

1. INTRODUCTION

The Machismo 12 Hour Endurance Race is a team endurance kart-racing event. It is our goal to provide a safe, competitive, and fair kart racing environment for both arrive and drive, and kart owners. 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 and size. 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.
- 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 50 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 (see section 4.3).** Drivers that are deemed to need more experience can sign up for the clinic on Saturday October 28th for early approval. If more experience is needed, regular rental sessions and coaching can be done leading up to the event, with the final chance for approval coming during the Machismo Clinic held during 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 have the entry paid in full by Wednesday, Nov. 22nd, 2017. Teams that elect to pay a deposit only will have a \$100 'split payment fee' added to their entry amount. Teams may still register after the Nov. 22nd deadline, but will need to pay in full only. Any team that is not paid in full or have completed their entry form by the respective deadlines may be subject to a penalty. Below are the entry fees and deposit options per class:
- 3.1.1 P1 (Pro) OWNERS:** Entry is \$1500, and includes a 60-minute Friday team practice session along with the 12-hour race on Saturday. Entry fee also includes two (2) sets of tires, and fuel needed for race, but not the oil for the required change. Minimum deposits can be made for \$400 of the total \$1600, which includes the split payment fee.
- 3.1.2 P1 (Pro) ARRIVE + DRIVE:** Entry is \$2800, 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 \$2900, which includes the split payment fee.
- *3.1.2.1 Pro Damage Policy (Arrive + Drive):** Team Managers agree to be financially responsible for all damage up to and including the kart chassis itself. In the event of a team 'totaling' a kart, they will need to pay for the complete kart, but then will be able to keep the complete kart.
- 3.1.3 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 \$475 of the total \$1900, which includes the split payment fee.
- 3.1.4 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 \$400 of the total \$1600, which includes the split payment fee. Sport team rosters must be approved before they are made official.

- 3.2 Team Entry Form:** All teams are required to fill out an entry form. Forms must be submitted to CalSpeed by Tuesday, October 31st to ensure all drivers pass the needed eligibility requirements, as well as help out with back end logistics well in advance of the event. Extensions may be available, and will be assessed on a case-by-case basis. Any team that signs up after October 31st is asked to submit a team entry form within 48 hours of entry.
- 3.3 Cancellation:** All CalSpeed racing program prices and sales are final. With a written request via email, a refund (minus a processing fee) can be given for cancellation prior to November 1st. No refunds will be given after Tuesday, November 1st.
- 3.4 Pit Spot Allocation:** Teams will be able to choose which pit spot they would prefer, with preference given in order of paid in full registrations. Teams will decide which stall they prefer upon filling out the entry form, with the allocation process starting November 1st by order of paid in full teams. Teams must fit everything inside their stalls, including vehicles. Overflow parking will be available in the North paddock. for any vehicles unable to fit inside a team's designated pit spot.
- 3.5 Sport Kart Clinic:** Registration for the event's Sport Kart Clinic will open along with the event on Aug 15th, and will be \$125. No refunds will be given for the Sport Kart Clinic after Wednesday, Nov. 22nd.
- 3.6 Arrive + Drive Practice:** Registration for individual practice sessions will open along with the event on Aug 15th, and will be \$25 per session for the Sport Kart, and \$35 per session for the Spec Kart (Pro). No refunds will be given for individual practice sessions after Wednesday, Nov. 22nd.
- 3.7 Open Practice (Owners):** Registration for individual driver bands will open the day of practice on Friday, December 1st and will be \$50 per driver. This is for any driver using their own kart (non-CalSpeed kart), and must be purchase to practice. Wrist bands for Arrive + Drive practice do not work for Open Practice; a separate band must be purchased.

4. SAFETY REQUIREMENTS

4.1 Safety Equipment: The following is a list of safety equipment that is REQUIRED for the 2017 Machismo 12 Hour:

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

*These items are available for RENT on event day for Sport, and Super Sport Classes ONLY

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): A minimum safe speed is required for all drivers and teams in the Machismo 12 Hour Endurance Race. This is to ensure 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. Individual drivers must cut incident-free, safe laps within 107% of their class leader in order to meet this rule. This is generally within around four (4) seconds or so in lap time historically on the Machismo track layout. If a team or driver is unable to meet this time after a few laps, they may be black flagged and brought in to be notified of a minimum speed warning and sent back out. If a driver is unable to find the minimum speed required, they may be excluded from the event. This includes any driver that has multiple, repeat incidents during the race as well.

