



2025 Lebanon Valley Kart Track Rules & Regulations

Version 1.0 - 01/01/2025

Conduct:

All drivers shall conduct themselves in an orderly manner. Physical violence or verbal abuse of any individual will subject the offender to immediate removal from the premises and possible suspension of membership status.

- If you enter someone else's pit area and get physical with any driver or crew members you will be immediately removed from the premises and banned from racing at LVKT.
- If you get into any physical altercation in a common area both parties will be immediately removed from the premises, suspended for 2 races, and possibly banned from racing at LVKT.
- Any type of retaliation during a race you will be black flagged and receive 20 show up points. Retaliation after the race you will receive 20 show up points.

Drivers, or guardians of a minor, are responsible for the control and actions of their pit crew members and accompanying guests. Unacceptable actions of crew members may subject the driver to penalty and/or disqualification, suspension of membership status, team could be suspended for 2 races, and possibly banned from racing at LVKT.

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

In the interest of safety, no standing along the front stretch fence will be permitted for the purpose of viewing and/or signaling to drivers. Please know that drivers (particularly junior drivers) should be focused forward with proper attention given to race officials.

Absolutely no one is allowed in the tower while racing is going on. If you come into the tower while there is racing your team could be penalized including suspension for a week.



Membership:

A \$35 membership fee is required, per class competing in, in order to receive race-day points and year end awards. You do not have to be a member to compete, but you will not earn points. Membership earns the driver reduced entry fees for point events.

Drivers must be a paid member by their first race of the season to earn points. There are absolutely no drops for any class. Members are competing for year-end prizes. There needs to be more than 3 karts/slingshots in each class to receive points for that race and must have an average of 3 karts for at least a quarter of the season to be eligible for year end awards. You must be present at the banquet to receive any monetary awards. You will still receive your trophy but NO monetary awards if you are not personally at the banquet.

Point Classes:

The classes listed below will be points classes for the 2025 season. A driver's competition age will be their age as of the first race of the season. Drivers with birth dates during the first half of the season (April - July) can elect to advance a class if their age allows, before their birthday, but only with race director's approval. Once you advance a class, you cannot go back down. Junior drivers may not compete in more than one plate class.

- Box Stock (5-8., 240lbs): Green Plate 212 Predator - 15 Clutch Driver - No Lower than 54 Rear Gear - **BOX STOCKS will NOT receive points - they should be worried about learning to race, not a points battle. They will receive a great gift at the end of the year if they race at least 5 times at the track and are a member. Box Stock will be allowed to race Burris 33A's or Reaper Tires for 2025**
- JR 1 (8-10., 265lbs): Green Plate - Big Pipe (ARCA Clone) - Blue Plate (WKA Flathead)
- JR 2 (10-12., 285lbs): Purple Plate - Big Pipe (ARCA Clone) - Gold Plate (WKA Flathead)
- JR 3 (12-15., 320lbs): Blue Plate - Big Pipe (ARCA Clone) - Unrestricted (WKA Flathead)
- JR Champ (5-9., 265lbs - Wingless): Blue Plate Predator - Drum Clutch
- JR Champ (10-15., 325lbs - Wingless): Unrestricted Predator
- JR Extreme Predator (5-8., 250lbs): Red Plate 12 Tooth Max Torque Clutch (Open Tires)
- JR Extreme Predator (9-11., 280lbs): Purple Plate 12 Tooth Max Torque Clutch (Open Tires)
- JR Extreme Predator (12-15., 350lbs): Blue Plate 12 Tooth Max Torque Clutch (Open Tires)
- JR Slingshots (Slingshot by Tobias Rules)
- Clone 375 (ARCA Clone)
- Clone Super Heavy 400lbs (Driver Weight is 200 w/Gear) - (ARCA Clone)
- Flathead 360 (WKA Rules)
- Budget Predator (Rules are on the Website) (Open Tires)
- Heavy Tire Predator (HTP) (350lbs)
- SR Champ (Wingless) (New York Champ Kart Series)
- SR Slingshots (Slingshot by Tobias Rules)



Race Program:

Regular race program consists of one heat race, B-Mains (if needed) and A-Mains. The kart track will determine the number of events, which constitute a complete program. Management reserves the right, without liability, to alter the pre-announced length or nature of any event if weather, track conditions, driver or fan safety concerns or other factors warrant such a change.

