



Official 2019 Rulebook



1. GENERAL INFORMATION

The CalSpeed Sprint Series is an individual based arrive-and-drive grand prix-style kart racing program. 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 events will be run; establish a clear understanding of the rules and regulations; and ultimately, provide insight on how to successfully compete in a Sprint Series 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 50 miles per hour.

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. It is highly recommended that a driver new to CalSpeed practice, or attend a clinic, or school prior to attending a Sprint Series event.

2.3.1 Driver Restrictions: The CalSpeed Sprint Series is intended to be a developmental championship for drivers either new to CalSpeed, or existing drivers below a certain experience level cap. Using CalSpeed's 'Driver Value System', only drivers at or below a 275-point value, including all drivers new to CalSpeed (rookies), may compete in the full season. Drivers between 276 and 300 are allowed to do two (2) races per year max, with any driver above 300 not allowed to compete in the Sprint Series. Further, the reigning podium from the previous season may only do two (2) races the following season, regardless of driver value. Questions about driver eligibility should be directed to the Race Director prior to registering for the event. CalSpeed reserves the right to include or exclude a driver, or adjust a driver's value based on data gained.

3. REGISTRATION AND CANCELLATION

3.1 Event Registration: All CalSpeed racing programs require pre-registration. Registration priority is given to the general public on a first-paid, first-served basis. Since most CalSpeed racing programs historically sell out well in advance of event dates, only fully paid, pre-registered drivers will be guaranteed an entry into a given event. Entries will not be held or reserved for anyone without full payment.

3.2 Customer Cancellation: All CalSpeed racing program prices and sales are final and non-refundable at the time of purchase. Customers may request to reschedule a race entry to another event of the same program type (i.e. Sprint Series round 3 to Sprint Series round 4), subject to availability. Reschedule requests require seven (7) calendar days or more written notice by e-mail only prior to the event start date and are assessed a \$25 service charge. Reschedule requests within seven (7) calendar days of the event start date will not be allowed and will result in the full forfeiture of the program price, as will event "no shows." Customers may transfer their paid event entry to another eligible driver, but must inform CalSpeed of the driver change at least 48 hours prior to the event start time. Driver changes with less than 48 hours notice will not be allowed.

3.3 Event Cancellation or Modification: While CalSpeed makes every effort to run all scheduled on track sessions on each scheduled event date, there are situations that require the cancellation and reschedule of an event date or modification to the scheduled program. The most common, albeit infrequent, situation is inclement weather (i.e. rain, high winds). There are four (4) different scenarios that events can be classified:

- 3.3.1 Cancelled Event:** CalSpeed reserves the right to cancel an event any time prior to the scheduled start time. Any event cancelled prior to 12:00pm on the scheduled race day, without taking the track, will be considered a Cancelled Event. Cancelled events will be rescheduled to run on the first available make-up date as published on the series schedule. Customers can choose to transfer their paid entry to the make-up event or request a full refund within one calendar month of the original event. Any drivers making requests after this grace period will forfeit their entry fee.
- 3.3.2 Incomplete Event:** Event is cancelled after the start of the event, but prior to the completion of the heat races. Incomplete events will not be awarded points or counted toward the season championship (effectively the season is reduced by one round). Customers will be given a partial refund based on the amount of track time received. Customers that are not present when an event is classified as incomplete will be considered no-shows and will forfeit their paid entry fee, subject to the conditions set forth in section 3.2 above.
- 3.3.3 Abbreviated Event:** If an event starts late or ends early due to situations beyond CalSpeed's control, CalSpeed reserves the right to run an abbreviated schedule. This may include any or all of the following options: • Eliminate Qualifying Sessions and use point standings to set the grid
- Shorten Practice/Qualifying Session
 - Shorten Heat Race lap count
 - Shorten Main Race lap count
- Once an Abbreviated Event is complete, full points will be awarded and the round will be included in the championship. No refunds will be issued for Abbreviated Events.
- 3.3.4 Completed Event:** An event will be classified as Complete following the completion of the heat races. Points will be awarded based on running order on the last completed clean lap (per Race Director's discretion). For any Main Races that have not started, points will be assigned based on starting position. Completed Events will be counted toward the championship and no refunds will be issued.

4. SAFETY REQUIREMENTS

4.1 Safety Equipment: The following safety equipment is required for Sprint Series events:

- Helmet* REQUIRED – Full-face coverage with face shield and 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. Certain jackets also acceptable with pants
- 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 use 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.

