



# Official 2022 Rulebook



## 1. GENERAL INFORMATION

The CalSpeed IronMan Series is an individual based endurance-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 an IronMan 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 required that all drivers have prior experience in karting before running an IronMan Series event. Drivers may be required to attend a Race Clinic, school, the CalSpeed Sprint Series or Super Series prior to attending the event.
- 2.3.1 Driver Restrictions:** Using CalSpeed's Licensing System, only drivers with a SILVER or better license -including Silver, Gold, and Platinum- may compete in the full season. Drivers that are new to CalSpeed enter with a BRONZE (entry level) license. 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 license level based on data gained.

## 3. REGISTRATION AND CANCELLATION

- 3.1 Event Registration:** All CalSpeed racing programs require pre-registration. Registration priority is given to race series members first, and then offered 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. IronMan Series round 3 to IronMan 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 9:00am 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 race, but prior to the 30-minute mark of the race. 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 random draw for grid (round #1)
- Shortened Race Session

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 30-minute mark of the race. Points will be awarded based on running order on the last completed clean lap (per Race Director’s discretion) with a time penalty (amount TBD based on track layout) added for each uncompleted pit stop. 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 IronMan 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 will 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 22nd	Sportivo
Round #2	February 12th	Grande
Round #3	March 26th	Grande CCW
Round #4	April 23rd	Classico CCW
Round #5	May 14th	Tecnico
Round #6 (2 Hours)	June 11th	Sportivo
Round #7	July 23rd	Nuotivo
Round #8	August 14th (Sunday)	Classico
Round #9 (2 Hours)	September 17th	Classico CCW
Round #10	October 29th	Tecnico
Make Up Date	August 27th	

##### **5.2 Standard Event Schedule\***

Gates & Registration Opens:	7:15am
Drivers Meeting:	7:45am
Race Start:	8:15am
Race Ends:	9:15am
Podium:	9:30am

*\*Times through when the drivers meeting begins are consistent from event to event, however the start of each individual session, and end time for each event may vary. **Further, the schedule will start 15 minutes sooner for rounds 6 and 9 because of the 2-hour events those rounds.***

## **6. EVENT FORMATS, 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 driver starting from pit lane.

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

**6.2 Event Formats:** The IronMan Series season will feature 10 events with eight (8) rounds being 1-hour in length, and two rounds being 2-hours in length. 1-Hour races will feature a pre-registration driver cap of 30 entries, while 2-hour races will feature a 25 entry cap, comprised of both one and two-driver teams. **See Section 7 for specifics on the 2-Hour events.**

### **6.3 On Track Sessions:**

**6.3.1 Qualifying (Round #1 Only):** Round #1 will feature a green/white/checkered qualifying session, where the entire field will be split into two (2) separate qualifying groups, and spaced out before being released on course. Groups are decided by sign up, with the first 50% of entries in the second qualifying group. Times from qualifying will determine the starting grid for the 60-minute race.

**6.3.2 IronMan Race:** Starting position will be dictated by the results of the previous round (or qualifying for round #1). Except for round #1, the results will be inverted, with all drivers that did not attend previous round starting behind those that did, gridded by order of registry. Race will feature a single-file ROLLING START (see section 7.2.1 below). The clock will start when the green flag flies.

**6.3.2.1 Invert Specifics:** The field will be inverted via points earned from the previous round. However, drivers must either be on the lead lap, or the first driver 1 lap down to be eligible for the invert. For the races following a two-hour event, all drivers up to 1 lap down are eligible, including the first driver 2 laps down. Drivers suffering mechanical failures are exempt from this rule. Any driver receiving a post-race penalty is not eligible for the invert the next round.

**6.4 Required Pit Stops:** Drivers are required to complete two (2) pit stops during the course of the race. Drivers are permitted to execute the pit stops after they have taken the green flag and crossed the start/finish line, and prior to crossing the start/finish line once taking the checkered flag. Pit Stops will only be counted if a driver brings the kart to a complete stop in each of the two (2) required stop boxes. Drivers that fail to complete any of the stops properly will be subject to a meatball (stop and go) penalty. Drivers that fail to complete both required pit stops during the race will be disqualified.

**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 voluntarily change karts. If a mechanical issue is found on a kart, and it cannot be repaired before the race start, then a driver will be issued a replacement kart.

**6.8.1 Getting In Wrong Kart:** In qualifying (Round #1), drivers that enter the track in the wrong kart will NOT be timed and will be classified last in their session. For the race, drivers that enter the track in the wrong kart will be sent back to the pit area to receive their correct kart, and to start from pit lane. 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 re-entry.

