



All competition held by the Indy Karting Challenge at Whiteland Raceway Park will follow the 2024 NKA Sporting Regulations. This does not apply to events produced or organized by outside organizations or series. A free copy of the 2024 NKA Sporting Regulations can be found [HERE](#).

This supplement is provided to outline areas of importance, or to revise sections of the NKA Sporting Regulations to better serve the unique needs of our competitors and attendees. IKC reserves the right to revise, modify, or eliminate any regulation at any time.

### **Notable changes from 2023**

- 1. All competitors must hold a valid IKC Membership. Not required for open practice on non-event days.**
- 2. Point totals have adjusted to the NKA point system, and will use points for the 'Heat' and 'Final'.**
- 3. The Start Zone, and its associated procedures, will be used for all starts.**
- 4. Infractions (aka Penalties) will be per the NKA Sporting Regulations.**
- 5. Competition Age is now set as the competitors age on December 31, and 'Attained Age' applies to Kid Kart, Micro, and Cadet drivers.**
- 6. All event results are offered via the Alpha Race Hub app, free to use on both Google and Apple platforms.**

## **SECTION 1 | CULTURE & CODE OF CONDUCT**

### **OUR CULTURE**

First and foremost, it is our goal to position Whiteland Raceway Park as a premier karting destination, and the Indy Karting Challenge as a premier karting program. We are committed to

the preservation of this historic facility, its future, and providing a safe and professional environment for everyone to enjoy.

A significant part of achieving that goal is the culture at IKC. Our culture is a positive family-friendly environment, and we will protect that culture vigorously. While we understand that competition can create intense emotions, you are expected to follow the Code of Conduct at all times.

## CODE OF CONDUCT

The IKC Code of Conduct is established to ensure fair competition, safety, and respectful conduct among participants, officials, and spectators involved in IKC events. By adhering to this Code of Conduct, all individuals associated with IKC contribute to maintaining the integrity and spirit of our sport.

### General Conduct

- Respect: Treat all participants, officials, volunteers, and spectators with respect, regardless of differences in opinion, background, or skill level.
- Fair Play: Compete in a fair and sportsmanlike manner, adhering to the rules and regulations of the IKC.
- Safety: Prioritize safety at all times, both on and off the track, following the guidelines outlined by the IKC and the NKA.
- Responsibility: Take responsibility for one's actions and decisions, understanding the potential consequences they may have on oneself and others.

### On-Track Conduct

- Clean Racing: Engage in clean and competitive racing, avoiding deliberate contact or actions that endanger other competitors.
- Sportsmanship: Display good sportsmanship, acknowledging the skill and efforts of fellow competitors, regardless of the outcome of the race.
- Compliance: Adhere to the rules and regulations of the IKC regarding vehicle specifications, track boundaries, flags, and overtaking maneuvers.

### Off-Track Conduct

- Professionalism: Conduct oneself in a professional manner, both within the racing environment and in public interactions related to the IKC.
- Representing the Series: Recognize that actions and statements made outside of racing events can reflect upon the reputation of the IKC, and conduct oneself accordingly.
- Conflict Resolution: Resolve conflicts and disputes in a constructive and respectful manner, seeking mediation from series officials when necessary.

## Attendee Conduct

- Respectful Behavior: Attendees are expected to conduct themselves in a respectful manner towards participants, officials, and other spectators.
- Safety: Follow all safety guidelines and instructions provided by event organizers, ensuring personal safety and the safety of others.
- Non-Interference: Avoid actions that may interfere with the conduct of the race or compromise the safety of participants.

## Enforcement

- Violations of the Code of Conduct, deemed solely by IKC/WRP staff, may result in penalties, including but not limited to warnings, fines, disqualification, suspension, or expulsion from the IKC.
- The decision and enforcement of a suspension by the IKC or WRP staff is final and is not eligible for appeal.
- In addition to any suspension levied, IKC supports the NKA Suspension Protocol, which automatically issues a two year probation to anyone receiving a suspension that applies to all NKA series and events nationwide. Any additional suspension results in an indefinite suspension from all NKA series and events.