5. SEASON AND EVENT SCHEDULES

5.1 Season Schedule

Round #1	January 5th	Classico CCW
Round #2	January 26th	Grande CCW
Round #3	March 9th	Grande
Round #4	April 6th	Sportivo
Round #5	May 4th	Tecnico
Round #6	June 1st	Temp
Round #7	July 13th	Nuotivo
Round #8	August 10th	Classico
Round #9	September 7th	Classico CCW
Round #10	October 5th	Tecnico
Make Up Date	October 26th	

5.2 Event Schedule*

Gates & Registration Opens:	8:00am
Race Clinic** Begins:	8:30am
Race Clinic Ends:	11:30am
Sprint Drivers Meeting:	12:00pm
On Track Activity Begins:	12:45pm
Podium/Day Ends:	4:30pm

**Times through when racing begins are typically consistent from event to event, however the start of each individual session, and end time for each event may vary.*

***The Race Clinic runs before the Sprint Series, is optional, and has an additional cost to the Sprint Series.*

6. EVENT FORMAT, AND GENERAL PROCEDURES

6.1 Drivers Meeting: All drivers are required to attend the Drivers Meeting. The Drivers Meeting will focus on addressing issues specific to that day's event, and will not go through a full reading of the rulebook and format at each event. Failure to sign the required waivers prior to the start of the drivers meeting will result in a 10-grid spot penalty in the heat.

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

6.2 Event Format: Each Sprint Series event will feature a maximum driver cap of 90 entries, with a maximum of 30 drivers on track at once during each heat race, and no more than three (3) run groups on any given race day. Each driver will get a practice/qualifying session, one heat race, and a Main race.

6.3 On Track Sessions:

6.3.1 Practice/Qualifying: Each driver will get one 8-minute practice session, with sessions starting immediately following the drivers meeting. Practice group assignments will be determined by points, and then by order of pre-registration. The final practice session will have drivers highest in the standings along with any '2R' drivers, with the first and second practices made up of the rest of the entrants for a max of 30 drivers per group. A driver's single best lap time in the session dictates how they are seeded into their heat race, with ties in lap times will be broken by second best lap time.

Note: ANY contact may result in an immediate disqualification and/or the withdrawing of that driver's posted qualifying times.

6.3.2 Heat Race: The Heat Race will be an 8-lap Race. Starting position will be dictated by the results of the practice/qualifying session. Race will feature a double-file staggered grid STANDING START.

6.3.3 Main Events: Drivers will be seeded into their corresponding main event race based upon their heat race finish. Drivers will be assigned to the A, B, or C Main, which will run 10 laps in duration, and will feature a double-file staggered grid STANDING START. If a driver wins their Main Event, they will advance to start last in the next Main and keep the higher points associated with the better finishing position. A driver transferring in this fashion may run in a kart previously driven that day.

6.4 Missing A Session: Drivers are responsible for driving in their assigned session/group/race. If a driver misses their assigned session/race, they will NOT be moved to another one and will forfeit the time lost and classified as a DNS (Did Not Start).

6.5 Entering Wrong Session: Drivers that enter the track in the wrong practice/qualifying session will NOT be timed or scored in that session, but will be able to complete the session. They will NOT be able to go out in their scheduled session and will be classified as a DQ (Disqualified). Drivers that go out in the wrong race session (heat or main), prior to their scheduled session, will be sent back to the pits and will start last in their scheduled session.

