

1. INTRODUCTION

The Machismo 12 Hour Endurance Race is an arrive-and-drive team endurance kart-racing event. It is our goal to provide a safe, competitive, and fair arrive-and-drive kart racing environment. The purpose of this document is to outline how the event will be run; establish a clear understanding of the rules and regulations; and ultimately, provide insight on how to successfully compete in a 12-hour endurance race. It is the responsibility of each competitor to know, understand, and follow the rules outlined in this document.

2. DRIVER ELIGIBILITY

- 2.1 Minimum Age:** Drivers must be a minimum of 16 years of age in the calendar year in order to compete. Drivers between the ages of 12-15 in the calendar year will be considered on a case-by-case basis dependent upon racing experience. All minor drivers must be accompanied by their parent, unless a notarized waiver is on file. Proof of age in the form of a valid ID or Birth Certificate is required for all drivers prior to being cleared to compete, including adults.
- 2.2 Physical:** Kart racing involves high speeds and running in dense traffic situations with drivers of varying ability and speed. Kart racing can be a dangerous activity and can result in serious or fatal injuries. Drivers should be in generally good health and fully capable of handling a kart at speeds in excess of 60 miles per hour, and in varying conditions.
- 2.3 Experience:** CalSpeed Karting reserves the right to exclude, at any time, before or during an event, any driver it considers insufficiently experienced or unsafe. Inexperienced drivers are required to attend a kart racing school or clinic prior to attending the event. **A driver must be approved before being eligible to race in the Machismo 12 Hour. A 107% rule will be in place for all drivers throughout the event.**

3. REGISTRATION AND CANCELLATION

- 3.1 Registration:** All CalSpeed racing programs require pre-registration. Teams may either pay their entry in full, or may hold a place in the event via a deposit, but must then have the entry paid in full by Oct. 31st, 2015. Teams that elect to pay a deposit only will have a \$100 'split payment fee' added to their entry amount, paid at the time of the deposit. Below are the entry fees and deposit options per class:
- 3.1.1 P1 (Pro):** Entry is \$2500, and includes a 60-minute Friday team practice session along with the 12-hour race on Saturday. Minimum deposits can be made for \$725 of the total \$2600, which includes the split payment fee.
- 3.1.2 S1 (Super Sport):** Entry is \$1800, and includes a 60-minute Friday team practice session along with the 12-hour race on Saturday. Minimum deposits can be made for \$550 of the total \$1900, which includes the split payment fee.
- 3.1.3 S2 (Sport):** Entry is \$1500, and includes a 60-minute Friday team practice session along with the 12-hour race on Saturday. Minimum deposits can be made for \$475 of the total \$1600, which includes the split payment fee.
- 3.2 Team Entry Form:** All paid teams are required to fill out an entry form, and submit it to CalSpeed by October 31st. This is to ensure all drivers pass the needed eligibility requirements well in advance of the event. Extensions may be available, and will be assessed on a case-by-case basis.
- 3.3 Cancellation:** All CalSpeed racing program prices and sales are final. With a written request via email, a refund (minus a \$25.00 processing fee) can be given for cancellation prior to October 31st. No refunds will be given after Saturday, October 31st.
- 3.4 Overnight Camping:** Registration for Overnight Camping will open on Tuesday, November 17th. Teams that would like to camp overnight must register in advance, and pay the \$100 security fee. Overnight Camping is available on Friday and Saturday nights. There will be no refunds for paid security fees.
- 3.5 Sport Kart Clinic:** Registration for the event's Sport Kart Clinic will open on Tuesday, November 17th, and will be \$125. No refunds will be given for the Sport Kart Clinic after Friday, December 5th.
- 3.6 Individual Practice:** Registration for individual practice sessions will open on Tuesday, November 17th, and will be \$25 per session for the Sport Kart, and \$35 per session for the Club Kart (Pro). No refunds will be given for individual practice sessions after Friday, December 5th.

4. SAFETY REQUIREMENTS

4.1 Safety Equipment: The following is a list of safety equipment that is required for the 2015 Machismo 12 Hour:

Helmet*:	REQUIRED – Full-face coverage with face shield, and DOT or Snell SA, M, or K rating or better
Driving Suit*:	REQUIRED – One that covers the body from the neck to the ankles and wrists and is manufactured of abrasive-resistant material.
Gloves*:	REQUIRED – Made of leather and/or abrasive-resistant material & covering the fingers
Shoes:	REQUIRED – Must be closed toe and worn with socks
Balaclava*:	REQUIRED – For drivers with shoulder-length or longer hair

*These items are available for RENT on event day

4.2 Restricted Areas: This term is used to describe any area where the general public is not admitted including, but not limited to, the pits, track, infield, and adjacent walkways. All persons wanting access to restricted areas must sign a waiver and release form. Children and pets are not allowed in restricted areas. Smoking and alcohol are not permitted in the restricted areas. Any person under the influence of drugs or alcohol will be denied access to the event.