By participating in IKC events, all individuals agree to abide by this Code of Conduct and uphold the values of fairness, safety, and respect.

## SECTION 2 | NKA SPORTING REGULATIONS

### 2024 NKA SPORTING REGULATIONS | CRITICAL SECTIONS

Please make sure to review the critical sections listed below to become familiar with the Sporting Regulations. These sections, unless noted otherwise in this document, are applicable to all IKC and IKC events.

10.1 | GENERAL

10.3 | ENTRANT

10.4 | SAFETY

10.5 | EVENT

10.6 | COMPETITION

10.7 | OFFICIALS

10.8 | FLAGS

10.9 | RACE PROCEDURES (*SPECIAL ATTENTION TO 10.9.3 RACE START AND START ZONE*)

10.10 | PROTESTS, APPEALS, AND INFRACTIONS

## 2024 NKA TECHNICAL REGULATIONS | CRITICAL SECTIONS

10.4 | SAFETY

20.1 | GENERAL VEHICLE

20.2 | CHASSIS - SPRINT\* *See 206 width variance below*

IAME TECHNICAL SPECIFICATIONS PER IAME USA EAST | [IAME 2024 Rules](#)

LO206 TECHNICAL SPECIFICATIONS PER BRIGGS & STRATTON | [206 Rule Download](#)

\*206 WIDTH VARIANCE: There is no minimum width rule for 206, but the kart still must meet the NKA bodywork standards put forth in Section 20.2.11

## SECTION 3 | CLASS STRUCTURE

### 2024 INDY KARTING CHALLENGE CLASS STRUCTURE

CLASS	AGE	WEIGHT	NOTES
KID KART	5-8*	*SEE BELOW	*SEE BELOW
206 CADET	7-10*	245	RED SLIDE
206 SPORTSMAN	8-12	265	GREEN SLIDE
206 JUNIOR	12-15	320	GOLD SLIDE
206 SENIOR LIGHT	15+	340	
206 SENIOR MEDIUM	15+	365	
206 SENIOR HEAVY	15+	390	
206 MASTERS	35+/30 200LB	390	
206 SUPER MASTERS	50+	375	
MICRO	7-10*	225	
MINI	8-12	245	
KA JUNIOR	12-15	320	
KA SENIOR	15+	360	
KA MASTERS	35+/30 200LB	380	

\* INDICATES MINIMUM AGE MUST BE ATTAINED AGE

## SECTION 4 | GENERAL SERIES

### INDY KARTING CHALLENGE ANNUAL MEMBERSHIP

To compete in an IKC event, you must have a valid annual membership.

## COMPARATIVE CLASS | MICRO/206 CADET & MINI/206 SPORTSMAN

If a driver intends to compete in both an IAME and 206 class at an IKC event in the referenced classes, please note that they must compete in the correct comparative class. These are;

Micro/206 Cadet

Mini/206 Sportsman

## COMPETITION AGE/ATTAINED AGE

COMPETITION AGE: A driver's competition age is determined by the age that they will be on December 31 of that year. For example; A driver is 9, but will turn 10 in November. As their age on December 31 will be 10, that driver is considered to be 10 for that year but can take advantage of the Option Year.

\*ATTAINED AGE: Kid Kart, Mini, and 206 Cadet all require that the driver have an 'attained age' that is equal to the minimum age of the referenced classes. For example, a driver wishing to compete in Kid Kart must have had their 5th birthday. Micro and 206 Cadet drivers must have had their 7th birthday.

