

# TRI - CITY KART CLUB

## Richland Washington

### 2010 RACE RULES

1. First time Junior drivers are required to grid at the back of the pack for the first 3 full races, and Senior drivers for the first 2 full races. During the actual racing heats, first time drivers may pass and move ahead during the race. A large **X** must be placed on the back of the driver's helmet to warn others they are a new driver. First time drivers must gain technical and driving experience prior to attempting to race by completing at least two days of practice in advance of their first race. On race day, first time drivers must display adequate control of the kart. The above discussion applies only to first time drivers, not seasoned drivers new to a different class.
2. At the flaggers and Race Directors discretion, a driver may be warned, sanctioned and even prevented from racing if they display signs that they are a danger to themselves or other drivers. Typical dangerous maneuvers include but are not limited to: failure to hold a steady line, aggressive cutting off of another driver in a corner, excessive blocking of a faster kart and excessive bumping of a kart from behind.
3. Racing Day Schedule. Registration and pre-tech inspection will be from **7:00am** to **10:00am**. NO REGISTRATION WILL BE TAKEN AFTER DRIVERS MEETING. As of 2006 all Club Members are responsible for their own Transponders. There will be no more transponders available for rental by the Club to its Members.
4. Track practice will begin at **8:00am** and end at **10:00am** for those who have registered and passed pre-tech. In the interest of safety, practice will be separated by classes, ages and speed as determined below. The practice schedule and the track clock will be easy to read in the pits. Although there will be an attempt to have a pit steward present at all times, it is the drivers and pit crews responsibility to police this schedule. Any gross violations may result in drivers being disqualified or

sacrificing their qualifying runs (i.e. starting last in the first heat). If a kart becomes inoperable during a practice session, it is the drivers and their pit crew's responsibility to get the kart back to the pits in a safe and timely manner, such that the next practice session will not be delayed.

<b>8:00 Kid Karts</b>	<b>8:40 Kid Karts</b>	<b>9:20 Kid Karts</b>
<b>8:10 Juniors</b>	<b>8:50 Juniors</b>	<b>9:30 Juniors</b>
<b>8:20 Seniors</b>	<b>9:00 Seniors</b>	<b>9:40 Seniors</b>
<b>8:30 Rotax, Shifters</b>	<b>9:10 Rotax, Shifters</b>	<b>9:50 Rotax, Shifters</b>

The drivers meeting will start at **10:10am**. **Qualifying** will start as soon as the drivers meeting is over and the tower is ready. \*\*

5. At the race director's discretion, classes with 4 karts or less may be combined with another class for qualifying and racing.
6. **All Championship Classes will have (1) 5 Minute Qualifying sessions. Some smaller classes may be combined for qualifying sessions.**
7. **All classes will run a 2 heat format**, a 10 lap positioning heat race and a 15 lap main, the latter being the points race.
8. **The first heat lineup will be based on fastest qualifying time.** The main will line up based on finishing position of the first heat. All mains are heads-up, winner take all, races. Points are awarded based on the finishing positions of the mains and will be per the IKF approved table listed below. Points will only be given to paid club members based on when their membership is paid. No retroactive points will be awarded for membership payment received after the first race. In addition to the standard table points, each driver shall be awarded 50 points for race entrance. If the entrant is disqualified for the day, he/she will lose the entry points.

### Number of Entrants in Class

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
<b>1</b>	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	
<b>2</b>		177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	
<b>3</b>			158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	
<b>4</b>				144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	
<b>5</b>					135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	
<b>6</b>						126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	
<b>7</b>							117	118	119	120	121	122	123	124	125	126	127	128	129	130	
<b>8</b>								108	109	110	111	112	113	114	115	116	117	118	119	120	
<b>9</b>									99	100	101	102	103	104	105	106	107	108	109	110	
<b>10</b>										90	91	92	93	94	95	96	97	98	99	100	
<b>11</b>											86	87	88	89	90	91	92	93	94	95	
<b>12</b>												82	83	84	85	86	87	88	89	90	
<b>13</b>													78	79	80	81	82	83	84	85	
<b>14</b>														74	75	76	77	78	79	80	
<b>15</b>															70	71	72	73	74	75	
<b>16</b>																66	67	68	69	70	
<b>17</b>																	62	63	64	65	
<b>18</b>																		58	59	60	
<b>19</b>																				54	55
<b>20</b>																					50