4.3 Minimum Speed (107% Rule): Every team/driver is required to meet a minimum lap time equivalent to 107% of what their class leader(s) are running. This is to be sure that all drivers are able to negotiate the track at a safe rate of speed, and to limit the number of on track issues do to inexperience. Any team/driver that cannot meet the 107% minimum may be excluded before or during the event.

5. EVENT SCHEDULE

5.1 Event Schedule

Friday, December 11th

Gates Open:	12:00pm
Driver Registration:	12:00pm – 6:00pm
Machismo Sport Kart Clinic:	12:30pm – 3:00pm
Machismo Optional Practice:	3:00pm – 6:00pm
Team Weigh In (Open):	5:00pm
Qualifying Briefing:	6:30pm
Official Team Practice/Qualifying:	7:00pm

Saturday, December 12th

Gates Open:	7:30am
Driver Registration:	7:30am
Driver Meeting:	8:15am
Race Start:	9:30am
Race Ends:	9:30pm
Podium Ceremony:	9:45pm

6. EVENT FORMAT; GENERAL RULES AND PROCEDURES

6.1 Qualifying Briefing (Friday): The Qualifying Briefing will be held on Friday to go over the specifics for the 1-hour Practice/Qualifying format and procedures. While it is not mandatory for all drivers to be present, at least one team member is required to be, as this briefing will be the only time to get clarification on the formats and procedures for the session. This will also be the time when the kart lottery will take place, deciding the kart that each team will start in. All Teams are responsible for all information covered in the meeting.

6.2 Event Meeting (Saturday): All drivers/teams are required to attend the mandatory Event Meeting the morning of the race. This meeting will be the last opportunity to go over the rulebook before the start of the race, and is the best time for all questions to be answered. The following information will be covered in the meeting: introduction of race officials; review of the rules and flags; location and procedure for fuel stops, driver changes, and penalties; track-specific issues; schedule of events; and other pertinent information. All drivers are responsible for all information covered in the meeting. **Failure to attend the Required Driver's Meeting will result in a team starting from pit lane.**

6.2.1 Supplemental Rules: CalSpeed Karting may publish supplementary bulletins and make announcements during the Event Meeting. These bulletins and announcements carry the full weight of the rules.

6.3 Event Format: The Machismo 12 Hour Endurance Kart Race is unique in the fact that it will feature three different types of karts competing across four different classes on track simultaneously, while being scored separately to produce four sets of winners. The faster open-wheel PRO CLASS will feature 390cc Honda 4-stroke motors, while the full-bodied SPORT, and SUPER-SPORT CLASS karts will feature the modified 270cc Honda 4-stroke motors. Inspired by Le Mans Endurance Sports Car Racing, the speed differential between the classes, as well as the more delicate structure of the pro class karts, means that there is sure to be an abundance of overtaking action over the course of 12 hours.

6.4 On Track Sessions:

6.4.1 Sport Kart Clinic (Optional*): Drivers may sign up for the Sport Kart Clinic, which will focus on the sport kart classes, and will include three on track sessions along with coaching from 12:30am-3pm on Friday, December 11th. A track walk, pit stop practice, as well as a mock start will all be included in the Clinic.

***Drivers without regular CalSpeed experience are required to run in the clinic, or get a waiver from the Race Director. A 107% rule will be in place for all drivers throughout the event.**

6.4.2 Individual Practice: Drivers may sign up for individual practice sessions for all classes, running four sessions per hour from 3pm-6pm on Friday, December 11th. Sessions are 10 minutes in length, with only 7 club karts, and 20 sport karts will be available per session.

6.4.3 Team Practice/Qualifying: Teams will be given a 60-minute practice/qualifying session to determine grid order for the 12 Hour race. Teams can opt to have multiple drivers take turns in the session. Teams may also opt to use less than the full 60 minutes if they so choose. Failure to post any times in qualifying will result in the team starting from pit lane once all teams have taken the green. The session will begin on a full tank of fuel for each team. Each team's fastest posted lap time (in the kart they finish qualifying in*) will be used to determine starting order.

*Exception: If a team is forced to swap karts via a mechanical failure (no fault of the team), then they will be allowed to keep the time from the first kart, provided it is the fastest for the team.

6.4.4 12 Hour Race: The 2015 Machismo 12-Hour will feature a Le Mans styled start, where all drivers will run to their karts and take off from a standing start once seated. The race will end at the 12 Hour mark. The teams with the most laps completed at the end of the 12 hours will win their respective class.

6.5 Final Roster Submission: Teams must have their final driver lineups confirmed and submitted via the entry form by Dec 5th. Adjustments to the roster may be made prior to the Qualifying Briefing, with approval by the race director. Drivers may run for two different teams, but not in the same category. Drivers must be 16 yrs of age or older, with exceptions on case-by-case basis.