## KID KART SPECIFICATIONS

Kid Kart is a Non-Points class

AGE: 5 - 8 Years Old

ENGINE: Comer C-50|C-51, Briggs LO206, Honda GHX50U

TIRES: Open Compound 4.60 x 5's

Max Rear Tire Circumference = 33.25"

WEIGHT:

Comer: 150lbs

Honda: 150lbs

LO206: 200lbs

NOTES:

- Comer C-50/51/52: Must be 50cc and ran with fixed jet carb size 54 to 58, gear ratio of 10/89 and #219 chain.
- Briggs Junior 206 must run gear ratio of 17/57 and #35 chain
- Honda GHX50U must be run as supplied by HPD

## CONSUMABLE SPECIFICATIONS

SPEC OIL- (IAME) Redline/Maxxis 927 Castor/Xeramic Castor Evolution 2T Kart Racing Oil  
TO BE MIXED AT 6-8 OUNCES PER GALLON

TIRES (KID KART) - OPEN TIRE COMPOUNDS (4.60-5)

SPEC TIRES (IAME KA) - MG SH2 (RED) (4.60-5X7.10-5)

SPEC TIRES (206) - MG SH2 (RED) (4.60-5X7.10-5)

SPEC TIRES (MINI-/MICRO-206 CADET/SPORTSMAN) - MG SH2 (RED) (4.60-5)

RAIN TIRES (ALL CATEGORIES) - MG WT OR SW2

**NOTE: ALL COMPETITORS ARE ALLOWED TO USE EXISTING MG SH TIRES FOR ROUNDS 1, 2, & 3. BEGINNING ROUND 4 MG SH2 ARE REQUIRED.**

SPEC FUEL MUST BE PURCHASED FROM WHITELAND RACEWAY PARK.

ALL 206: 90 OCTANE

ALL IAME: 100 OCTANE

### **EVENT COMMUNICATION**

All primary communication regarding IKC and IKC events will be via the Discord app, now used by many tracks and series, as well as communication via Alpha. You can find the link to our Discord page on the IKC website.

The 'Help Desk' on the WRP discord page is for assistance only. It is not the 'complaint desk', 'opinion desk', or 'debate desk'. Your behavior on that page will be managed the same way as if you were at an event, with disciplinary actions taken if necessary.

IKC and IKC will not be providing printed materials at the facility.

### **LIVE TIMING**

Live timing for all IKC events will be offered via the Alpha Race Hub app, found on Google and iPhone platforms for free.

### **RACE DROP**

The IKC allows for two race drops. A race drop applies for an entire event only. You cannot drop specific heat or final finishes. A technical or sportsmanship DQ cannot be dropped.

### **DRONES**

Drones are not allowed on the premises at any time.

### **PETS**

Pets are always welcome at the facility. Remember, they are your legal responsibility. To keep them, and others, safe they must always be on a leash. IKC staff reserves the right to pet all dogs.

## **SECTION 5 | EVENT**

### **EVENT FORMAT**

The IKC will utilize a split day format, with half of the classes in the morning, and half in the afternoon. Kid Kart will run their program during the intermission between morning and afternoon classes.

Sessions will alternate between morning and afternoon after each round. If you are running a morning session for Round 1, you'll be running the afternoon session for Round 2, and so on.

All events will comprise of at least one warm-up, qualifying, a heat, and a final. Points will be awarded for both the heat and the final.

The event is progressive. Your qualifying will set the order for the heat. The heat finish order will set the grid for the Final.

### **RACE DIRECTOR INTERACTION**

The Race Director has a significant number of duties that are part of the successful operation of an event. With this in mind the RD is not generally available for any significant discussion during an event that will take away from their duties of running an event.

### **IKC STAFF INTERACTION**

Our fantastic staff is there to help and assist you as you enjoy a day or evening of racing with the IKC. We expect that they are treated with respect, and that you accept their direction when given. Any type of verbal abuse towards the staff for any reason will result in disciplinary action that is appropriate for the situation.

### **TIMING PROCEDURES**

All event sessions will use time +2 laps. Timing for warm-up and qualifying begins when the grid is released. Timing for heat and finals begins at race start.

### **TECHNICAL COMPLIANCE**

For all IKC events you are required to be technically compliant with the specifications for that event for all sessions. This includes kart numbers, engine specifications, gearing (if specified), tires, fuel/oil, etc.