Heat races will be done with pull draws during registration - heads up finish from the heat races will make up the line up for the main events.

Heat races will have a time limit of 10 minutes. (This is subject to change due to laps)

Features races will have a time limit of 20 minutes. (This is subject to change due to laps)

Boxstock - Heat races will have a time limit of 8 minutes & 16 Minutes for Feature

Some bigger events might be time trials - time trials will determine the starting lineup for all main events. Time trials will be held in group fashion (two karts at a time for all karts) Drivers will drive around the track and immediately come to the green flag for two laps of qualifications. The fastest qualifier in time trials (2-laps, fastest counts) will start on the pole position with each position following in heads up manner, based on time. Track management will announce prior to race time the number of karts to qualify from time trials, as well as the number of karts to start the night's A-Mains.

Competition Rules:

One-Way Radio is mandatory (454.0000). AMB Transponders for Slingshots and Race Results for Karts are mandatory.

Grid Rules: No chemical treating of tires is permitted at the grid or on the paved grid. Anyone treating tires at the grid will be sent back to their trailer for that specific run. Karts must be on the ground before the end of the race in front of them. Sling Shots should be on the grid and ready to go when called.

Time Trial Grid –Drivers must time trial in the proper order. Any driver that attempts to enter the track out of order will not be allowed to time trial. It is the driver/crew chief's responsibility to know his/her position in the order.

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



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

Starts – The initial starts will be double file after that they will be single file. The race leader controls the start. The race leader has the option to fire at any time in the START ZONE, which lies between two cones in Turn 4. The leader cannot fire before or after the start zone. One warning for firing early/late will be announced via the one-way radio. A second violation will result in a two position penalty.

Adult Classes: A front stretch cone, or donut, will also be placed just passed the start/finish line. All karts are asked to stay single file, and are NOT allowed to pass, until going beyond this cone. Anyone that advances a position before passing the front stretch cone will be docked two positions on the next restart. If there is not another caution, they will be docked two positions at the conclusion of the race. These penalties will be announced over the one-way radio. If there is a bad start, which causes karts to scatter out of line before the front stretch cone, caution will be called and the restart will be tried again. If a driver is deemed to be at fault for the issue, they will be penalized two positions or sent to the tail, depending on the severity of the incident, for the next restart. Cautions before a lap is completed will revert back to the qualifying order, with the exception of those involved in the caution.

Cautions – As soon as caution is displayed and called on the one-way radio, drivers are asked to immediately slow down and move to a single file order as quickly and safely as possible. Lineups following a caution will revert to the last completed lap as displayed by the scoring system. Race control will align the field based on the last completed lap and will sort you via one-way radio communication. Please do not roll double file under caution, please respect the

accident scene and the caution period. Drivers involved in three caution periods will be black flagged from the event. No working on karts on track during caution periods. If you are caught



working on your kart/car you will be blacked flag from the advent. If your kart stalls CLONES are allowed ONLY two restarts by officials. Junior Flatheads are allowed one restart. If the kart does not fire, you must go to the pits. The race will resume when the track is safe and the lineup is correct. There are no courtesy laps.

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

Restarts – All restart lineups revert back to the last completed lap as displayed by the scoring system. Any karts deemed to be involved in the caution will go to the rear of the restart lineup. Restarts will follow the same protocol as initial starts listed above. *Official Calls* – Calls made by tower officials or flaggers in regards to on track incidents are FINAL. All drivers deemed to be involved in a caution will go to the rear of the restart lineup. Under no circumstances is anyone to approach the scoring tower, starter's stand, or corner flaggers in response to an official's call, during an event – this includes while any event is taking place. Officials are available for discussion up to 30 minutes following the completion of the entire race meet. *Lapped Karts* – Drivers being lapped are urged to respect those around them. The head starter and corner flaggers will wave you to the high side of the track if the leader is approaching. Please respect these signals. Once you are one lap down, be mindful of your position. Once you go two laps down, you may be black flagged to the pit area. Karts/Cars going one lap down in PRO events may be black flagged to the pit area. *Exiting the Track* – When exiting the kartway be sure to stay high along the outside wall with your hand well in the air exiting off the back stretch to inform those behind you that you are slowing and heading to the pits.