***Sport Teams must submit their entry form for approval by Oct 31st to ensure legal roster.**

6.6 Team Weigh-In (S2 Class): Immediately prior to the Qualifying Briefing, all Sport Class teams are required to weigh-in all of their drivers to find their team's average weight. All drivers need to be present for the weigh-ins; any driver not present may have their weight vouched for, and be weighed prior to the race start. If the vouched number is lighter than the actual weight however, the team's qualifying time will be erased, and they will start from pit lane. Weigh-ins will happen without personal weight, or seat inserts.

6.7 Equipment: All karts, tools, fuel, spare parts, and timing equipment will be provided by CalSpeed Karting. Teams will not be allowed to use their own equipment (except safety gear) or make any mechanical adjustments or repairs to the equipment provided by CalSpeed Karting. All mechanical work will be done exclusively by one of CalSpeed Karting's mechanics in the designated area. Any driver or team caught making adjustments to the equipment will be subject to penalty or ejection from the event. Drivers will also be financially responsible for any damage resulting from their adjustments, repairs, or tampering.

6.8 Kart Selection: The random kart selection process will happen during the Qualifying Briefing by pulling random poker chips from a bucket. Teams will not be permitted to voluntarily change karts. Teams will only be allowed to switch karts if there is a mechanical defect with the kart that they were assigned, which will be determined by the Mechanical Staff.

6.9 Seat Adjustment: Seat adjustment is the only change to the kart a driver may make. This is done via the handle on the left side of the seat. A single half, or three-quarter turn is all that is needed to loosen, or tighten a seat. If a driver loosens or tightens a seat too much it may result in damage to the seat adjuster, or the seat may come off the rack. Drivers may be penalized for loosening the seat to the point it comes off the rack, and/or for damage to the handle. Further, a team may be charged for any damage.

6.10 Use of CalSpeed Ballast: Teams are able to use the CalSpeed provided tube ballast for all drivers over 160lbs to get to the 200lbs minimum, and may use CalSpeed provided sheet lead or a combination of sheet lead and tube ballast for drivers needing more than 40lbs of ballast. All CalSpeed provided ballast is considered 'community' and may not leave the scale area. Official CalSpeed weight is labeled, and therefore does not need to be scaled during weigh-ins; however it must be presented at post-stint weigh-ins to verify ballast amount.

6.11 Securing Ballast / Other Personal Items: All items supplied by a driver (i.e. ballast, cameras, inserts, etc.) must be safely secured to either their person or the kart, and must be clearly labeled. Any personal item that either leaves the kart, or appears to be a safety concern may be grounds for a penalty. Cameras are treated the same as ballast, and are required to be labeled. Teams may be penalized for using any personal ballast that is not clearly labeled.

6.12 Use of Radios: All radio communication from either driver to driver, or driver to crew will be allowed during competition on both Friday and Saturday. However, improper use of radios may result in confiscation of equipment, and further penalties.

6.13 Hot Pit Restrictions/Pit board Procedures: The pit lane area will be considered a 'hot' pit lane, and is a restricted area. For crewmembers looking to use pit boards, the area along the pit straight fence is available.

7. P1 (PRO) CLASS SPECIFICS

7.1 Class Designation: The Pro Class will have white lights at the front to further designate class. A [P1] moniker will also be on timing and scoring.

7.2 Team Number / Sticker Kit: Teams may choose a one or two-digit number to run, with preference given in order of paid in full registrations. Teams may also select to run a custom sticker kit, but must follow templates provided, and must keep the number black, on a white background on the fairing portion. Schemes must be appropriate, and approved by CalSpeed Karting in advance. CalSpeed reserves the right to disallow any and all schemes.

7.3 Team Size: Teams may range from 1-6 drivers, and must have their driver lineups confirmed and submitted via the entry form by Dec 5th. Adjustments to the roster may be made prior to the Qualifying Briefing, with approval by the Race Director. Failure to submit a roster, or a roster change after this point will result in the team starting from pit lane.

7.4 Drive Time / Stint requirements: Individual drive time, and/or stint length is not restricted in any way. It is up to each individual team to manage their time in the seat.

7.5 Minimum Weight Rule: This class is weight ballasted to ensure as much equality as possible between all teams competing. To address the issue of weight discrepancy the following procedures will be used:
All participants will be ballasted to a driver weight of 200lbs for competition. In addition, drivers will weigh in after every driver change, and each Team will be required to change weights during each driver change. (Ex- If a driver comes in with a 30lbs weight in the ballast tube, that weight will need to come out, and a new weight will need to go in the ballast tube, even if it is the same amount of ballast needed). Drivers will be given a one-pound allowance during any official weigh in. If a driver weighs in at 198.9lbs or lower, they may get off the scale, and attempt to re-weigh once before penalized. The penalty for being under weight during post stint weigh in will be one (1) lap per pound under.