### **TRANSPONDERS**

To ensure that the scoring system is working properly, as well as your transponder, we require transponders to be active on the kart for all event sessions including warm-up. Transponders that have been rented will be available at the front counter beginning at 7am.

Transponders must be mounted no closer than 9 inches back from the kingpin. Note that transponders may have an issue if mounted to or just above metal.

## START ZONE PROCEDURE

10.9.3.1: **Formation Cone:** Once a class has left the grid, they can proceed at a reasonable speed until they reach the Formation Cone, typically half track distance. At the formation cone it is the responsibility of the pole sitter to bring the field to pace speed and allow the field to properly line up. Applies to standing and rolling starts.

10.9.3.2: **Commitment Cone:** Once the pole sitter reaches the commitment cone, the field is now set. Drivers late leaving the grid, who are attempting to regain their starting position, at this point must halt and line up where they are. Applies to standing and rolling starts.

10.9.3.3: **Tram Lanes:** At all starts (with the exception of a standing start), all drivers are to stay fully within their tram lanes. Once the green has been shown, racing has begun and drivers can then move out of the tram lanes. If Tram Lines do not exist, then each lane is expected to be formed directly behind the pole and off pole karts, who will place their karts at  $\frac{1}{4}$  distance from the inside or outside of the edge of the course.

10.9.3.4: **Start Zone:** The use of the Start Zone has shown significant ability to control the starts of an event, and has also shown to greatly eliminate the chance of significant accidents at the start. While it is not required, it is highly suggested that a NKA facility adopt this procedure.

Procedure: The pole sitter shall approach the start zone at a reasonable and maintained pace, roughly 20mph. The speed shall be constant until the pole sitter reaches the start zone which is defined by a set of cones spaced 40-60 feet apart. The pole sitter will start the race anywhere within this defined zone, and the starter will use a light or green flag to signify that the race has started once the leader has started the race.

There is no waived start. If the leader goes before the first set it shall be considered a jump start and is subject to infraction. If the pole sitter has not accelerated when they have reached the last set of cones the starter shall start the race and begin. No driver may lead the pole sitter out of the start zone. If it is deemed a driver has led the polesitter out of the start zone and the race has started it shall be considered a jump start and shall be subject to infraction.

10.9.3.5: **Single File Restart** The start zone is to be used as the standard for single file restarts with the field lined up in order, nose to tail. The lead kart will choose the inside or outside tram lane and will use the basic start zone procedure.



## TRACK MANAGEMENT & OFFICIATING

At all IKC events at Whiteland Raceway Park, we take track management very seriously. The order of importance for our track staff is;

1. Their personal safety (they are the most exposed persons to danger at an event)
2. Your safety
3. The efficient management of the event
4. Officiating

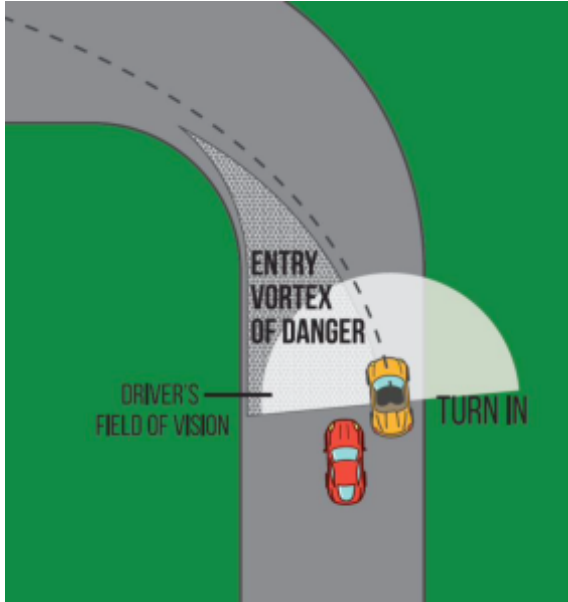
Racing at the local level provides a number of challenges for event staff, as we have drivers of varied ages, experience, talent, situational awareness, and the all important race craft (the ability to race with others in close quarters and not hit/be hit, especially during a passing maneuver). Most incidents observed are related to a deficiency in these areas.