**6.9 Weight Ballast:** The IronMan 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 will NOT be allowed during competition.

## **7. 2-HOUR EVENT SPECIFICS**

**7.1 Registration:** Each team is essentially two entries; if a driver wants to IronMan the full two hours, they will need to buy two entries into the event. If a driver is planning on running with a teammate, they must notify CalSpeed Officials at least 48 hours prior to the event, with each teammate purchasing their own entry into the event.

**7.2 Required Pit Stops:** Each two-hour event will require four (4) pit stops aside from the kart change: two in the first hour, and two in the second hour. If there are two drivers, then each driver must do two stops each. This will make a minimum of five trips down pit lane.

**7.2.1 Required Kart / Driver Changes:** All teams/drivers are required to change karts one time during the race. This change must happen between the 50-minute and 70-minute mark of the race. Drivers will stop in the kart change area and either move to the front kart, OR will have their teammate get in the front kart, ready to go. This exchange will be held for 45 seconds before sending the driver from the kart change area. A max of three (2) drivers may do this at once. Any driver after the third must wait for the first one to leave before its timer will start.

**7.4 Pit Layout Specifics:** For the two hour events only, the pit lane will be split into two halves; the left side will have a stop box, followed by the kart change area, with a final stop box at the end of pit lane. On the right hand side will be only two stop boxes (adjacent to the stop boxes on the left), and will be where the standard pit stops will be made.

**7.5 Points:** Standard points will be given for the 2-Hour IronMan events, and can be dropped. If a team has two drivers on it, both drivers will receive the same amount of position points, with lap led bonuses going to the individual drivers. In the case of a mechanical issue with two drivers, the points credit will be determined individually for each driver.

## **8. ON TRACK PROCEDURES AND REGULATIONS**

### **8.1 Grid Procedures:**

**8.1.1 Driver Preparedness:** Drivers are responsible for being in their assigned kart, with proper equipment, and ballast to start their session on time.

**8.1.2 Round #1:** At the conclusion of the qualifying session, drivers will receive a checkered and yellow flag at the start / finish line, and will be required to slowly continue to the 'staging area' on course, where an official will await them. Drivers are to await direction from the official, and then proceed to their start marker. Any swerving or erratic / unsafe driving in the gridding procedure may be cause for a penalty.

**8.1.3 All Other Rounds (2-10):** Drivers will get a single warm up lap before stopping in the staging area to await direction from the official, and then proceed to their start marker. Any swerving or erratic / unsafe driving in the gridding procedure may be cause for a penalty.

## **8.2 Starting Procedures:**

**8.2.1 Rolling Starts:** For the implementation of the SINGLE-FILE rolling start, drivers will be gridded up in a single file formation, and then will be sent for two (2) warm up laps before going green. A set of acceleration cones will be set up on course at the exit of the final corner prior to the straight. The pole sitter is REQUIRED to accelerate at this point, with the rest of the field following suit. The lane of karts needs to stay aligned on top of the start boxes, not get out of line, and stay in a nose-to-tail formation without front to back contact. Drivers who move out of line early, are not in formation or make front to back contact prior to the Start Cones may be penalized. Drivers may overtake once crossing the set of start cones, located at the start/finish line for Clockwise layouts, and closer to the first corner for Counter Clockwise layouts.

**8.2.2 Waived Off Starts:** In the case of a waived off start, no green will be displayed and drivers will be forced to try it again next time around.

**8.2.3 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'.

**8.3 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.

## **9. FLAGS AND INFO BOARDS**

**9.1 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.

**9.1.1 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.

**9.1.2 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.

**9.1.3 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.

### **9.1.3 Black Flag:**

**9.1.3.1 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 must obey all pit lane rules when serving a black flag penalty.

**9.1.3.2 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.

**9.1.4 Black Flag with Orange Circle ("Meatball"):** The meatball flag will be used for on rules violations, such as a bump pass, bump drafting, or pit road violations. 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 after receiving the board twice will be given an escalated penalty.

- 9.1.5 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.
- 9.1.6 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.
- 9.1.7 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.
- 9.1.8 Checkered Flag:** Indicates the completion of the session or race. All drivers should slow, and enter the pits.
- 9.1.9 Black and Checkered Flags:** Finish result is not official, and is under review. All drivers should slow and enter the pits.