7.6 Personal ballast: Drivers may choose to use personal ballast, but will be required to have it labeled with the driver's name(s) that will be using it. This includes any individual piece of ballast used, even if part of a larger unit (ex individual weights in a weight vest) Drivers using personal weight will be required to weigh in with the ballast itself every time it is used.

7.7 Kart Fitment & Customization: Once your team has been assigned a kart by random draw, you will have a chance to create a custom fit. All seats are XL and accommodate drivers up to 6'6" and 240 pounds. The karts also feature "flip" pedals that quickly shorten the reach by 4 inches. Teams are required to provide their own padding and tape for customization of the seat. Seat inserts are available for rent, and will only be provided to teams that pre-registered one. Any and all stickers/tape must be removed by the team post-race.

7.8 Fueling: Teams will start with whatever fuel is remaining in the tank following the 60-minute practice/qualifying session, and will be required to manage their own fuel strategies. Karts will be able to go about 1.5 hours on a tank of fuel. There will be a designated refueling area in the pit lane where drivers coming off the track can pull into to receive fuel. All refueling will be done by CalSpeed Karting staff. Drivers will be required to exit the kart while any refueling is being performed. Each fuel stop will last 40 seconds, regardless of how much fuel needs to be added, with the tank filled to the 'fill line'. The 40 seconds will start once the driver is inside the Fueling Station, and is the current kart to be filled. Only two karts can be fueled at a time; if a team enters the fueling station while it is fully occupied, that team will be required to wait until the first kart(s) has finished, with the 40 sec hold not yet in effect.

7.9 Required Tire Stop Procedure: Teams are required to use both sets of tires during the Machismo 12 Hour Endurance Race, with one set designated 'Prime' and the other, softer set designated 'Option'. The Option set of tires will have white markings on the side of the tires. Teams are required to start, and finish the race on the Prime set of tires, and are able to change to the Option set after crossing the start/finish line for the first time. It is up to each team to notify the CalSpeed Mechanical staff that they want to make a change, with only two (2) karts allowed to change at a time. If a team attempts to change tires without notifying the staff ahead of time, they will be attended to as quickly as possible, and will suffer a further 1 lap penalty. The required tire stop may not happen during a crash damage, or mechanical stop. The Option set cannot be used for more than 3 hours, and must be managed by the team. The penalty for using the Option set too long will be one (1) lap per minute over. The 3 hours starts once the driver leaves the Mechanic Area with the tires on, and ends once the driver returns for the tire change; the changing of the tires is not included in the maximum time.

8. S1 (SUPER SPORT) CLASS SPECIFICS

8.1 Class Designation: The Super Sport Class will have green lights at the front, as well as a green glow stick at the rear to further designate class. A [S1] moniker will also be on timing and scoring.

8.2 Team Size: Teams may range from 1-6 drivers, and must have their driver lineups confirmed and submitted via the entry form by Dec 5th. Adjustments to the roster may be made prior to the Qualifying Briefing, with approval by the Race Director. Failure to submit a roster, or a roster change after this point will result in the team starting from pit lane.

8.3 Drive Time / Stint requirements: Individual drive time, and/or stint length is not restricted in any way. It is up to each individual team to manage their time in the seat.

8.4 Minimum Weight Rule: This class is weight ballasted to ensure as much equality as possible between all teams competing. To address the issue of weight discrepancy the following procedures will be used:
All participants will be ballasted to a driver weight of 200lbs for competition. In addition, drivers will weigh in after every driver change, and each Team will be required to change weights during each driver change. (Ex- If a driver comes in with a 30lbs weight in the ballast tube, that weight will need to come out, and a new weight will need to go in the ballast tube, even if it is the same amount of ballast needed). Drivers will be given a one-pound allowance during any official weigh in. If a driver weighs in at 198.9lbs or lower, they may get off the scale, and attempt to re-weigh once before penalized. The penalty for being under weight during post stint weigh in will be one (1) lap per pound under.

8.5 Personal ballast: Drivers may choose to use personal ballast, but will be required to have it labeled with the driver's name(s) that will be using it. Drivers using personal weight will be required to weigh in with the ballast itself every time it is used.

8.6 Kart Fitment & Customization: Once your team has been assigned a kart by random draw, you will have a chance to create a custom fit. All seats are XL and accommodate drivers up to 6'6" and 240 pounds. Our karts also feature "flip" pedals that quickly shorten the reach by 4 inches. Teams are required to provide their own padding and tape for customization of the seat. Remember, a new kart will be provided during the fuel stops, so be prepared to make further adjustments throughout the race. Seat inserts are available for rent, and will only be provided to teams that pre-registered one.