9. Grid exit: There will be a maximum of 90 seconds for the karts to leave the grid. At the end of 90 seconds a kart cannot leave the grid until the green flag has been dropped and then only under the direction of the pit steward.
10. Starts: Pole position shall set the pace at a reasonable speed per Flagman's discretion. If the pack leaders cannot pace themselves properly, allowing the majority of the pack to position themselves after two laps, at the starter's discretion, one or both of the front karts will be moved to the back of pack and pace laps shall continue until the starter is satisfied with the field of karts. Similarly, if the front row karts continue to accelerate to an unreasonable speed coming out of the chicane and onto the straightaway during the starting lap, the starter may move one or both

of the front karts to the back of the pack. In such cases, the starter will point at the front kart(s) with the BLUE FLAG to signify that they must move back. The pole driver should pay close attention to the acceleration cone to avoid restarts and loss of position.

11. During parade laps, helping drivers and restarting of engines is allowed only for Kid Kart and Junior 1 racers. Any restarting must be timely and be performed in a safe manner for all racers. Although it is the intention to try and start each heat as a pack, the flagman is not bound to wait excessively for inoperative karts to re-start or for excessively slow drivers catch up to the rest of the drivers. The green flag may be thrown at the flagger's discretion. If pit personnel travel out to the track to start or otherwise help a disabled kart, they must return to the pits immediately afterwards and in a manner safe to themselves as well as other drivers. Alternatively, they may walk to the nearest corner worker position for the race duration per Pit Stewards discretion.
12. After the green flag drops the race will be officially in progress. If a kart becomes immobile because of power loss or going off the track and having traction loss, the driver will be considered out of the race. At no time will any driver of ANY class be allowed to exit their kart and push it to gain traction or restart the engine. The corner workers are forbidden to push a kart back into the race, save for the kid kart and Junior 1 classes (the only exceptions). Once a driver is out of the race, it is their duty to quickly get themselves to safety and subsequently move their kart so that other drivers will not be harmed. A corner worker may help, but it is the driver's responsibility to complete these tasks. A driver who is out of the race must remain in a safe position (preferably with the corner workers), until the race is completed. Anyone pushing or pulling their kart back to the pits, or crossing the track during a race will be disqualified for the day. If a kart goes off the track and keeps running and the kart has sufficient tire traction to keep moving, the driver may re-enter the race as long as they do not create a hazard to other drivers. Similarly, if a self-starting kart (i.e. Rotax), loses engine power, the driver may attempt a restart. If successful, the driver may re-enter the race as long as they do not create a hazard

to other drivers. If the driver creates a hazardous situation in either of the above situations, he/she will be disqualified for the day.

13. Restarts for disruption or accidents in the first lap will be at the discretion of the head flagman based on the particular circumstances of the event.
14. After the start of the race, any kart having trouble that is able to return to the hot pit area under its own power, shall exit only at the designated area. Return to the track for continued racing will be at the discretion of the pit steward.
15. If a kart drops out after leaving the grid during the parade lap, do not change positions by criss-crossing. Back karts will move forward. If a kart cannot make the grid, karts are to be criss-crossed. If your kart quits during the parade laps, and you are able to push back to the pits before the green drops, you may re-start. It is permissible to leave the pits at any time during the heat under the pit steward's supervision.
16. When exiting the pit area, driver shall check for on-coming traffic and exit only when the exit is clear and after receiving a signal from the pit steward when one is present.
17. Acceleration toward race speed shall be commenced only after the kart has completely cleared the grid area. Leave the grid area slowly and carefully.
18. When approaching the pit area, the driver must come to a complete stop and kill the engine prior to entering the pits or weigh-in scales.
19. A kart frame can be changed only if it is found to be unsafe, and with the permission of the race director. Any driver changing frames without the permission of the race director will be disqualified.
20. There will be no short tracking except at the direction of the corner flagman.
21. No one is allowed on the racecourse after the heat has been started except officials. In case of an accident, the race officials will give directions. Failure to abide by this rule will result in disqualification of the karts involved.

