

PRO (P1) CLASS FAQ'S

- FRIDAY ENTRANCE IS IN PARKING LOT **BEFORE** RC TRACK; MUST SIGN IN BEFORE ENTERING PADDOCK AREA
- PARKING LIMITED – TOW VEHICLES/TRAILERS NOT IN USE MOVED TO NORTH PADDOCK (OR USE PARKING PASS)
- PADDOCK GATE WILL CLOSE ON RACE DAY 1 HOUR PRIOR TO START OF RACE, AND REMAIN CLOSED UNTIL END
 - EVERYTHING MUST FIT IN STALL(S) – 1 PARKING PASS FOR PERSONAL VEHICLE
- DRIVER PRACTICE BANDS ARE PER DRIVER, NOT PER KART – MULTIPLE KARTS OK IN PRACTICE
 - PRACTICE BANDS \$65 ONLINE - \$75 ON SITE (PURCHASE BY 5PM THURSDAY DEC 8)
 - ON SITE BANDS SOLD AT REG OFFICE AFTER SIGN IN AND IN PADDOCK
- KARTS ARE WEIGHED “DRY” TO FIND BASE WEIGHT FOR ALL TEAMS TO MATCH.
- TEAMS SUPPLY FUEL JUGS, AND CAN BE MODIFIED – BE SURE TO MARK WITH TEAM NAME/#
- KARTS GO TO ‘PARC FERME’ AFTER QUALY – START WITH FUEL LEFT AFTER QUALY
 - RACE DAY ADJUSTMENTS: TIRE PRESSURE, CHAIN LUBE, BATTERIES. - WARM UP ON GRID
- MUST START/FINISH ON SAME CHASSIS – ALL BOLT ON’S CAN BE SWAPPED: INCLUDING THE ENGINE
- RACE TIRES (R70, R80) SUPPLIED AT THE TRACK – PICKED UP ON PRACTICE DAY. PRACTICE TIRES OPEN.
- RACE FUEL SUPPLIED BY CALSPEED – PRACTICE FUEL OPEN (BUT ALSO CAN BE SUPPLIED)
- DRIP PANS/CARDBOARD OK TO CATCH SMALL FUEL SPILLS – LARGE WILL STILL BE PENALIZED
- **LOG YOUR OWN STOPS/DRIVE TIME!** HAVE YOUR OWN LOG TO COMPARE WITH OFFICIALS
 - **WRITE CLASS, TEAM NAME AND DRIVER ‘IN’ WITH LARGE, CLEAR WRITING** TO ASSIST OFFICIALS
- KNOW WHO YOU GO TO FOR STINT/DRIVE TIME TRACKING, AND DO IT IN ADVANCE WITH PATIENCE: BECKIE
- AT LEAST 1 TEAM REPRESENTATIVE/DRIVER REQUIRED FOR FRIDAY QUALY BRIEFING
- LIVE TIMING ON THE RACE HERO APP STARTING WITH QUALIFYING
- OFFICIAL UPDATES ON THE MACHISMO AND CALSPEED FACEBOOK PAGES
- EVENT SHIRTS GIVEN OUT DURING DAY ON RACE DAY

3. REGISTRATION AND CANCELLATION

3.1.1 P1 (Pro): Entry is \$1500, and includes a 60-minute Friday team practice session along with the 12-hour race on Saturday. Entry fee also includes fuel needed for race, but not the tires, or oil for the required changes. The entry fee also does NOT include driver bands for Friday practice (December 2nd) (see rule 3.7 for open practice info). Minimum deposits can be made for \$400 of the total \$1600, which includes the split payment fee.

3.2 Team Entry Form: All teams are required to fill out an entry form. Forms must be submitted to CalSpeed by Tuesday, November 15th 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 November 15th is asked to submit a team entry form within 48 hours of entry.

3.3 Tire Acquisition (Pro Class): Pro Class Teams looking to acquire tires for the event may contact Hoosier distributor 2 Wild Karting at 949-206-9906. For either or both sets of tires. They will make their order specifically for the event by Tuesday, November 15th, 2022 so all orders must be made by then. It is up to each team to get tires for the event, with one (1) set of each required to be new for the race.

3.7 Open Practice (Owners): Registration for individual driver bands will open along with the event on August 16th, and will be \$65 per driver. Purchasing a driver band on the day of practice will be \$75. This is for any driver using their own kart (non-CalSpeed kart), and must be purchased to practice. Wrist bands for Arrive + Drive practice do not work for Open Practice; a separate band must be purchased. No refunds will be given for individual practice sessions after Tuesday, November 15th.

4. SAFETY REQUIREMENTS

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

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 (105% 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 105% of their class leader in order to meet this rule. This is generally within around three (3) 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 2nd

Gates Open:	8:00am
Driver Registration:	8:30am – 6:00pm
Open Practice:	9:00am – 6:00pm
Pro Class Kart Weigh-ins:	8:30am – 11:30am
Machismo Sport Kart Clinic:	12:00pm – 3:00pm
Machismo Optional Practice:	1:00pm – 6:00pm
Team Weigh Ins (Pro & Sport):	3:00pm – 5:00pm
Qualifying Briefing:	6:15pm
Official Team Practice/Qualifying:	7:00pm

Saturday, December 3rd

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 LO206 powered karts, 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 (Pro Class): Teams using their own kart and not a CalSpeed provided kart may participate in open practice starting at 9am on Friday, December 2nd. Only the Pro Class 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 206 karts on track at the same time.

