

U.S. National Extreme Karts Event

Driver Handbook

Rules & Procedures

1. General



1.1 Spirit and Intent: Karting is a sport intended for fun and enjoyment for the whole family. All rules and regulations have been designed to this end by setting a standard by which karting will be guided. Officials at all events are authorized and empowered to decide if a competitor has taken an unfair advantage of a rule or lack thereof that is not consistent with the spirit and intent of these rules and regulations and may penalize the competitor appropriately.

1.2 Disclaimer: The policies, rules, regulations and procedures set forth herein are designed to provide the orderly and safe conduct of racing events and to establish minimum acceptable standards and requirements for such events. These policies and any policies that may be added or amended shall be used at all sanctioned events. No expressed or implied warranty of safety shall result from publication of or compliance with these rules, regulations, policies or procedures. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury, death, or the loss of property to those who choose to participate.

1.3 Alcohol and illegal drugs: Any use of alcoholic beverages by persons on the grounds of each raceway during the race day will result in expulsion from the track and loss of membership. Any use of illegal drugs by persons at the track will be turned over to the legal authorities and will also result in expulsion from the track and loss of membership. After the track is closed for the day, the local laws governing the use of alcohol will apply. Drivers are reminded that they are responsible for the members of their pit crew.

1.4 Foul language: The use of foul or abusive language, or unsportsmanlike conduct, shall be cause for expulsion from the pit area and/or track. Anyone using abusive language toward any race official, or persons making threatening remarks directed to any race official shall be expelled from the pit area and track. Drivers are held accountable for the conduct of their pit crew, family members and friends. Any competitor expelled from the day's event or for the entire event shall not receive any points for that day or event and is not entitled to any refund of any monies spent for that day or event. Persons expelled are subject to further action as deemed appropriate by the Management Team.

1.5 Pets: All pets must be leashed at all times and are not allowed in the hot pit area.

1.6 Be Respectful: It is important to remember we are all guests at each of the raceways we attend. Please act accordingly by respecting their property and your fellow race enthusiasts. Please clean up your pit area by picking up paper, soft drink cans, etc., at the end of the weekend.

1.7 Children: It is very important that children are not left unattended. Children are welcome and encouraged to visit the pit areas; however, they should not visit these areas unless an adult accompanies them. Children are not allowed in the hot pits during practice or the running of a race unless they are a competitor. The sport of karting is an excellent place to introduce young people to the mechanics involved in motor sports.

1.8 Pit Vehicles: Bicycles, push scooters, razors, motorized scooters, and golf carts are permitted in the pit and paddock area, but not in the hot pits. No all terrain vehicles are allowed on the grounds. No off road or off trail riding on any vehicle is allowed. Children under 10 are prohibited from riding bikes, roller blades, skateboards, scooters, etc. in the paddock during hot track hours. Parents are responsible for the actions of their children. Pit vehicle's speed and use must be appropriate for the conditions. Individuals are expected to use common sense and act responsibly; complaints will lead to the loss of this privilege for all.

2. Eligibility for Competition Rules:

Competitors must meet all of the following requirements to be eligible to compete in -sanctioned races and to receive any points and/or awards that may be due the competitor.

2.1 Class Requirements. Competitors must meet all requirements of entered classes.

2.2 Age Requirements

2.2.1 Minimum Age. Competitors must be a minimum of 5 years of age.

2.2.2 Minor Release of Liability. Any entrant less than 18 years of age is a minor competitor and must have a Minor Release of Liability form completed and signed their parent or legal guardian. The form is available at registration. Minor competitors must be accompanied by a parent or an adult guardian or provide a properly signed and dated medical authorization letter to registration before the minor competitor can participate in any on-track activities.

2.2.3 Birth Certificate. Minor competitors between the ages 5 to 15 must have a certified copy of a birth certificate or other legal proof of age on file in registration.

2.4.4 Junior Classes Age Requirements. Junior classes are for competitors between the ages of 12 and 15. A junior driver who is age 14 on December 25th, 2008 may compete in the 2010 season as a junior. A junior driver who turns 15 during the season may elect to remain a junior for the remainder of that year or may move up to the senior classes on his or her 15th birthday. Once the competitor races in a senior class, they cannot return to junior classes

2.4.5 Minor Driver Safety Requirements: Minors (5-17 years old) are required to wear rib protection. Any commercially available rib protector is acceptable.

2.4.6 Senior Classes Age Requirements. Senior Classes are for competitors aged 15 and over.

2.5 Release-From-Liability. All competitors must complete and sign a waiver, a release-from-liability form, and have received an insurance pit pass. In addition, competitors, by reason of their entry therein, agree not to institute any suit or action at law or at equity against the Management Team or officials by reason of any claim that the competitor might have or on behalf of any others in association with the competitor for loss of life, personal injury, or property damage sustained while attending or competing in a sanctioned event and shall hold Management Team entirely harmless for any loss of life, injury or property damage.

2.6 Knowledge of Rules and Regulations. Competitors are required to be fully conversant with the rules and regulations that govern an event as well as any supplementary rules or instructions that may apply to a specific condition or situation for a given event or race. Competitors, by reason of their entry therein, are bound by and agree to all rules, regulations and supplementary rules or instructions that govern the event or race.

2.7 Physical and Mental Health. Competitors must be in apparent good physical and mental health and be capable of participating safely in the strenuous activities of competition in the class or classes they have entered.