8.7 Changing karts during Practice/Qualifying: Teams may swap karts only once during qualifying, but will be held until the transponder and ballast weight have been moved to the new kart. The driver will be sent as soon CalSpeed staff has finished. The kart change area will close at the 50-minute mark (ten minutes remaining) and no further kart changes will be allowed. The pit lane will remain open for driver changes during this time however. Teams keep their lap time from the kart the finish the session in.

8.8 Fueling: Teams will start with whatever fuel is remaining in the tank following the 1-hour practice/qualifying session, and will be required to manage their own fuel strategies. Karts will be able to go about 1.5 hours on a tank of fuel. Every time a team needs fuel, they will get a new kart. The driver will stop in the designated area, and move to the new kart, with the transponder and weight moving with them. CalSpeed staff will move the transponder and weight, but the driver will be responsible for any seat inserts, pads, or personal ballast. The driver will be held for 40 seconds (starting when the driver comes to a stop the change area), and then released down pit lane.

9. S2 (SPORT) CLASS SPECIFICS

9.1 Class Designation: The Sport Class will have orange lights at the front, as well as an orange glow stick at the rear to further designate class. Further, each kart will have orange stripes on the front bumper, and rear axle cover. A [S2] moniker will also be on timing and scoring.

9.2 Number of Drivers / Team Roster Restrictions: Teams will be limited to a minimum of 4, and maximum of 6 drivers to compete in the Machismo 12 Hour. The CalSpeed driver value system will be used to help determine roster eligibility. No driver 276 points and above will be allowed to run, and the team itself must average at or below 225 points.

The intent of this class is to be entry level and friendly for a variety of driver types, including casual racers. Teams need to keep this in mind when building their rosters. Drivers with extensive experience and/or success in the sport karting arena may be excluded, or their drive time restricted per this rule. CalSpeed Karting reserves the right to adjust a team's classification to Super Sport if their driver lineup does not meet the spirit of this rule.

9.3 Roster Submission Deadline: Teams must have their driver lineups confirmed and submitted via the entry form by Oct 31st. Adjustments to the roster may be submitted up to Dec 5th, pending approval from race officials. Failure to submit a roster, or a roster change after this point will result in the team starting from pit lane. The roster list will also be used to track team stints and drive time.

9.4 Team Weigh-In: Prior to the Qualifying Briefing, all Sport Class teams are required to weigh-in all of their drivers to find their team's average weight. All drivers need to be present for the weigh-ins; any driver not present may have their weight vouched for, and be weighed prior to the race start. If the vouched number is lighter than the actual weight however, the team's qualifying time will be erased, and they will start from pit lane. Weigh-ins will happen without personal weight, or seat inserts.

9.5 Required Stints / Driver Changes: Teams are required to complete 36 driving stints (35 Driver Changes). A driver may choose to double-stint, but will be required to completely exit the kart and put both feet on the ground (no part of them touching the kart) before getting back in for the second stint. This must occur in the approved "driver change" area of pit lane. Any teams that have not completed the required number of stints will be automatically disqualified from their finishing position.

9.6 Minimum Drive Time: For Teams with 4 drivers, all registered drivers must complete a minimum of 2 hours behind the wheel. For Teams with 5 drivers, all registered drivers must complete a minimum of 1.5 hours behind the wheel. For Teams with 6 drivers, all registered drivers must complete a minimum of 1.25 hours behind the wheel.

9.7 Maximum Drive Time: No driver may run more than 4 hours in the race. The penalty for going over the 4 Hour time limit is 1 lap per minute.

9.8 Weight Ballast: Drivers will be weighed prior to the start of the race, and a team average will be calculated. Teams that have an average weight that falls below 200lbs will be required to carry the difference in the form of ballast on their kart for the duration of the race. A max of 40lbs can be put on the kart; all teams will need to meet a 160lbs team average minimum.

9.9 Kart Fitment & Customization: Once your team has been assigned a kart by random draw, you will have a chance to create a custom fit. All seats are XL and accommodate drivers up to 6'6" and 240 pounds. Our karts also feature "flip" pedals that quickly shorten the reach by 4 inches. Teams are required to provide their own padding and tape for customization of the seat. Seat inserts are available for rent, and will only be provided to teams that pre-registered one. Any and all stickers/tape must be removed by the team post-race.

9.10 Fueling Procedure: Teams will start the race with a full load of fuel, and will be required to manage their own fuel strategies. Karts will be able to go about 2.5 hours on a tank of fuel. There will be a designated refueling area in the pit lane where drivers coming off the track can pull into to receive fuel. All refueling will be done by CalSpeed Karting staff. Drivers will be required to exit the kart while any refueling is being performed. Each fuel stop will last 40 Seconds, regardless of how much fuel needs to be added, with the tank filled to the 'fill line'. The 40 seconds will start once the driver is inside the Fueling Station, and is the current kart to be filled. Only two karts can be fueled at a time; if a team enters the fueling station while it is fully occupied, that team will be required to wait until the first kart(s) has finished, with the 40 sec hold not yet in effect.