6.4.4 Team Practice/Qualifying: All 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 sport kart team, while the Pro Class may elect what fuel load to start with in qualifying. Each team's fastest posted lap time (in the kart they finish qualifying in*) will be used to determine starting order.

6.6 Team Weigh-In (P1 and S2 Classes): Immediately prior to the Qualifying Briefing starting at 5pm, 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 personal weight, seat inserts, or any other secondary piece of equipment.

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.

6.10 Illumination: Aside from the class marker lights or any backlight for a timer display (ie, Mychron), other pieces of illumination may be affixed to a kart or driver, BUT must not cause a distraction. No strobe or blinking lights are allowed. Teams may be penalized for improper illumination during the race.

7.4 Use of CalSpeed Ballast: Teams are able to use the CalSpeed provided SHEET ballast for all drivers under 160lbs to get to the 160lbs minimum. 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. Teams will receive their lights and hardware at registration on Friday, and must affix them to either side of the fairing prior to the 1-hour practice/qualifying session. A hole may need to be drilled in the fairing to do so.

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. 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. Sticker kit 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 Nov 15th. 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.

8.4 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. Weigh-ins will happen without helmet, personal weight, seat inserts, or any other secondary piece of equipment (ex- neck braces or rib protectors).

8.4.1 Minimum Driver Weight: The lightest any driver can weigh is 160lbs. Any driver that weighs in less than 160lbs will be required to carry additional ballast for each of their stints to meet the minimum. Additionally, they will be required to weigh out and check in their weight on every stint. Each of these drivers will be marked at 160lbs when the team average is calculated.

8.4.2 Minimum Kart Weight: Karts will be scaled without fuel in the tank to determine its weight. Once all karts have scaled, all teams must weigh their kart up to the heaviest kart. This can be done as part of the ballast added to the kart to even out driver weights. (The option tire set of wheels must also meet the minimum weight).

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 one (1) lap per minute. Additionally, a driver change is required every time a team pits for fuel.

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.

8.9 Fueling: Teams are required to do their own fueling in the designated 'filling area', with penalties for excessive spillage. CalSpeed will supply the fuel, but that is all. Fuel jugs will stay in the fueling area, and will be refilled by CalSpeed staff between uses. A driver change is required during the same trip down pit lane as a fuel stop.

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, as well as tires 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 first completed lap, and anytime before the final 30 minutes. Changing oil 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 one (1) required tire change during the race. Any tire change after the first in the race may be on scuffed/used tires. The driver that entered the mechanical area must be the same driver that leaves the mechanical area.

8.11 Required Tire Change Specifics: Teams are required to use both sets of tires during the Machismo 12 Hour Endurance Race, with one set designated 'Prime' and the other, softer set designated 'Option'. The harder 'Prime' tire is the Hoosier R80, while the softer 'Option' tire is the Hoosier R70. The PRIME Tire will further be painted to help easy designation on course. Teams are required to start, and finish the race on the Prime set of tires, and are able to change to the Option set after crossing the start/finish line for the first time. Only one (1) set of Option tires may be used during the 12 hours, and there is no minimum or maximum use time for either tire.

8.12 Pro Class Tech Items: Kart chassis make for the Machismo is OPEN. All karts entered into the Machismo must be powered by a sealed Briggs 206 engine and comply with standard safety requirements, and all standard Briggs and Stratton rules apply to the 206 motor package. Links found below.

8.12.1 Briggs & Stratton 206 Engine Rules: All standard 2022 WKA 206 rules apply (Ruleset used by Tri-C Karters)
https://www.briggsracing.com/sites/default/files/ruleset/briggs_2022_206_rules_us_final_b.pdf

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

8.12.3 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.

8.12.4 Drive Gear: Driver gear is open and can be any gear combination of either 35 or 219 chain options.

8.12.5 Fuel Tank/Lines: Fuel Tank MAX size is 3.5 Liters, and 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 48 inches.

8.12.6 Tires: Only 2 sets allowed per team. Tires must be Hoosier R80 for the 'Prime' set, and Hoosier R70 for the 'Option' set. Must start qualifying with new Prime tires and must leave those tires on for start of race. Replacement tires at the required tire change must also be new, un-scuffed Option tires. Any tire is allowed during the open practice sessions, prior to the official sessions starting.

8.12.8 Permanent Ballast: All ballast affixed to the kart for the duration of the race 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.

8.12.8.1 Removable Ballast: For drivers that are required to carry personal/additional ballast to meet the 160lb driver minimum, the weight must either be secured on the kart, or secured by the driver (sheet lead, weight vest, etc).

8.12.9 Illumination: Aside from the class marker lights or any backlight for a timer display (ie, Mychron), other pieces of illumination may be affixed to a kart or driver, BUT must not cause a distraction. No strobe or blinking lights are allowed. Teams may be penalized for improper illumination during the race.

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. Each team's crew is asked to stay out of the 'Mechanic Area' unless either prepping to, or actively working on a kart.

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 re-fire 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 driver change 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 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 rule 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 official's instructions to stop before the Silk Hairpin. Once stationary, Sport and Pro teams will have their weight checked, while Super Sport drivers will take their weight to the scales to be checked in, and the final driver weighed. Additionally, post race tech will be done on the top 4 Pro Class teams. Once weight checks, scaling, and Pro Class Tech 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.

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 teams requiring repairs.

13.3.1.1 Pro Class Paddock: The area immediately to the right after the second stop box is designated for all Pro Class Teams, 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 pickup 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 after the Pro Class 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 & Designated Pro Drivers): 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.

16. 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.