5. EVENT SCHEDULE

5.1 Event Schedule

Friday, December 1st

Gates Open:	8:30am
Driver Registration:	9:00am – 6:00pm
Open Practice:	9:00am – 6:00pm
Machismo Sport Kart Clinic:	12:00pm – 3:00pm
Machismo Optional Practice:	1:00pm – 6:00pm
Team Weigh Ins (Pro & Sport):	5:00pm – 6:00pm
Qualifying Briefing:	6:15pm
Official Team Practice/Qualifying:	7:00pm

Saturday, December 2nd

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 results of the kart lottery will be announced, 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 may result in a team starting from pit lane.**

6.2.1 Supplemental Rules: CalSpeed Karting may publish supplementary bulletins and make announcements prior to, or 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 two different types of karts competing across three different classes on track simultaneously, while being scored separately to produce three sets of winners. The faster open-wheel PRO CLASS will feature the LO206 powered VLR Spec Kart, 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 strategy and overtaking action over the course of 12 hours.

6.4 On Track Sessions:

6.4.1 Open Practice (Kart Owners): Teams using their own kart and not a CalSpeed provided kart may participate in open practice starting at 9am on Friday, December 1st. Only kart owners will be on track from 9am-12pm, and then will split their time with clinic sessions from 12:30p-2:45p. From 12:30p-6p owners will share the track with CalSpeed arrive and drive karts, with both sport and spec karts on track at the same time.

6.4.2 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 (3) on track sessions along with coaching from 12:00pm-3pm on Friday, December 1st. A track walk, pit stop practice, as well as a standing 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 (see section 4.3).**

6.4.3 Individual Arrive + Drive Practice: Drivers may sign up for individual practice sessions for all classes, running four sessions per hour from 3pm-6pm on Friday, December 1st. Sessions are 10 minutes in length, with only 7 spec karts, and 25 sport karts available per session.

6.4.4 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, and 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 an Arrive and Drive 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.

6.4.5 12 Hour Race: The 2017 Machismo 12-Hour will feature a Le Mans style 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 Roster Submission: Teams must have their FINAL driver lineups confirmed and submitted via the entry form before Nov 22nd. 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, and only between Pro and Super Sport. Drivers must be 16 years of age or older, with exceptions on a 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 (P1 and S2 Class): Immediately prior to the Qualifying Briefing, all Pro and 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 heavier 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 helmet, personal weight, or seat inserts.

6.7 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.

6.8 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. Team Members should not linger in the pit area before or after a driver change, and should exit the area as quickly as possible.

6.9 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.

7. ARRIVE + DRIVE GENERAL RULES & PROCEDURES

7.1 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.

7.2 Seat Adjustment (Sport Karts): 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.

7.3 Kart Selection: The random kart selection process will happen before 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.

7.4 Use of CalSpeed Ballast (Super Sport): 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.

8. PRO (P1) CLASS SPECIFICS

8.1 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. Owner teams will receive their lights at registration on Friday, and must affix them to either side of the fairing prior to the 1 hour practice/qualifying session.

8.2 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. Arrive and Drive Pro teams may also elect to provide a custom sticker kit, but must follow templates provided. All teams must keep the number black, and on a white background for the fairing portion, with numbers also run on each pod and rear bumper. Schemes must be appropriate, and approved by CalSpeed Karting in advance. CalSpeed reserves the right to disallow any and all schemes.

8.3 Team Size: Teams may range from 1-6 drivers, and must have their final driver lineups confirmed and submitted via the entry form before Dec 1st. 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.

8.4 Kart Fitment & Customization (Arrive & Drive):

Once your team has been assigned a kart by random draw, you will have a chance to create a custom fit. Teams are required to provide their own padding and tape for customization of the seat. Pedals may be adjusted to a custom fit within the limits of the provided equipment (no extended porches or pedal extensions).

8.5 Team Weigh-In: Prior to the Qualifying Briefing, all Pro 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 heavier than the actual weight however, the team's qualifying time will be erased, and they will start from pit lane.

