

PKRA 4-Hour Endurance Race Rule Book

Rev 1: June 2, 2021

General Information

- Classes, Junior 2 Lo206, Senior Lo206, and Master Lo206
- MotorSport Reg will be used for registration through the PKRA website.
 - Teams will be declared the day of the race at the latest and submitted to the race director with the team name, drivers, and kart number.
- Teams of 1-4, will be using the same chassis throughout the event.
 - Team of 1, driver must drive at least 4 hours.
 - Teams of 2 each driver must drive at least 1.5 hours.
 - Teams of 3 each driver must drive at least 1 hour.
 - Teams of 4 each driver must drive at least 45 minutes.
- Race will start with LeMans style on the front straightaway.
- Juniors will use numbers 0-99
- Seniors will use numbers 100-199
- Masters will use numbers 200-299

Regulations

- **Racing**
 - All racing will be under the standard PKRA rulebook.
 - No blue flags will not be thrown regardless of position it is the faster karts responsibility to pass safely.
 - Configuration will be Clockwise Short Track.
 - Pit Lane is **closed** in the event of a red flag.
 - Full course caution will be used if needed to recover a kart safely, pit lane will be closed in the event of a full course caution.
- **Engines**
 - Briggs rulebook will be enforced

Fuel Tanks and line must be stock size and no excess fuel line is allowed.

There will be no extra fuel tanks or containers on the kart.

No chain oilers are allowed.

- If you do have a motor failure you are allowed to put another engine on in the tech area, both engines must go through tech regardless of condition after the race is concluded if requested by the tech director.
- Engine changes must take place in the tech area.
- Oil change is optional but not required.

If a team decides to do an oil change a catch can must be used and excess oil spillage will result in penalties.

· **Tires**

- Hoosier R70 is the spec tire and will be marked after qualifying.
- Tire changes are allowed throughout the race but not required, this will be up to each team to decide.
- Maximum of 2 new sets for both qualifying and the race.

· **Pit Stops**

- The pit exit and entry will be the standard layout for short track with the exception of pit entry which will be done through Turn 2 instead of using the two straights exit.
- A track worker on track entry to manage karts re-entering the track.
- When pitting you **MUST** raise your hand when crossing start/finish failure to do so will result in a 10 second penalty.
- When exiting the track there will be “stopping” zones where drivers must come to a complete stop with at least 2 tires in the box failure to do so will result in a 10 second penalty.
- The left side of the pit lane will be the travel lane and the right side will be the pit stop side.
- When you are done with your pit stop all stands and equipment must be cleared from the lane to prevent excess clutter.
- Re-Fueling **must** be done with the driver out of the kart and engine off. Standard fuel jugs must be used for refueling, no mechanical or electric pumps are allowed.
- Driver changes must be done with the kart engine shut off.

· **Kart Weight**

- Before qualifying each team will report to scales with their kart and ALL drivers to find each team's average weight without any fuel or lead on the karts or any driving gear on the drivers, pockets must be emptied.

- After this step the heaviest team's average will set the minimum average weight for the event and each team whose average is below the set minimum must add the weight differential onto their kart to equal the average weight.
- For example, if team 1 has a kart that weighs 185 lbs with **no fuel or added ballast**, driver 1 weighs 140lbs, driver 2 weighs 150, and driver 3 weighs 145, their average kart + driver weight is 330lbs.
- $(185+140=325, 185+150=335, 185+145=340, 325+335+340=990, 990/3=330\text{lbs})$
- So, if team 1's average weight is 330lbs and the heaviest team average weight of the class is 340lbs team 1 must add 10lbs to their kart to get to the heaviest average of 340lbs,. This added weight will stay on the kart throughout the entire race and qualifying.
- In this example this team's kart alone, no driver or driving gear must weigh at least 195 lbs when scaled throughout the event and at the conclusion of the race. The kart weighing 195 will bring the teams average weight up from 330lbs to 340lbs.
- For each pound your kart is under this weight you will be penalized 1 full lap.
- This will be repeated for every class and team to ensure that each team has the same average weight for their respective class.
- The kart will be weighed after qualifying and after the race has concluded, the officials will keep a record of what each kart needs to weigh and will penalize accordingly.
- No weight may be removed or added throughout the race, bolts and nuts on the weights will be painted before qualifying and checked in tech following.
- The heaviest average cannot exceed the class spec weight for PKRA, for example, the heaviest average for 206 Jr.2 will not be allowed to exceed 310 lbs even if a teams average is above that weight, 206 Sr. cannot exceed 360lbs, and 206 Master will cap out at 380lbs.

Yes this will take time on race day, but it is the only way to ensure that weight will minimally affect the event so we will need everybody to cooperate.

○ **Kart Retrieval**

- If the kart has an issue on track the driver can push it back to the pits with the assistance of a track worker with **direct** supervision and clearance from a race director to get to the outside of the track and back to the pits.

- The dedicated place for crossing the track will be before turn 1 after the flag stand and on the exit of turn 8.
- A minimum of a 10 second gap between karts is required before karts can cross the racing surface.
- Yellow flags will be **strictly** enforced, drivers must slow to approximately 50% of race speed when yellow flags are being waved.
 - This is one of the main reasons for picking short track, there are much more limited times a kart has to cross a live track to be retrieved back to the pit lane.
- It is strongly encouraged that if a kart has an issue they pull to the outside of the track so they do not have to cross the live track to get back to the pits, this will help the race go much more smoothly and safely.
- **Driver Communication**
 - Radios are allowed for communication between the pits and driver.
 - There will also be a protected pit board location along the front straightaway to allow drivers to easily see the pit board information.
- **Schedule (Subject to Change)**
 - 1:00pm Gates open
 - 1:30am-3:30pm Registration open
 - 3:10pm Drivers meeting will take place on the A grid.
 - 3:30-4:30pm Open practice (Hot Pit)
 - 5:00-5:15pm Qualifying (All Classes)
 - **Driver weigh-in and tech.**
 - **2:00pm** Junior's report to scale with kart (No Fuel or Ballast on the kart) and full driver team (With no racing gear) to begin the process.
 - **2:25pm** Senior's report to scale with kart (No Fuel or Ballast on the kart) and full driver team (With no racing gear) to begin the process.
 - **2:45pm** Master's report to scale with kart (No Fuel or Ballast on the kart) and full driver team (With no racing gear) to begin the process.
 - **This is subject to change**
 - Report to grid at 5:40
 - 5:50pm-9:50pm Race