Kart Inspection:

Competing karts are subject to inspection by raceway officials at any time. Such an inspection does not deem a kart safe and free from defects. No express or implied warranty of safety shall result from publication of, or compliance with the rules. Kart, part and/or equipment will not be considered as having been approved by reason of having passed through inspection at any time or number of times unobserved or undetected. Any kart is subject to a full inspection by a track official at any time while at the racetrack. Failure to comply will result in disqualification. All Karts must be available for inspection immediately following an event. Failure to report to the designated inspection area if instructed by the track officials will result in disqualification.



Compliance with rules will be determined by the procedures, equipment, and tools adopted and utilized by the raceway. Official weight is per track provided scales. Competitors are urged to check compliance against the standards before entering competition. Contact the technical inspector or track official prior to the racing program start time if you wish to have your kart checked.

Drug and Alcohol Policy:

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

Decisions:

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

Driver Racing Apparel:

1. Full-face helmets designed for competitive motorsports use are required. Helmets must meet Snell SA 2015 (or higher).
2. Full coverage driver wear including sturdy shoes, socks over the ankles, racing jacket, long pants, and gloves are REQUIRED. NO long sleeve shirts, hoodies or sweatpants allowed. NO loose clothing. Sling shots must wear a full fire suit.
3. Official kart race jackets preferred and highly recommended.
4. Neck brace designed for racing REQUIRED
5. Elbow pad for right elbow is recommended
6. Chest and rib protective jacket - HIGHLY recommended (especially plate classes).
7. Long hair must be well-secured and kept under the helmet.
8. No loose clothing while racing, for safety reasons.



9. No tinted or smoked visors after dark

Kart Requirements - Mandatory for all Classes:

LVKT is proud to be a Burris Racing Tire facility. All classes are required to compete with the Burris 33a tire. Unless otherwise posted.

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



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

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

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

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

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

18. If you lose a muffler, air filter, noise, side panels, or weight. These are safety issues and you will be black flagged for that advent. You will receive points for your finishing position.

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

Transponder Placement:

Karts - they must be placed on the bottom of the steering shaft above the tie rods.

Sling Shots - Right side inner tin.

Point System:

Feature points only will be awarded. Point structure is below (split field formats will receive half points per position):

Drivers must be a paid member by their first race of the season to earn points. There are absolutely no drops for any class. Members are competing for year-end prizes. There needs to be more than 3 karts/slingshots in each class to receive points for that race and must have an average of 3 karts for at least a quarter of the season to be eligible for year end awards.



1st – 60,
2nd – 56,
3rd – 52,
4th – 50,
5th – 48,
6th – 46,
7th – 44,
8th – 42,
9th – 40,
10th – 38,
11th – 36,
12th – 34,
13th – 32,
14th – 30,
15th – 28,
16th – 27,
17th – 26,
18th – 25,
19th – 24,
20th – 23,

Last place points or 20 show-up points (if more than 20 start) will be awarded to those who make an attempt to qualify, but do not start the main event. Drivers being disqualified due to weight will receive last place points. If you are disqualified for motor post tech 0 points will be given.

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



Post-Race Inspection:

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

Engine Rules:

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

Senior Clone engine rules per AKRA.

Junior Red Clone will be utilizing the small pipe with twist on RLV muffler. Max. 19" on height of pipe. All Clone junior divisions will follow an open clutch rule. Jr.

Green, Jr. Purple and Jr. Blue Clones can use the big pipe (any stage). Jr. Unrestricted will utilize the big pipe (any stage) and an open clutch.

Disclaimer:

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