8.6 Minimum Drive Time: For Teams with 3 drivers, all registered drivers must complete a minimum of 3 hours behind the wheel. For Teams with 4 drivers, all registered drivers must complete a minimum of 2.25 hours behind the wheel. For Teams with 5 drivers, all registered drivers must complete a minimum of 1.75 hours behind the wheel. For Teams with 6 drivers, all registered drivers must complete a minimum of 1.5 hours behind the wheel. Teams of 1 and 2 have no restrictions. The penalty for being under the time minimum is 1 lap per minute.

8.7 Maximum Drive Time: There is no maximum drive time limit on Pro Team drivers.

8.8 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. For Arrive and Drive Pro teams a max of 40lbs can be put on the kart; all Arrive and Drive teams will need to meet a 160lbs team average minimum.

8.9 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. 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 45 Seconds, regardless of how much fuel needs to be added, with the tank filled to the top of the tank. The 45 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 45 sec hold not yet in effect.

8.10 Required Mechanical Stop Specifics: Pro-Class Teams will be required to complete mechanical stops at various points during the 12 Hour Race. Teams will be required to change their oil at least once, as well as tires at least once during the 12 hour event. It is up to the individual teams when exactly they do these changes, but they can happen anytime after the 1st completed lap, and anytime before the final 30 minutes. Changing oil or tires more than the single required time is allowed, and up to the individual teams. New Tires (not scuffed) must be used at the start of the 1 hour practice qualify session, and at the 1 required tire change during the race. Any tire change after the first in the race may be on scuffed/used tires.

8.11 Mechanical Time Back Allotment: This rule is in place to best meld the inclusion of both Owner, and Arrive and Drive teams in the same class. All Pro class teams will have an allotment of 15 minutes time given back to them for any period they are in the pits for mechanical stops, including both required changes (oil, tires) and/or for crash damage repair. Time is given back by adding laps to a team in the timing system. The first 15 minutes lost due to being in the Mechanic Area will be given back regardless of reason, however no team will be given more laps back then time was lost. For example, if a team loses 14-minutes 30 seconds, and the lap time around the track is a minute long, only 14 laps will be added to the team. No driver changes or fuel stops are allowed during the same time down pit road as a mechanical stop. Teams may not use all of their allotted time, and any time unused at the end of the race is forfeit.

8.11.1 Time Back Procedure Specifics: Officials take the last time and position a team kart went across the timing line at start/finish prior to the incident/mechanical stop, and then the first time it crosses the same timing line AFTER it returns to the race. Officials will then look at the average lap in which the team was hitting at speed prior to the incident, and calculate the time back from there. A team may be held after repairs are made to help this process by having them return to the track around the same drivers they were running with prior to the mechanical stop. No driver changes or fuel stops are allowed during the same trip down pit lane as a mechanical stop.

8.12 Pro Class Tech Items (Owners): All karts entered into the Machismo must be the VLR Emerald chassis, and in the 'Spec' configuration. Further, all standard Briggs and Stratton rules apply to the 206 motor package. Links to each can be found below.

8.12.1 VLR Spec Configuration: Same configuration that used in the 2017 VLR Spec Class that runs at Tri-C Karters. (See Section 6) http://www.tri-ckarters.org/downloads/Tri-C_VLR_Spec_Rules.pdf

8.12.2 Briggs & Stratton 206 Engine Rules: All standard 2017 B&S rules apply. http://www.tri-ckarters.org/downloads/Tri-C_Briggs_LO-206_Rules.pdf

8.12.3 Standard Safety/Tech Rules: All standard rules pertaining to safety (ie, safety wire items) are the same as is used by Tri-C Karters. http://www.tri-ckarters.org/downloads/Tri-C_Pre-Tech_Form.pdf

8.12.4 Oil: Oil brand and type is open. Minimum one (1) oil change required during the race. Oil pans are required, with penalties for excessive spillage.

8.12.5 Drive Gear: While there is no spec rear gear for the Machismo, the spec chain is 35, and the front gear must be a 16 tooth driver. The recommended starting point for the rear gear is a 61. No chain oilers are allowed.

8.12.6 Fuel Lines: Fuel recirculation (return line from the carb to tank) is not allowed. ¼" (6mm) fuel line only. Fuel line maximum length from tank to pump is 36 inches.

8.12.7 Tires: Tires must be Maxxis SLH, with 2 sets included with entry fee. Must start qualifying with new tires and must leave those tires on for start of race. Replacement tires at the required tire change must also be new, unscuffed tires. Any tire is allowed during the open practice sessions, with additional Maxxis tires available for purchase at registration.