National events, with experienced marshals in lifts 20+ feet above the ground with amazing visibility dedicated to making calls, are typically able to call 50-60% of all incidents on the track. If they are utilizing video, that increases to 80%. Even Formula 1 and IndyCar don't get it right all of the time. Due to numerous factors, local events all across the country will not have experienced marshals in lifts dedicated to making calls. Please keep in mind that you are the only person intently watching your driver. Our staff is watching the entirety of the session with the focus on safety. Our staff will not be able to catch all incidents, and we ask that you manage those expectations.

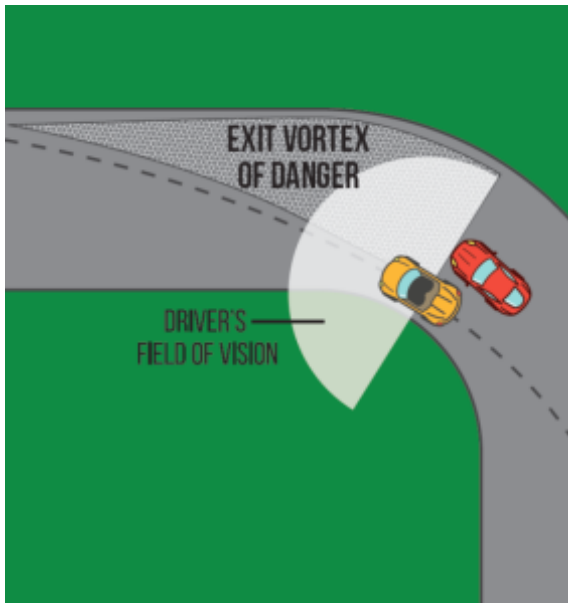
At all times it is your personal responsibility to properly manage your kart on the racing surface. Avoid the 'Vortex of Danger' (see below), don't use the person in front of you as a brake or a berm, don't weave down the straights, and make sure all of your passing moves are 'high percentage' opportunities and not last second, 'low percentage' lunges. Mistakes, especially if you are relatively new, are going to happen. If you do hit someone, it is your fault. Take responsibility and apologize to them. If you aren't sure if it is your fault, it likely is your fault at least partially. Apologize.

### **The Vortex of Danger | Attributed to Randy Probst**

"The Entry Vortex of Danger is a triangle inscribed by the turn-in point of the lead car, the apex, and the inside edge of the road. When overtaking, keep out of the Vortex of Danger. It's too late to pass. The hole you see is closing rapidly, you are in a blind spot, there will likely be contact, and it will be your fault."



“The Exit Vortex of Danger is a triangle inscribed by the apex, the track-out point of the lead car, and the outside edge of the road. When attempting a pass on the outside, be aware of the Exit Vortex of Danger, and back out of it if not in the lead car’s vision. It’s too late to safely pass. The hole you see on the outside is closing rapidly, you are in a blind spot, there will likely be contact, and it will be your fault.”



## PENALTIES AND PROTESTS

You can learn of all the applicable penalties in the NKA Sporting Regulations. If you receive a penalty at IKC, it is not the end of the world. If you feel that you received a penalty unjustly, your remedy is a protest. Protests only apply to the Finals.

The procedures for filing a protest are as follows;

- You must utilize the IKC protest form available in the main office, with \$100 cash, to file the protest.
- You are entitled to one protest per event, which you retain if you win your protest.
- It is your responsibility to clearly state your position, and include any/all relevant evidence. The protest is reviewed on what you provide.
- You may use any live video footage. You must provide relevant clips yourself.
- You can use your GoPro video only in the following situations;
  - Your GoPro camera shows the correct time/date (verifies the correct session)
  - You were called for a jump start
  - You were called for a tram line violation
  - You were called for an avoidable contact on the kart in front of you
  - You were called for a blocking penalty