

SUPER SPORT (S1) CLASS FAQ'S

- FRIDAY ENTRANCE IS IN PARKING LOT **BEFORE** RC TRACK; MUST SIGN IN BEFORE ENTERING PADDOCK AREA
- PARKING LIMITED – MUST FIT IN PIT STALL OR USE SINGLE 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 – 1 PARKING PASS FOR PERSONAL VEHICLE IN ADDITION
- PRACTICE SESSIONS ARE OPTIONAL AND PURCHASED IN ADVANCE
 - PRACTICE SESSIONS \$30 ONLINE - \$35 ON SITE (PURCHASE BY 5PM THURSDAY DEC 8)
 - ON SITE SESSIONS SOLD AT REG OFFICE AFTER SIGN IN AND IN PADDOCK, AFTER 11AM
- **LOG YOUR OWN STOPS!** 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 TRACKING, AND DO IT IN ADVANCE WITH PATIENCE: LYDIA
- AT LEAST 1 TEAM REPRESENTATIVE/DRIVER REQUIRED FOR FRIDAY QUALY BRIEFING
- IF A DRIVER CUTS A LAP IN OFFICIAL PRACTICE/QUALY, THEY MUST RUN DURING THE RACE AS WELL
- 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

3.1.3 S1 (Super Sport): Entry is \$1900, and includes a 60-minute Friday team practice session along with the 12-hour race on Saturday. Minimum deposits can be made for \$575 of the total \$2000, 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.

3.5 Sport Kart Clinic: Registration for the event's Sport Kart Clinic will open along with the event on **August 16th**, and will be \$135 (\$125 for CalSpeed Members). No refunds will be given for the Sport Kart Clinic after **Tuesday, November 15th**.

3.6 Arrive + Drive Practice: Registration for individual practice sessions will open along with the event on **August 16th**, and will be \$30 per session via online registration for the Sport Kart. If you sign up on site day of, it is \$35. 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

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

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

4.3 Minimum Speed (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:

6.4.2 Sport Kart Clinic (Optional*): Drivers may sign up for the Sport Kart Clinic, which will focus on the sport kart classes, and will include three (3) on track sessions along with coaching from 12:00pm-3pm on Friday, **December 2nd**. ***Drivers without regular CalSpeed experience are required to run in the clinic, or get a waiver from the Race Director. A 105% rule will be in place for all drivers throughout the event (see section 4.3).**

6.4.3 Individual Arrive + Drive Practice: Drivers may sign up for individual practice sessions for the sort kart classes, running four sessions per hour from 3pm-6pm on Friday, **December 2nd**. Sessions are 10 minutes in length, with only 25 sport karts available per session.

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.

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

6.4.5 12 Hour Race: The Machismo 12-Hour will feature a Le Mans style start, where all drivers will run to their karts and take off from a standing start once seated. The race will end at the 12 Hour mark. The teams with the most laps completed at the end of the 12 hours will win their respective class.

6.7 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. ARRIVE + DRIVE GENERAL RULES & PROCEDURES

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

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

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

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

9. SUPER SPORT (S1) CLASS SPECIFICS

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

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

9.3 Kart Fitment & Customization: Once your team has been assigned a kart by random draw, you will have a chance to create a custom fit. All seats are XL and accommodate drivers up to 6'6" and 240 pounds. Our karts also feature "flip" pedals that quickly shorten the reach by 2 inches. Teams are required to provide their own padding and tape for customization of the seat. Remember, a new kart will be provided during the fuel stops, so be prepared to make further adjustments throughout the race. Seat inserts are available for rent, and will only be provided to teams that pre-registered one.

9.4 Drive Time / Stint requirements: Individual drive time, and/or stint length is not restricted in any way. It is up to each individual team to manage their time in the seat. However, teams are required to complete 12 driving stints (11 Driver Changes) during the 12-hour race. A driver may choose to double-stint, but will be required to completely exit the kart and put both feet on the ground before getting back in for the second stint. This must occur in the approved "driver change" area of pit lane. Any teams that have not completed the required number of stints will be automatically disqualified from their finishing position.

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

9.6 Personal ballast: Drivers may choose to use personal ballast, but will be required to have it labeled with the driver's name(s) that will be using it. Drivers using personal weight will be required to weigh in with the ballast itself every time it is used. The same piece of personal ballast may not be used by back to back drivers.

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

9.8 Fueling: Teams will start with whatever fuel is remaining in the tank following the 1-hour practice/qualifying session, and will be required to manage their own fuel strategies. Every time a team needs fuel, they will get a new kart moving to the first kart in line. The driver will stop in the designated area, and move to the new kart, with the transponder and weight moving with them. CalSpeed staff will move the transponder and weight, but the driver will be responsible for any seat inserts, pads, or personal ballast. The driver will be held for 45 seconds (starting when the driver comes to a stop the change area), and then released down pit lane.

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 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.

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.

13.3.1.2 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.

14. SPORTING CODE / PENALTIES

14.1 Driver Code of Conduct:

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

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

14.1.3 Overtaking: The overtaking driver is expected to obtain “dominant position” prior to the entry of both drivers into the upcoming corner. “Dominant position” is defined as the nose of the overtaking kart surpassing the imaginary bisecting line of the kart being overtaken (considered to be the steering wheel of the kart being overtaken) prior to the turn-in point. Overtaking drivers who have not achieved this position prior to corner entry are expected to yield the right of way.

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

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

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

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

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

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

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

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

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

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

14.2 Penalty Procedures:

14.2.1 On Track Penalty: On track penalties will be issued by the Race Director at the Start/Finish Line via the "Meatball" Flag, and the driver will be required to report to the penalty box immediately. There they will be required to come to a complete stop before re-entering the track. Failure to come to a complete stop in the box, under control without hitting a cone or other driver in the box will result in a second meatball flag.

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

14.2.3 Post Race Time Penalty: In the scenario that a driver receives a black flag on the final two laps of the race and is unable to report to pit lane to serve the penalty, a 30 second time-penalty will be assessed to that driver/team's results in lieu of a black flag penalty.

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

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

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

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

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

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

15.2 Crash Damage/Driver Abuse: Should your kart experience a mechanical failure due to crash damage or driver abuse, it will be repaired and billed to the team manager. Once the kart has been repaired and the team is back on track, Race Officials will determine how much time was lost during the breakdown and credit laps back to the team's total count to make up (as closely as possible) the number of laps lost. If the repairs cannot be completed in a timely manner, the team may be given a replacement kart. Upon re-entering the race, a team may be held before going back on course to make the credited time as accurate as possible. Once the time has been given the allotted time back, a black flag penalty will be given to the team to be served immediately.

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

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

16. 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.