8.12.8 Ballast: All ballast MUST be white. All weight ballast over 7lbs must be secured with two bolts. Bolt(s) to be drilled and clipped/wired OR two nuts per bolt is allowed.

8.12.9 Illumination: Aside from the class marker lights, and a backlight for a timer display (ie, Mychron) no other pieces of illumination may be affixed to the kart.

8.12.10 Crew/Equipment Restrictions: There are no restrictions to the number of people helping on a team's crew. However, all team/crew members MUST be signed in and with a wristband on.

9. SUPER SPORT (S1) CLASS SPECIFICS

9.1 Class Designation: The Super Sport Class will have green lights at the front, as well as a [S1] moniker on timing and scoring.

9.2 Team Size: Teams may range from 1-6 drivers, and must have their final driver lineups confirmed and submitted via the entry form before Dec 1st. 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.

9.3 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.

9.4 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.

9.5 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 underweight during post stint weigh in will be one (1) lap per pound under.

9.6 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. Drivers using personal weight will be required to weigh in with the ballast itself every time it is used. The same piece of personal ballast may not be used by back to back drivers.

9.7 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 have 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.

9.8 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. Every time a team needs fuel, they will get a new kart via a “coin flip”, designated either the first or second kart in line. The driver will stop in the designated area, receive the results of the coin flip, 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 45 seconds (starting when the driver comes to a stop the change area), and then released down pit lane.

10. SPORT (S2) CLASS SPECIFICS

10.1 Class Designation: The Sport Class will have orange lights at the front, as well as a [S2] moniker on timing and scoring. Further, each kart will have orange stripes on the front bumper, and rear number plate.

10.2 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 with a Super Series value of 276 points and above will be allowed to run in the Sport Class, while the team itself must average at or below 225 points, using a driver's highest value between the two systems (Super Series and Sprint Series).

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 racing 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.

10.3 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 1st pending approval from the Race Director. Failure to submit a roster, or a roster change after this point may result in the team starting from pit lane. The roster list will be used to track team stints and drive time.

10.4 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.

10.5 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 heavier 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.

10.6 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 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.

10.7 Minimum Drive Time: For Teams with 4 drivers, all registered drivers must complete a minimum of 2.25 hours behind the wheel. For Teams with 5 drivers, all registered drivers must complete a minimum of 1.75 hours behind the wheel. For Teams with 6 drivers, all registered drivers must complete a minimum of 1.5 hours behind the wheel. The penalty for being under the time minimum is 1 lap per minute.

10.8 Maximum Drive Time: For teams of 5-6 drivers, no driver may run more than 3 hours in the race; for teams of 4 drivers, 3.5 hours is the limit. The penalty for going past the time limit is 1 lap per minute.

10.9 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.

10.10 Fueling Procedure: Teams will start the race with a full load of fuel, and will be required to manage their own fuel strategies. 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 45 Seconds, regardless of how much fuel needs to be added, with the tank filled to the ‘fill line’. The 45 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.

11. ON TRACK PROCEDURES, REGULATIONS AND FLAGS

11.1 Start Procedure: Le Mans style 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 take off will be penalized. If the kart dies, the holder IS allowed to refire the kart via the pull-cord. Once karts are away on the start, all holders must immediately return to the track. Any team with a holder that is still in the track or pit area when the field reaches the pit straight may be penalized.

11.2 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 lead 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 after the final corner (Sunset) and 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.**

11.3 Penalty Box Procedure: Upon receiving the “meatball” flag (section 12.1.5) 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.

11.4 Post Race Weigh-in Procedure: Once taking the checkered flag at the end of the 12-Hour race, all drivers are to proceed to the pit straight, and follow the officials’ instructions to stop before the Silk Hairpin. Once stationery, Sport and Pro teams will have their weight checked, and then sent around to their pit. Super Sport drivers will take their weight to the scales to be checked in, and the final driver weighed. Once weight checks and scales are finished the results will be deemed official.

12. FLAGS AND INFO BOARDS

12.1 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.

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

12.1.2 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.

12.1.3 Yellow Flag:

12.1.3.1 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.

12.1.4 Black Flag:

12.1.4.1 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.

12.1.4.2 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.

