crew Chief are responsible for making sure their kart passes tech.
7. Karts without proof of Pre-Race Tech inspection are subject to disqualification.
8. Any kart failing tech inspection will be disqualified and will lose all points earned for the night.
9. Fuel infractions— a) If bad fuel is found coming off of the track, you will not be scored for that particular heat or feature. b) If discovered by random checks in the pits during the races, you will be asked to drain your tank and fix the problem, then you will be re-checked. You will also be checked after each of your races to ensure that the problem is fixed.

Section 3 - Classes Offered

NOVICE ROOKIE and ROOKIE GAS CLASS

These classes are designed to be entry level classes for new karters. It will allow the young karter to receive important seat time while learning the ins and outs of racing, sportsmanship and rules. These classes do not race for points. These classes are designed for the new karter and crew to give karting a try. With that said, we have implemented rules that will discourage participants from spending too much money:

NOVICE ROOKIE GAS CLASS

This class is an entry level, non-competitive class for ages 5-7 yrs. No series points are kept, and only participation awards are given out. The sole purpose of this class is to give the young karters seat time and help introduce beginners to the sport.

Novice Rookie Gas Engine Rules

1. Briggs JR206 or LO206 Factory Sealed (see 206 United States rule set @ briggsracing.com/206 with the following amendments)
2. FKA will allow all 3 style seals as long as not altered
3. Engines will run on pump gas only, NO additives. **Use track fuel only.**
4. Black 4100 rpm coil 555725
5. Spark plug Autolite AR3910X or Briggs 555737 Champion RC12YC
6. Briggs & Stratton Black Throttle Slide part #555728 .310 max opening with lock 555726
7. Rapp J18 .880 header wrapped & RLV muffler
8. Stock Green air filter 555729 or AFR100. Prefilter allowed.
9. Max Torque SS 12T clutch (stock no modifications)
10. Rear gear 75T
11. **Max tire rollout 34-1/2 in (checked with FKA gauge)**

Novice Rookie Gas Chassis Rule

1. Chassis must meet the same tech rules as any JR chassis
2. No steering column fairings allowed
3. Body work can be used upon approval of pre race tech director, **but front nose cannot restrict drivers view of the track**
4. Wide rear bumper required
5. Novice Rookie Gas Class Guidelines
6. Attained age of 5 – age 7 (born Jan 1st, 2017 thru Dec 31st 2017)

Rookie Gas Engine Rules

1. JR or LO206 Factory Sealed Briggs Animal. (see 206 United States rule set @ briggsracing.com/206 with the following amendments)
2. FKA will allow all 3 style seals as long as not altered
3. Engines will run on pump gas only, NO additives. **Use track fuel only.**
4. Green coil 6100 coil 555718
5. Spark plug Autolite AR3910X, Briggs 555737 or Champion RC12YC

6. Briggs & Stratton Purple Throttle Slide part #555735 .342 max opening with lock 555726
7. Rapp J18 .880 header wrapped & RLV muffler
8. Air filter can be other than 555729, AFR100, AFR110 OR AFR1100 styles recommended (legal animal filter)
9. Engine mounted Disc or Drum clutch.

Rookie Gas Chassis Rules

1. Chassis must meet the same Tech Rules as any other JR. Chassis
2. No steering column fairing allowed.
3. Body work may be used upon approval of Pre-Race Tech director, **but front nose cannot restrict driver's view of the track.**
4. Kart and driver must weigh 235 pounds minimum.
5. **Wide back bumper required.**

Rookie Gas Class Guidelines

1. If a racer is showing consistent dominance in this class, they may be asked to move up to the next class. The end decision will be made between FKA and the parents or guardians of the racer. Racers may participate in this class for 2 years max (3rd year with FKA approval).
2. Age--Born between Jan, 1st 2013 and Dec, 31st 2016
3. Rookie Drivers with an attained age 7 may compete in the Rookie Gas class if they have completed One Full Year in the Novice Rookie Gas class.
4. Drivers with an attained age 7 that have not raced one full year in Novice Rookie Gas may compete in the Rookie Gas class only with the Forks Karting Association's board approval.

FKA CLASSES

Jr. I Light

Stock Briggs Animal with 3-hole .250 Black **FKA** Restrictor Plate.

Engines will run on alcohol.

Weight--255lb. Minimum.

- Age--Born between Jan, 1st 2012 and Dec, 31 2016

Jr. I Yamaha

KT100 Yamaha (JR I spec)

Weight--255lb. Minimum

Age--Born between Jan, 1st. 2012 and Dec, 31 2016

Drivers with an attained age 7 may compete in the Jr. I Yamaha Class if they have completed One Full Year in the Novice Rookie Gas class.

Drivers with an attained age 7 that have not raced one full year in Novice Rookie Gas may compete in the Jr. I Yamaha class only with the Forks Karting Association's board approval.

Jr. I Outlaw

Stock Briggs Animal with 3-hole .250 Black **FKA** Restrictor Plate.

Engines will run on alcohol.

Weight--300lb. Minimum

Hoosier Treaded Tires on all corners. Must be a D50 or D55 on RR – **No Prepping Allowed**

Age--Born between Jan, 1st 2012 and Dec, 31 2016

Drivers with an attained age 7 may compete in the Jr. I Outlaw Class if they have completed One Full Year in the Novice Rookie Gas class.