10. ON TRACK PROCEDURES AND REGULATIONS

10.1 Start Procedure: Le Mans styled start, where all drivers will run to their karts and take off from a standing start once seated. Only one other member of the team may be used to hold the stationary kart. The "holder" may not do anything but hold the kart; any attempt to assist the driver on takeoff will be penalized.

10.2 Re-Starts after a Red Flag: In the event of a Red Flag situation, a red flag will be displayed at the start finish line, and the field is to continue to the pit straight. Once the field has been collected on the pit straight, the field will be split into three rows, one with Pro teams, one with Super Sport teams, and the last with Sport teams. Officials will then waive by any driver in front of their respective leader, starting with the Pro Teams, then the Super Sport teams, and finally the Sport teams. Once all karts are present, and each row is led by the class leader, drivers will prepare for a single file, rolling start with the Pro teams leading Super Sport, and Sport teams respectively. Drivers must wait to accelerate until the green flag is displayed. There will be no passing allowed until after crossing the start/finish line.

***The pit lane will be closed during a red flag.**

10.3 Penalty Box Procedure: Upon receiving the "meatball" flag (section 11.4.5) a driver must come to a full complete stop inside the penalty box on the front straight. Drivers must adhere to the blend line exiting the penalty box, keeping their left side tires along the blue line until reaching the 'blend cone'. Drivers who fail to stop within the designated box, strike a cone, contact another kart, display a lack of kart control, or do not blend safely will be subject to a black flag penalty.

11. FLAGS AND INFO BOARDS

11.4 Info Board and Flag Descriptions: Flags are the primary method of communicating information about track conditions, on-course incidents, and other race-related information to the driver. Additionally, a series of Info Boards may also be used to convey information to the driver. As a driver, you are responsible for understanding the meaning, and obeying the flags and boards.

11.4.1 Info Boards: Info Boards given at start finish and are a way for officials to convey additional information to the drivers.

11.4.2 Green Flag: The green flag signifies the start of a practice, qualifying, or race session, or the resumption of racing on the restart of a race.

11.4.3 Yellow Flag:

11.4.3.1 Single Waving: Indicates an area of immediate danger ahead. The driver is REQUIRED to exercise extreme caution in driving, including being prepared to slow, or stop if necessary. Drivers should raise their hand to alert race officials and other drivers of their intent to slow down. Passing is prohibited until safely past the cause(s) of the yellow flag.

11.4.4 Black Flag:

11.4.4.1 Waiving Black: The black flag will be used for rules violations as well as mechanical issues. A driver receiving the black flag is REQUIRED to report to the pits immediately. The driver will be greeted by a race official in the pit area and given an explanation for the black flag.

11.4.4.2 Rolled Black: A furled or rolled black flag may be given to a driver close to a rules infraction. This is considered a courtesy flag, not a penalty, and the driver is not required to pit.

11.4.5 Black Flag with Orange Circle ("Meatball"): The meatball flag will be used for on track rules violations, such as a bump pass, or bump drafting. A driver receiving the meatball flag is REQUIRED to report to the penalty box on the front straight the next time by (section 10.3). Drivers that do not complete their penalty stop within 2 laps will be given a waiving black flag, (see section 11.4.4.1 Waiving Black).

11.4.6 Red Flag: A red flag at the start/finish line, or from any of the track officials REQUIRES all drivers to slow their pace considerably and report to the pit straight immediately, unless otherwise instructed. No passing is allowed under a red flag. Drivers should stay in their karts until further instructions are given by a race official.

11.4.7 White Flag: Is a courtesy flag, and signals one lap remaining in the race.

11.4.8 Checkered Flag: Indicates the completion of the session or race. All drivers should slow, and enter the pits.

12. PIT LANE PROCEDURES AND REGULATIONS

12.1 Pit Lane Entry Procedure: Drivers entering pit lane must do so on the far right side of the track, adhering to the entry blend line by the "commit cone". As a courtesy, drivers are further asked to raise a hand before heading into the pit area to signal their intent. Unsafe entry into the pit lane may be subject to a penalty.

12.2 Pit Lane Speed Restrictions: There is no pit lane speed limit. Instead there are a series of stop boxes on pit lane that drivers must come to a complete stop in to control their speed.

12.2.1 Pit Lane Stop Boxes: A series of stop boxes marked by cones will be set up on pit lane. Drivers will be required to come to a complete stop within each designated stop box zone before proceeding forward down pit lane. A total of three (3) stop box zones will be clearly marked; one at the entry of pit lane, another before the mechanic/fuel area, and the final one in the mechanical area itself. Drivers who fail to stop within the designated box, strike a cone, contact another kart, or display a lack of kart control in pit lane may be subject to a black flag penalty.