- 6.6 Equipment:** All karts, tools, fuel, spare parts, and timing equipment will be provided by CalSpeed Karting. Drivers 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 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.
- 6.7 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 seat to the point it comes off the rack, and/or for damage to the handle. Further, a driver may be charged for any damage.
- 6.8 Kart Selection:** The random kart selection process will be completed by race officials prior to the drivers meeting. Officials will draw numbered poker chips blindly to determine which kart drivers will be assigned to. Drivers will not be permitted to drive the same kart twice in the event. Drivers will not be permitted to voluntarily change karts. Drivers 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.
- 6.8.1 Getting In Wrong Kart:** In practice/qualifying, drivers that enter the track in the wrong kart will NOT be timed and will be classified last in their session. In a heat race or main, drivers that enter the track in the wrong kart will be sent back to the pit area to receive their correct kart before re-entering the track, where they will start last. The start of the race will not be delayed. It is up to the driver to get in the correct kart, with any required ballast, and to obey all pit lane rules in the process. Driver may be held on pit lane once the race has been started to insure a safe reentry.
- 6.9 Weight Ballast:** The Sprint Series is weight ballasted to ensure as much equality as possible between all drivers. To address the issue of weight discrepancy the following procedure will be used: All participants will be ballasted to a driver weight of 200 pounds for competition. A one-pound tolerance will be allowed. CalSpeed shall provide up to 40 pounds of 'tube' ballast free of charge for any driver. It is up to each driver to be at weight, and to install and remove any ballast from a kart. Damage to a kart resulting from improper installation (dropping weight in the tube) will be considered crash damage, and the driver will be billed.
- 6.9.1 Additional ballast:** All drivers that are below 160 pounds will either need to supply their own additional ballast, or rent it from CalSpeed (in addition to the 40 pounds of tube ballast supplied free of charge). If a driver supplies their own ballast, it must be labeled with their name and approved by officials before it may be used. Additionally, ONLY drivers needing more than 40 pounds may use the CalSpeed sheet lead, as there are limited amounts, and is needed for lighter drivers. If a driver is seen using unapproved, or unlabeled ballast, they will be subject to a penalty.
- 6.9.2 Use of CalSpeed Ballast:** Drivers are able to use the CalSpeed provided tube ballast for all drivers over 160 pounds to get to the 200 pound minimum, and may use CalSpeed provided sheet lead or a combination of sheet lead and tube ballast for drivers needing more than 40 pounds of ballast. All CalSpeed provided ballast is considered 'community' and may not be brought back to a drivers pit 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.
- 6.9.4 Securing Ballast / Other Personal Items:** All items supplied by a driver (i.e. ballast, cameras, etc.) must be labeled with their name, and safely secured to either their person or the kart. 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.
- 6.10 Use of Radios:** All radio communication from either driver to driver, or driver to crew is not allowed during competition. Use of radios may result in confiscation of equipment, and further penalties.

7. ON TRACK PROCEDURES AND REGULATIONS

7.1 Grid Procedures:

- 7.1.1 Driver Preparedness:** Drivers are responsible for being in their assigned kart, with proper equipment, and ballast to start their session on time. All groups will be posted in advance, with regular announcements called over the P.A.

7.1.2 Practice/Qualifying: Drivers will be released one at a time by an official at the head of the grid. Drivers are to pull up to the official, and wait to be released. Once released a driver must go immediately with no waiting.

7.1.3 Race Sessions: All drivers will be released from the grid, and proceed to the 'staging area' on course, where an official will await them. In the Counter-Clockwise configurations this will be in just after turn #4. In the Clockwise directions this will be in the Long Beach corner, or in Contino in the case of the esses being in use. Drivers are to await direction from the official, and then proceed to their start box. Any swerving or erratic / unsafe driving in the gridding procedure may be cause for a penalty.

7.2 Starting Procedures:

7.2.1 Standing Starts: All drivers will be directed to their grid spot and remain there until the green flag. Once the green flag is thrown, drivers may begin accelerating and overtaking immediately. Drivers who are found to have jumped the start, or are found revving their engine prior to releasing the brake, may incur a penalty. If a driver has an issue on the grid, they should waive both hands in the air to alert officials and delay the start.

7.2.2 Bad Starts: In the case of a bad start, the red and yellow flags will waive around the track, and drivers will continue around to the staging area and stop. Drivers will re-grid, and try again, but the lap will count.

7.2.3 Re-Starts after a Red Flag: In the event red flags are displayed at any point around the track (section 8.1.6), the field will be brought to a stop on the start finish straight. Once all karts are present, drivers will prepare for a single file, rolling start. Drivers must wait to accelerate until after the 'acceleration cones', and the green flag is displayed. There will be no passing allowed until after crossing the 'start cones'.

7.3 Penalty Box Procedure: Upon receiving the "meatball" flag (section 8.1.5) a driver must successfully complete the penalty on the front straight the next time by. Drivers must blend safely exiting the penalty box. Drivers who fail to stop within the designated box (when applicable), strike a cone, contact another kart, display a lack of kart control, or do not blend safely will be subject to further penalty. Penalties must be served PRIOR to the final lap.

8. FLAGS AND INFO BOARDS

8.1 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, Info Boards may also be used to convey information to the driver. As a driver, you are responsible for understanding the meaning of the flags and boards.

8.1.1 Info Boards: Info Boards given at start finish and are a way for officials to convey additional information to the drivers, such as kart numbers in the event of a black flag or meatball flag.

8.1.2 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.

8.1.3 Yellow Flag: Indicates an area of possible danger ahead. The driver is REQUIRED to exercise extreme caution in driving, including being prepared to slow, or stop if necessary. Passing is prohibited until safely past the incident causing of the yellow flag.