12.1.5 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 7.3). Drivers that do not complete their penalty stop within 2 laps will be given a waiving black flag, (see section 7.4.4.1 Waiving Black). Only Sport and Super Sport teams will be given the Meatball flag.

12.1.6 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.

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

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

13. PIT LANE PROCEDURES AND REGULATIONS

13.1 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. All drivers that enter the pits are REQUIRED to either stop in the driver change area, or Mechanical Area; no ‘drive throughs’ are allowed.

13.2 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.

13.3 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.

13.3.1 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 two (2) stop box zones will be clearly marked; one at the entry of pit lane, and another before the Mechanic Area. Drivers who fail to stop within the designated box, strike a cone, contact another kart, or display a lack of kart control on pit lane may be subject to a black flag penalty.

13.4 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.

13.3.3 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 assistance (such as 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.

13.3.3.1 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 driver’s body touching the kart) with both feet on the ground. The driver may opt to re-enter the kart for the next stint (Sport Class), 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.

13.3.1 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 Arrive and Drive Pro Teams for any mechanical stops. See respective class sections for specifics.

13.3.1.1 Owner Paddock: The area immediately to the right after the second stop box is designated for all Owner Teams in the Pro Class, and is where those teams will do any mechanical work on their kart. There is no kart driving in this area. Karts must stop in the designated area after the second box, with the kart going up on a kart stand and pushed over to their pit area before work can start. Only two team members (besides the exiting driver) are allowed in the ‘pickup area’ at a time; Team members are not allowed to “wait” in the pick up area, and may not be there for more than about a minute. Once finished, the kart must be brought back on the stand and set on the ground with the same driver that was in the kart prior to the stop returning to the seat. The engine may not be running while on the stand, and must be started and shut off while on the ground.

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

13.4 Post Stint Weigh-In (Super Sport): 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. The penalty for not checking in ballast prior to weigh in is a black flag penalty.

13.4.1 Post Race Weigh-In: The post race weigh-in will work as follows: All karts will stop on the pit straight and await direction from the officials. All Pro Teams and Sport Teams will have their ballast checked for accuracy, and then sent back to their respective areas. Every Super Sport Class driver 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.

13.5 Post Stint Check-In (Pro & Sport Classes): The post stint check-in will work as follows: the driver getting in the kart will tell the official their name, their teams name, and what kart they are getting in. After the driver change is completed, the exiting driver will confirm their name and team with the official. Failing to inform the official of a driver change before it happens may be cause for a penalty.

14. SPORTING CODE / PENALTIES

14.1 Driver Code of Conduct:

14.1.1 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 principles 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.

14.1.2 Inadvertent Contact: Occasional contact between karts on track is a reality of racing. While not deliberate, contact that impedes another driver's progress will 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.

14.1.3 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. Overtaking drivers who have not achieved this position prior to corner entry are expected to yield the right of way.

14.1.4 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.

14.1.5 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".

14.1.6 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.

14.1.7 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.

14.1.8 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.

14.1.9 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 black flag or time penalty.

14.1.10 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.

14.1.11 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.

14.1.12 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.

14.1.13 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.

14.2 Penalty Procedures:

14.2.1 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 come to a complete stop before re-entering the track. Failure to come to a complete stop in the box, under control without hitting a cone or other driver in the box will result in a second meatball flag.

14.2.2 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 a second black flag. No fuel stops or driver changes may be made during a black flag penalty.

14.2.3 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 30 second time-penalty will be assessed to that driver/team's results in lieu of a black flag penalty.

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

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

14.2.6 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.

15. MECHANICAL FAILURES AND DAMAGE LIABILITY (SPORT KARTS ONLY)

All arrive and drive 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.