12.3 Pit Lane Exit Procedure: Drivers exiting pit lane must do so in a safe manner, adhering to the exit lane, and blend line. Drivers exiting pit lane must exercise extreme caution as they re-enter the track, as the drivers on the course are deemed to have the 'right of way'. Unsafe exit from the pit lane may be subject to a penalty.

12.4 Pitting Procedures: Teams can choose to pit for fuel, as well as driver changes whenever they deem appropriate. The pit lane will be split into two (2) different sections, designated as the Driver Change Area, and the Mechanic/Fuel Area. The pitting driver will be required to stop in the designated area before getting out of the kart. If the pitting driver overshoots the designated area, he/she will be required to continue through the pits, re-enter the track and try again. Backing the kart up in the pit lane is prohibited.

12.4.1 Driver Change Area: This section is after the first stop box, and is where all driver changes will take place. Only the current driver, the new driver getting in, and a third team member for weight ballast exchange are allowed in the pit lane, for a total of three (3) team members max in the pit lane at one time. Team members are not allowed to "wait" in the Driver Change area, and may not be on pit lane for more than about a minute.

12.4.1.1 Driver Change Procedure: During the actual pit stop, the kart must come to a complete stop, with the exiting driver getting completely out of the kart (no part of the drivers body touching the kart) with both feet on the ground. The driver may opt to re-enter the kart for the next stint, or have another team member get in. If a driver is not double stinting, they must get out and immediately report to the driver exit. Only the Driver getting in, and the Team member 'assistant' may help in the transfer of ballast. Pushing a kart during a stop is prohibited, and may be penalized. Once a team has finished with their stop, they need to exit the pit area immediately.

12.4.1.2 Post Stint Weigh-In: The post stint weigh-in will work as follows: the driver exiting the kart (or the team member there to assist) will bring any CalSpeed ballast over to the scale to be checked in by the official, and then will weigh in with any personal ballast they may be using. This must be done immediately after exiting the kart. The penalty for being underweight during post-race weigh in is one (1) lap per pound, and any stints completed by the penalized driver will be voided. The penalty for not checking in ballast prior to weigh in is a black flag penalty.

12.4.2 Mechanic Area: The Mechanic Area will be immediately following the second stop box, on the right hand side of Pit Lane. This is where teams will go for re-fueling (including kart swaps), as well as Pro Teams for the Mandatory Tire changes. See respective class sections for specifics.

12.4.2.1 Refueling Station: The Refueling Area will be immediately after the third stop box, on the right hand side of the Mechanic Area. This is where Pro and Sport teams will go for re-fueling. See respective class sections for specifics.

12.5 Post Race Weigh-In: The post-race weigh-in will work as follows: All karts will stop along the pit straight, and await direction from the officials. Every driver in both the Pro Class, and the Super Sport Class will be chosen to weigh-in one at a time. The penalty for being underweight during post-race weigh in is one (1) lap per pound.

13. SPORTING CODE / PENALTIES

13.1 Driver Code of Conduct:

13.1.1 Good Sportsmanship: It is the spirit and intent of these rules that all competitors drive exhibiting good sportsmanship; that is, every driver is expected to behave according to principals of fairness, observe all rules, show respect for other drivers and officials, proceed on track without touching or endangering the vehicles of fellow competitors and accept victory or defeat graciously. Drivers should also remember they are responsible for the conduct of their guests as well, and may be penalized for any unsportsmanlike behavior by them, or their guests.

13.1.2 Inadvertent Contact: Occasional contact between karts on track is a reality of racing. While not deliberate, contact that impedes another driver's progress may be penalized. The judgment of the point at which inadvertent contact becomes deliberate pushing, bumping, crowding, nerfing, blocking, etc. is solely at the discretion of the Race Director and Officials.

13.1.3 Overtaking: The overtaking driver is expected to obtain "dominant position" prior to the entry of both drivers into the upcoming corner. "Dominant position" is defined as the nose of the overtaking kart surpassing the imaginary bisecting line of the kart being overtaken (considered to be the steering wheel of the kart being overtaken) prior to the turn-in point.

13.1.4 Racing Room: Drivers are expected to give ample racing room, and not force other drivers into a situation where they may make contact, either with other drivers or walls, or where they are force another driver off course. Not leaving enough room may be grounds for a penalty, depending on severity.

13.1.5 Deliberate Contact: Deliberate contact, bumping, nerfing, pushing, etc., will be grounds for a penalty, up to and potentially including ejection, depending on severity. Deliberate contact includes "bump drafting".

13.1.6 Cutting the Course: Any driver leaving the course or cutting the apex of the corner is subject to penalty or disqualification at the discretion of the Race Director.