8.1.4 Black Flag:

8.1.3.1 Waiving Black: A driver receiving the black flag is REQUIRED to report to the pits immediately. The black flag will be used for rules violations as well as mechanical issues. The driver will be greeted by a race official in the pit area and given an explanation for the black flag. Drivers who receive a black flag will not be allowed to rejoin the race.

8.1.3.2 Rolled Black: A furred 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. A driver will see no more than one rolled black flag in a session before being issued a penalty.

8.1.5 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 adjacent to the front straight the next time by (section 7.3). The Meatball flag will be accompanied with a message board that either reads "Drive Thru" or "Stop & Go", depending on the severity of a penalty. Drivers that do not complete their penalty stop within 2 laps will be given a waiving black flag, (see section 8.1.3.1 Waiving Black)

- 8.1.6 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 front 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.
- 8.1.7 Red and Yellow Flags following Race Start:** Signals a bad start. Drivers are to slowly continue around the track without passing, until the final corner, where they will be re-gridded and set for another attempt.
- 8.1.8 Blue with Stripe:** This flag will be used to alert lap traffic drivers of quicker drivers who are approaching to overtake. The lapped driver is expected to move off of the racing line without making any sudden or erratic changes in direction or speed to allow the quicker drivers to more easily overtake. Do not stop on track for any reason; instead be predictable and aware of the situation while maintaining decent pace.
- 8.1.9 White Flag:** One lap remaining in the race. The white flag is a courtesy flag and may not always be displayed prior to the checkered flag.
- 8.1.10 Checkered Flag:** Indicates the completion of the session or race. All drivers should slow, and enter the pits.
- 8.1.11 Black and Checkered Flags:** Finish result is not official, and is under review. All drivers should slow and enter the pits.

9. PIT LANE PROCEDURES AND REGULATIONS

- 9.1 Pit Lane Entry Procedure:** There is no hot pit during any session of the event, once a driver has entered the pit lane after the green flag has flown, they will not be able to rejoin. Drivers entering pit lane must do so on the far outside part of the track, while maintaining speed until offline and near the pit entry. 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 further penalty.
- 9.2 Post Session Weigh-In Procedure:** Post session weigh-in will work as follows: The top three (3) from each practice/qualifying group; and at least the top five (5) finishers of every Heat and Main, will be picked out of the group, and ushered to the side of pit lane where they will be weighed. All other drivers will be directed down pit lane. Drivers not meeting the minimum weight rules in practice/qualifying will have all their times disallowed, while not meeting the minimum weight in any race session will mean disqualification (last place in the session, and corresponding points).

10. SPORTING CODE / PENALTIES

10.1 Driver Code of Conduct:

- 10.1.1 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, 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.
- 10.1.2 Inadvertent Contact:** Occasional contact between karts on track is a reality of racing. 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.
- 10.1.3 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.
- 10.1.4 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. This is the responsibility of all drivers, whether being passed, or passing.
- 10.1.5 Crowding:** Drivers that do not give ample racing room, or room for another driver to maneuver may be considered to be crowding. Drivers may be penalized for crowding, even if it does not directly result in position loss.

- 10.1.6 Deliberate Contact:** Deliberate contact, bumping, nerfing, pushing, etc., will be grounds for penalty, up to and potentially including ejection, depending on severity. Deliberate contact includes “bump drafting”.
- 10.1.7 Gain From Contact:** Contact that results in a driver gaining an advantage, and resulting in a position gain may be penalized. A driver that gains from contact, albeit unintentional, may be able to avoid a penalty via letting the other driver back by in a show of good sportsmanship.
- 10.1.8 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.
- 10.1.9 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 Director and can range from Black Flag to Disqualification.
- 10.1.10 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.
- 10.1.11 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.
- 10.1.12 Ignoring a Penalty Flag:** Any driver that fails to report for a meatball flag after two laps will see that penalty increase. Any driver that fails to report to the pits after being shown the black flag for two consecutive laps will be disqualified.
- 10.1.13 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.
- 10.1.14 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.
- 10.1.15 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. This does not warm the tires and potentially damages the steering components.