22. All supervising flag personnel, including corner flagmen, must be the attained age of 16. Flagmen are designated officials with the primary responsibility to assure safety to competitors. Corner flaggers must read the Corner Flagger Responsibility Sheet prior to flagging a corner. Corner flaggers shall use the yellow when necessary to signal drivers of dangerous situations such as accidents, debris, fluid or other hazards. Drivers must observe signals of the flagman. Corner workers may assist drivers in clearing stalled or damaged karts from unsafe positions as long as they can do so with no risk to themselves or the oncoming karts. Corner workers shall observe race action and driver conduct as their observations may be required by race officials. As such, corner workers should be focused on watching the race, particularly in their section. The duty should not be considered a social event, but rather a serious safety function.
23. Anyone caught harassing the starter, timers, scorers, flagmen or any race official will be disqualified for the day by the race director.
24. Each competitor is responsible for the knowledge of and adherence to the following flags signals:
- A. Green                      Displayed at the start of competition, or practice and kept visible as long as the track is clear for racing.
  - B. Yellow                      Caution, be prepared to stop. Track partially blocked by an accident, emergency vehicles, or debris. Slow down, hold your position, and use caution. Do not pass on a yellow flag.
  - C. Red                              Stop immediately. Raise your arm and stop without endangering other karts. The red flag will be displayed only at the start/finish line. Do not work on your kart, and wait for instructions from the officials.
  - D. Yellow & Red              Re-start. Drivers reform pack for a re-start at a slow pace.
  - E. Black                              Stop next lap at pits for consultation. If the black flag is tolled and pointed at you, cleanup your driving. You have been observed driving poorly or dangerously.

F. Meatball	(Black with orange ball) Stop at pits next lap, dangerous or mechanical problems.
G. Blue	The lapping driver is attempting to pass, give him consideration.
H. White	One lap of racing left.
I. Checker	This is the flag that you have been racing to see. This means the race is over.
J. Transponder	(Black with Yellow Square) Transponder is not registering. Stop in pits to correct the problem.

25. Everyone shall have on their person; **Pit Passes** while in the pits or driving. Any entrants' family, friends or pit crews in the pits without a valid pit pass will result in that entrant's disqualification for the day. It is the responsibility of the entrant to be sure his/her crew, family or friends have valid pit passes. Passes must be displayed.
26. A **NO STAND** safety zone will be established along the starting gate and extending to the northern end of the covered grid, the purpose being to allow exiting drivers to better see oncoming traffic and to allow the pit steward better control of the gate.
27. Protests: There will be no verbal protests to race officials. All protests shall be in writing, dated and signed by the participant. All such protest shall be handed to the race director within 30 minutes following the heat such infraction had occurred.
28. If the protest is non-equipment related, a \$50.00 protest deposit must be submitted with the written protest to be considered by the race officials. If the protest is successful, the deposit will be returned. If the protest is unsuccessful, the deposit will be forfeited to TCKC.
29. If an individual believes someone in his/her class is using an illegal part or engine a written protest along with a \$100.00 protest deposit is required. Should the individual being protested pass a complete tech tear down the \$100.00 protest

deposit shall be passed onto that individual for reassembly cost. Should individual fail tech, protester will receive the \$100.00 deposit back and individual being protested will be disqualified and have to reassemble their equipment at his/her own cost.

30. The race director, consulting with at least 2 officials shall have the final word on any grievance. Any official with the need to discuss a problem with a junior driver must be sure that the junior drivers parent or guardian is present for the entire discussion.
31. Any driver deemed responsible for “taking out” another driver will be placed in the final race finish order behind the driver that was taken out.
32. Notice: These rules apply to race days and open practice days.

\*\*Race day schedule subject to change