13.1.7 Re-Entering the Track: A driver who has gone off the racing surface will re-enter the racetrack as far off the racing line as possible allowing all other competing karts sufficient room to avoid any possibility of contact with the re-entering kart. A driver must re-enter the track only at a point that will provide no advantage in time, distance, or position relative to competing karts. Any penalties assessed will be at the discretion of the Race Direction and can range from Black Flag to Disqualification.

13.1.8 Blocking: Any reactionary move made by a driver to impede the progress of another driver, or multiple moves upon entering a corner may be considered blocking by officials. Drivers are to pick a line, stick to the line, or only make a single non-reactionary move to maintain position.

13.1.9 Passing Under Yellow: If a driver improves their position under a yellow flag condition they will be given one lap to give back the position by pointing the overtaken driver(s) by. If the overtaking driver fails to surrender position, they will be issued a penalty.

13.1.10 Ignoring A Black Flag: Any driver that fails to report to the pits after being shown the black flag for two consecutive laps will be disqualified; specifically, they will no longer be scored while on track, and may be penalized further, including event ejection.

13.1.11 Potential Damage: If a race official suspects that a kart may have damage or a mechanical issue making it unsafe to drive, the driver may be issued a black flag for subsequent safety inspection.

13.1.12 Pit Lane Violations: Drivers are expected to maintain a heightened level of safety in pit lane. Drivers who contact another object, including a fellow driver's kart on pit lane, or display a lack of kart control will be subject to a black flag or post-race time-penalty.

13.1.13 Power Braking: Drivers who are found to be utilizing both the gas and brake pedal simultaneously will be penalized. This technique does not make for quicker lap times, and only damages equipment. This includes revving engines on the grid prior to the start.

13.1.14 Tire Warming: Drivers are not to swerve back and forth to warm tires prior to the start, or re-starts. Drivers may be penalized for this action by either a time or position penalty.

13.2 Penalty Procedures:

13.2.1 On Track Penalty: On track penalties will be issued by the Race Director at the Start/Finish line via the "Meatball" Flag, and the driver will be required to report to the penalty box immediately. There they will be required to complete their penalty (either stop and go or drive through) before re-entering the track. Failure to successfully complete the penalty under control and without incident box may result in further penalty.

13.2.2 Black Flag Penalty: Black flag penalties will be issued by the Race Director at the Start/Finish Line and the driver will be required to report to pit lane immediately, where they will be required to come to a complete stop the designated stop box before continuing down pit road, and released back on track. Failure to come to a complete stop in the box, under control without hitting a cone or other driver will result in further penalty. No fuel stops or driver changes may be made during a black flag penalty.

13.2.3 Post Race Time Penalty: In the scenario that a driver receives a black flag on the final two laps of the race and is unable to report to pit lane to serve the penalty, a time-penalty will be assessed to that driver/team's results in lieu of a black flag penalty.

13.2.4 Post Race Position Penalty: If a position is gained illegally in the final two laps then a position penalty may be issued.

13.2.5 Race Disqualification: Race officials may opt to disqualify a driver/team from any given session if a particularly egregious, deliberate or flagrant violation occurs.

13.2.6 Event Ejection: The Race Director reserves the right to eject any driver from the event for major violations described in section 7.6 of the Driving Regulations code.

14. MECHANICAL FAILURES AND DAMAGE LIABILITY

All karts are professionally prepared and tested prior to every event for equality and proper operation. Drivers will not have the option to switch karts voluntarily. When you take possession of the kart at the beginning of the race or stint everything will be in working order. However, parts can fail over the course of the event due to poor manufacturing or driver abuse. Below describes how these issues will be handled.

14.1 Mechanical Failures: Should your kart experience a mechanical failure through no fault of your own, it will be repaired at no cost. Once the kart has been repaired and the team is back on track, Race Officials will determine how much time was lost during the breakdown and credit laps back to the teams total count to make up (as closely as possible) the number of laps lost. If the repairs cannot be completed in a timely manner, the team may be given a replacement kart. Upon re-entering the race, a team may be held before going back on course to make the credited time as accurate as possible.

14.2 Crash Damage/Driver Abuse: Should your kart experience a mechanical failure due to driver abuse or crash damage, it will be repaired and billed to the team manager. The team will lose the laps it takes to repair the kart, but will be allowed to rejoin the race once the kart is repaired. If the repairs cannot be completed on a timely basis, the team will NOT be given a replacement kart. This includes damaged weight ballast tubes from dropping in the weight.

14.3 Driver Changes During Mechanical/Damage Stops: There are no driver changes during any stop in the mechanical area. Drivers must stay with the kart, and may only change after returning to the course.

15. AUTHORITY

CalSpeed Karting and the Race Director reserve the right to alter the event rules and regulations to suit any special or unforeseen situation. All decisions by the Race Director are final and are not subject to appeal or protest. These general rules may be modified in part to suit a particular race.