Drivers with an attained age 7 that have not raced one full year in Novice Rookie Gas may compete in the Jr. I Outlaw class only with the Forks Karting Association's board approval.

Jr. II Light

Stock Briggs Animal, 3-Hole .312 Gold **FKA** Restrictor Plate

Engines will run on alcohol.

Weight--305lb. Minimum

Age--Born between Jan, 1st 2008 and Dec, 31 2012

Jr. II Yamaha

KT100 Yamaha (JR II spec)

Weight--305lb. Minimum

Age--Born between Jan, 1st 2008 and Dec, 31 2012

Jr. II Outlaw

Stock Briggs Animal, 3-Hole .312 Gold **FKA** Restrictor Plate

Engines will run on alcohol.

Weight--355lb. Minimum

Hoosier Treaded Tires on all corners. Must be a D50 or D55 on RR – **No Prepping Allowed**

Age--Born between Jan, 1st 2008 and Dec, 31 2012

Sr. Medium

Stock Briggs Animal.

Engines will run on alcohol.

Weight--345lb. Minimum.

Age--Attained Age 15 or older.

Yamaha

KT100 Yamaha

Weight--360lb. Minimum.

Age--Attained Age 15 or older.

Masters

Briggs Animal built to Sr. Med Specs

Weight--385lb. Minimum.

Age-- Attained Age 15 or older.

Age Requirements

Competition age is the highest age of the driver during the calendar year. (January 1st thru December 31st) Also, a driver with an attained age of 15 may move to a competition age of 16. Attained age is the age of the driver on the day of competition. During the driver's attained age, changes from one age group to another, the driver may race in either age group. Once the driver moves to the higher age group they can no longer race in the lower age group. If a driver moves up in mid-year, any points he has earned in the lower classes do not move up with him. The option year is designed to give the Junior drivers flexibility of class due to variances in driver weight and driver ability.

Competition Ages for the 2024 FKA Racing Season

Date of Birth	Competition Age	Classes Offered
Attained Age 5 – comp age 7 (Jan 1 st 17 - Dec 31 st 17)		Novice Rookie
Jan 1 st , - Dec 31 st , 2016	8	Rookie Gas, Jr. I
Jan 1 st , - Dec 31 st , 2015	9	Rookie Gas, Jr. I
Jan 1 st , - Dec 31 st , 2014	10	Rookie Gas, Jr. I
Jan 1 st , - Dec 31 st , 2013	11	Rookie Gas, Jr. I
Jan 1 st , - Dec 31 st , 2012	12	Jr. I, Jr. II
Jan 1 st , - Dec 31 st , 2011	13	Jr. II

Jan 1 st , - Dec 31 st . 2010	14	Jr. II
Jan 1 st , - Dec 31 st . 2009	15	Jr. II, (Senior&Yamaha Attained age 15)
Jan 1 st , - Dec 31 st . 2008	16	Jr. II, Senior, Yamaha
Attained Age	15 or older	Senior, Yamaha
Attained Age	15 or older	Masters

Section 4 – General FKA Rules and Policies

1. The Forks Karting Association is dedicated to maintaining a fun, family atmosphere and a safe environment for all family members and race fans. **We will not tolerate any foul or abusive language around our young fans or racers.**
2. Racers will be responsible for the conduct of themselves, their crew and pit guests. Any unsportsmanlike conduct by the driver or the crew/guest will be charged directly back to the drivers awards or points for that event. First offense, Driver loses points for the event. Second Offense: Further action will occur, with the loss of points and suspension.
3. NO HOT PITS. Karts must be shut off immediately after driving off the scale.
4. Fuel tech is available to drivers in the tech shed before the race starts. You are responsible for the legality of your fuel. The Forks Karting Association reserves the right to tech fuel anytime before or during the races.
5. No lighting devices are allowed on the kart (example: valve stem lights). Engine monitoring devices only for lighting.
6. The scale area will be available to racers for checking their kart weight before the races begin.
7. Pit passes must be purchased and worn visibly by everyone in the pits before and during the race.
8. Pit Spots are available for purchase. The cost will be \$35 per year. People who have purchased pit spots the previous year will have first chance to reserve the same spot again, as long as the payment is received on time. If you would like a different pit spot, the new spot is subject to availability and you will not have any preference over the new purchaser. Spots will be reserved on a first come first serve basis. Pit spots will be clearly marked if they are open or reserved.
9. Any announcements pertaining to weather delays or event cancellations will be Made no later than 2:00 PM on race day. Please use the web address www.forkskartingassociation.com for race information or sign up for text alert.
10. Each racer will have two throw-out nights that will be calculated into the final points tally. Points belong to **driver, not the kart**. Points are awarded only for the feature race.
11. If you change oil while at the track, please dispose of waste oil in the barrel provided next to the pit bathrooms.
12. We hope you enjoy your time with us. If there is anything we can do to make your experience better, please contact a track official.
13. No Pets allowed on FKA premises, either in the spectator areas or in the pits.
14. The Pit Gate will be locked during competition and will not be unlocked until the completion of the last scheduled race. Pit vehicles are to remain in their assigned stall

until the completion of the last scheduled race. There are NO EXCEPTIONS to the gate rule. If you have to leave early, you will need to have your vehicle outside of our fence.