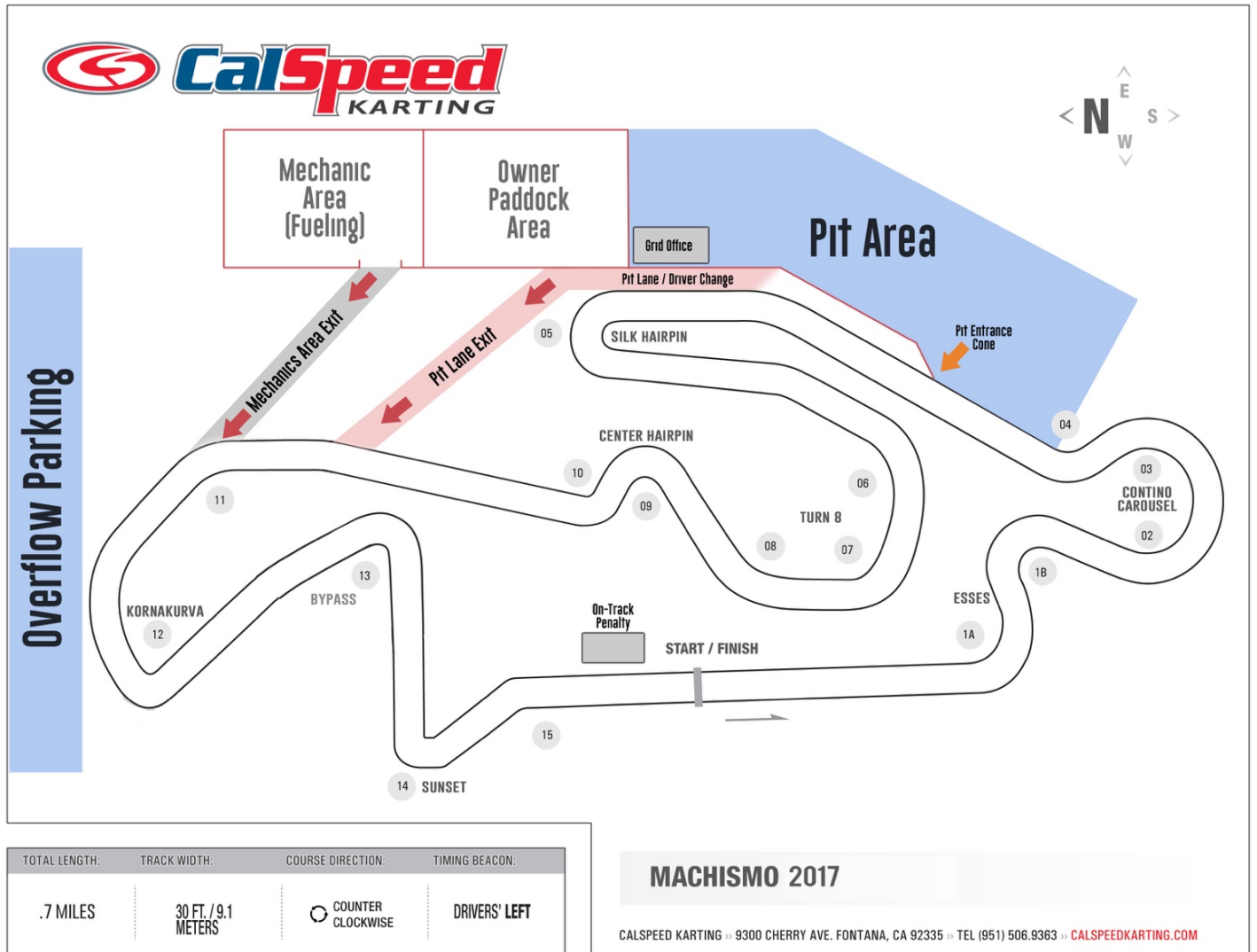
15.1 Mechanical Failures: Should your kart experience a mechanical failure through no fault of your own, it will be repaired at no cost. Once the kart has been repaired and the team is back on track, Race Officials will determine how much time was lost during the breakdown and credit laps back to the team's 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.

15.2 Crash Damage/Driver Abuse: Should your kart experience a mechanical failure due to crash damage or driver abuse, it will be repaired and billed to the team manager. 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 team's 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. Once the time has been given the allotted time back, a black flag penalty will be given to the team to be served immediately.

15.3 Time Back Procedure: Officials take the last time and position a team kart went across the timing line at start/finish prior to the incident/mechanical stop, and then the first time it crosses the same timing line AFTER it returns to the race. Officials will then look at the average lap in which the team was hitting at speed prior to the incident, and calculate the time back from there. A team may be held after repairs are made to help this process by having them return to the track around the same drivers they were running with prior to the mechanical stop. No driver changes or fuel stops are allowed during the same trip down pit lane as a mechanical stop.

15.4 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.

16. TRACK MAP



(map for reference, not to scale)

17. 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.