## **10. PIT LANE PROCEDURES AND REGULATIONS**

- 10.1 Pit Lane Entry Procedure:** 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 penalty.
- 10.2 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 within to control their speed.
  - 10.2.1 Pit Lane Stop Boxes:** A series of stop boxes marked by cones will be set up on the right side of 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 in the middle of pit lane, and one at the end of pit lane. 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 will be subject to a black flag penalty.
- 10.3 Pit Lane Exit Procedure:** Drivers exiting pit lane must do so on the far outside part of the track. 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. Driver may be held on pit lane to insure a safe re-entry.
- 10.4 Post Race Weigh-In Procedure:** Post session weigh-in will work as follows: At least the top five (5) finishers will be weighed at the conclusion of the IronMan race. Drivers not meeting the minimum weight rules in the race session will mean disqualification (last place in the session, and corresponding points).

## **11. SPORTING CODE / PENALTIES**

### **11.1 Driver Code of Conduct:**

- 11.1.1 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.
- 11.1.2 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.
- 11.1.3 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.
- 11.1.4 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.

- 11.1.5 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.
- 11.1.6 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”.
- 11.1.7 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.
- 11.1.8 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.
- 11.1.9 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.
- 11.1.10 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.
- 11.1.11 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.
- 11.1.12 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.
- 11.1.13 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.
- 11.1.15 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, as it can potentially damage the steering components.

## 12.2 Penalty Procedures:

- 12.2.1 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 drive 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.
- 12.2.2 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 in each of the designated stop boxes before being released back on track. Failure to come to a complete stop in each box, under control without hitting a cone or other driver in either of the two boxes will result in a second black flag. Drivers may be held at the end of pit road by officials to make sure the penalized driver does not impede traffic.
- 12.2.3 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.
- 12.2.4 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’s results in lieu of a black flag penalty.

- 12.2.5 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.
- 12.2.6 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.
- 12.2.7 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.
- 12.2.8 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.

### **13. 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.

- 13.1 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 handle in 2 different ways:
  - 13.1.1 Kart Swap/Time Back:** If a driver has a mechanical inside the first 45 minutes (1h 45m in the 2-Hour events) of the race, they will be given a new kart, and put back out on track around the same place they were running at the time. Further, lost laps will be given back to the driver, but will not give more time back than was lost.
  - 13.1.1 Points Credit:** If a mechanical issue happens with 15 or less minutes left in the race, drivers will credited with points based on their last time across the start/finish line, minus two spots. If a driver has made only one of their required pit stops at the time of the failure, they will be points credited with their pre-failure position minus 3 spots. If they have not completed either of the two required pit stops, they will be points credited with their pre-failure position minus 4 spots.
- 13.2 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.
- 13.3 Kart Change For Mechanical Failures:** In the case of a mechanical failure prior to, or during a qualifying session, a new kart will be provided to the driver, and released back on track. If the driver did not, or can not get the sufficient time during their session, the driver may get a stand alone attempt to set a time. 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.

### **14. SEASON CHAMPIONSHIP**

- 14.1 Event Points / Championship Points:** During each on-track session drivers will accumulate championship points based on their performance. See the points system outlined in section 14.4 for specific point values.
- 14.2 Points Drops:** The season is scheduled to run 10 total events, with each driver's lowest two event scores dropped, so that only the best 8 event scores are counted to produce the overall IronMan Series Champion. NOTE: If a driver receives a flagrant penalty for any reason, that round may not be dropped.
- 14.3 Sub-Championships:** There are two Individual sub-categories that will be counted during the season: A Winter Championship, and a Summer Championship. The Winter Championship will be decided by taking a drivers best 4 event scores from the first five rounds (#1-#5), while the Summer Championship will be decided by taking a drivers best 4 event scores from the last five rounds (#6-#10).



**14.4 Points System:** Points are earned via overall standing in the IronMan race, starting with 100 points for the winner and decreasing from there:

1. 100	11. 60	21. 30
2. 95	12. 57	22. 27
3. 90	13. 54	23. 24
4. 85	14. 51	24. 21
5. 80	15. 48	25. 18
6. 75	16. 45	26. 15
7. 72	17. 42	27. 12
8. 69	18. 39	28. 9
9. 66	19. 36	29. 6
10. 63	20. 33	30. 3

**14.4.1 Laps Lead Bonus Points:** Three (3) bonus points will be awarded to every driver who leads a lap (at the start/finish line) during the course of the race. The driver that leads the most laps will earn an additional two (2) bonus points. Ties in most laps lead will result in both drivers getting the additional two (2) bonus points. Bonus points will not be awarded to any driver disqualified from a race for any rules infraction.

**14.4.2. Bonus Points Accumulation:** Laps Lead Bonus Points will accumulate separately from the race finishing points and counted toward the season championship. All bonus points will count toward the season championship without any drops (regardless of the round points).

## **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.