10.2 Penalty Procedures:

- 10.2.1 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 either do a driver through, or come to a complete stop before re-entering the track. Failure to serve the penalty correctly, (like 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.
- 10.2.2 Black Flag Penalty:** A driver receiving the black flag is REQUIRED to report to the pits immediately. The black flag will be used for rules violations as well as mechanical issues. The driver will be greeted by a race official in the pit area and given an explanation for the black flag. Drivers who receive a black flag may be allowed to rejoin the race, depending on the situation.
- 10.2.3 Post Race Position Penalty:** If a position is gained illegally in the final two laps and a proper penalty cannot be displayed, then a position penalty may be issued.
- 10.2.4 Post Race Time Penalty:** In the scenario that a driver receives a penalty flag on the final two laps of the race and does not report to serve the penalty, a post-race time-penalty will be assessed to that driver’s results.
- 10.2.5 Race Disqualification:** Race officials may opt to disqualify a driver from any given session if a particularly egregious, deliberate or flagrant violation occurs. Disqualification will result in an automatic zero points being awarded for finishing position.
- 10.2.6 Event Ejection:** The Race Director reserves the right to eject any driver from the event for major violations described in section 10.1 of the Driving Regulations code.

- 10.2.7 Post-Event Sanctions:** The Race Director and CalSpeed Karting reserve the right to impose probation, suspension or a facility ban for major violations described in section 10.1 of the Driving Regulations code.
- 10.2.8 Video Review:** The use of video to review incidents may be used during, or after the conclusion of an event. If an incident is found that was not penalized during the event, a penalty may be assessed to the driver at fault post event. The full range of penalties may be used in the case of video review.

11. MECHANICAL FAILURES AND DAMAGE LIABILITY

All karts are professionally prepared and tested prior to every event for equality and proper operation. The kart you are assigned each session will be yours for that session, unless officials deem it unable to continue. Drivers will not have the option to switch karts voluntarily. When you take possession of the kart at the beginning of a session, 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.

- 11.1 Mechanical Failures:** Should your kart experience a mechanical failure through no fault of your own, it will be repaired at no cost. Drivers who experience a mechanical failure will be credited with points based on their last time across the start/finish line, minus two spots.
- 11.2 Crash Damage/Driver Abuse:** Should your kart experience a failure due to driver abuse, or receive crash damage, it will be repaired and billed to the driver who was behind the wheel when the failure occurred. The driver will not be credited with any points beyond their presumed last place finish, and will be required to pay the damage bill before their next on track session.
- 11.3 Kart Change For Mechanical Failures:** In the case of a mechanical failure prior to, or during a practice or qualifying session, a new kart will be provided to the driver, and released back on track. If the driver did not, or cannot get the sufficient time during their session, the driver will be moved to the following session if need be. In the case of a mechanical failure prior to the start of a race session, whether in pit lane or on the grid, a replacement kart will be given to the driver, with their starting position retained.

12. SEASON CHAMPIONSHIP

- 12.1 Event Points / Championship Points:** During each on-track session drivers will accumulate championship points based on their performance. (Note that event trophies will be handed out by finishing position in the main, not by points accumulated on the day). See the points system outlined in section 12.4 for specific point values.
- 12.2 Points Drops:** The 2019 Season is scheduled to run 10 total events, with each driver's lowest event score dropped, so that only the best 8 event scores are counted to produce the overall Sprint Series Champion. NOTE: If a driver receives a flagrant penalty for any reason, that round may not be dropped.
- 12.3 Sub-Championships:** There are two Individual sub-categories that will be counted during the 2019 season: A Winter Championship, and a Summer Championship. The Winter Championship will be decided by taking a driver's best 4 event scores from the first five rounds (#1-#5), while the Summer Championship will be decided by taking a driver's best 4 event scores from the last five rounds (#6-#10).

12.4 Points System:

- 12.4.1 Heat Races:** Each heat race will be valued the same, starting with 100 points for first place, and decreasing by 5 points per position to 6th place, then down by 3 points per position the rest of the way, with 30th place getting the final three points.
- 12.4.2 Main Races:** Points are earned via overall standing in the Mains, starting with 200 points for the winner of the A-Main, and decreasing from there. For example, if the entry list is at capacity (60 entries), then the A-Main will pay out points from 1st to 31st, and the B-Main will pay out for 32nd through 60th.
- 12.4.3.1 Point Specifics for Mains:** 1st place in the A-main is worth 200 points. It decreases by 5 points per position until 6th position (1st – 6th decrease by 5). 6th place is worth 175 points, and decreases by 3 points per position until 20th position (6th – 20th decrease by 3). 20th place is worth 133 points and decreases by 2 points per position until 53rd position (20th – 53rd decrease by 2). 53rd place is worth 67 points and decreases by 1 until it gets to 60 points for 60th position.

13. 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.