2.8 Registration and Fees. Competitors must register for and pay entry fees due for any race or practice in which they intend to participate prior to practicing to include Friday practice days.

2.9 Pre-Race Equipment Inspection. Competitors and their equipment must pass all pre-race inspections prior to going on the track. Additional inspections may be performed at any time.

2.10 Novice Competitors. Competitors who have competed in less than three kart road races are considered

to be novices. They are required to meet the following requirements:

2.10.1 Novice School. Novices must attend a novice school session at the track before being allowed to race or practice. It is recommended that drivers at the track for the first time also attend the track novice school.

2.10.2 Novice Identification. Novice drivers must display a colored streamer on the rear of the kart and a large "X" on the back of their helmet or kart for three race weekends. The "X" should be of a size and color necessary to allow a driver over taking the kart to recognize that a novice driver is operating it.

2.10.3 Novice Classes. The Management Team or its Officials may waive entry-level class participation in consideration of prior racing experience.

2.10.4 Novice Class Waiver: New racers who wish to enter other classes than those designated for novices must detail their past experience and apply to the Management Team in writing. Drivers racing under waivers must report to the Race Director after the morning drivers' meeting each day so the flagman and the corner workers can monitor their driving.

2.11 Race Director Authority. The race director shall have the authority to declare any competitor ineligible to compete for any reason he/she deems appropriate.

3. Class Structure and Rules

3.1 General Management Team follow rules with the exceptions and additions noted below. The weights are shown for each class under the subheadings.

3.2 Pre-Race Safety Technical Inspection Rules

Pre-race inspection: All competitors wishing to participate in practice or a race must undergo a pre-race inspection before the competitor is allowed on the track. Pre-race inspectors thoroughly examine the competitor's equipment for defects, suitability for competition and that the equipment meets the minimums and maximums set forth. This inspection is not to be construed to mean that the competitor's equipment will be totally safe to operate but is to identify any equipment that, in the opinion of the pre-race inspector, is unsafe or does not meet the minimums or maximums set forth. This inspection shall include the following:

3.3 Requirements: Kart must meet all rules.

3.4 Kart Design: Kart shall follow traditional kart design, suitable for high-speed performance with emphasis on safety. The opinion of the pre-race inspector and race officials shall be binding.

3.5 Axles, Tires and Wheels: All axles, tires, and wheels must be void of any visible defects or flaws. Wheel bearings shall be ground or roller type only and shall be properly adjusted without excessive wheel play. Axle and spindle nuts must be cotter pinned only.

3.6 Brakes: Brakes must be in proper working condition. All hydraulic connections must be tight and free of leaks. No tire-scrub type brakes allowed. All bolts, nuts, linkage and supports must be safety wired, cotter-pinned, or first-use steel lock nuts. Brakes must be readily visible when bringing kart to pre-race inspection. Enclosed wheel wells must be removed for inspection if they restrict inspectors ability to determine compliance. Brake-rotor hub key must be secured by weld, punch, or collar to prevent the key from sliding out

from under the brake-rotor hub.

Dual-Braking systems are recommended but are not required in all classes.

Dual braking systems should in all cases allow one system to remain fully operational if the other system fails.

3.7 Fuel Tanks: Fuel tanks must be securely attached to the kart and the design must prevent the fuel tank from being the highest point of the kart. All fuel lines must be tightly secured at all connections with no leaks.

3.8 Steering Components: Steering must be direct, mechanical type and of suitable design, in proper working order and adjusted for maximum safety. All steering bolts, nuts, linkages and supports shall be tight and safety-wired or cotter-pinned. There must be a minimum of six inches of clearance between any bodywork and the outer rim of the steering wheel. There must be a minimum of three inches of clearance between the driver fairing and the steering wheel in all positions of rotation of the wheel.

3.9 Frame: Frame shall be of safe design, free of defects and of sufficient strength for safe operation. Attention shall be paid to all welds. No part of the kart that would constitute a hazard to other karts and drivers will be permitted.

3.10 Bumpers: Front bumpers must protect the driver's feet and may not constitute a hazard to other drivers. Enduro classes must have rear bumpers as the rearmost part of the kart with the exception of the number panel.

3.11 Chain Guards: Chain guards are mandatory on all chain-driven karts.

3.12 Number Panels: Rear number panels must be 9 to 11 inches wide and 7 to 9 inches tall. Plastic panels are recommended – metal panels are not permitted. Numbers must be displayed on the right front and both sides of the kart. Class ID letters may be displayed on the rear of the kart. Numbers are required for pre-race inspection and for practice.

3.13 Ballast: Ballast weights added to meet minimum weight requirements shall be secured, at a minimum, by a 5/16-inch bolt with a one-inch washer for each 7 lbs of ballast. The safety inspector can approve larger bolts and special attachments. All bolts must be double-nutted or cotter-pinned. All bolt-on ballast must be white in color for visibility.

3.14 Driving Suits and Helmets: Drivers must have an approved driving suit or leather or vinyl jacket with long sleeves. Helmets must be full-face racing helmets, Snell 2000 rated or newer, equipped with a face shield in good condition. Drivers must wear gloves and socks. Sprint kart drivers are required to wear a neck brace. Protective clothing must be presented at pre-race inspection. Drivers with hair collar-length or longer must wear a balaclava or hood covering their hair.

3.15 Pre-Race Safety Inspection Rules: If pre-race safety inspection rules differ between those established by Management Team, the rule that provides the driver with the most protection will be deemed the ruling requirement per discretion of Race Director.

4. Track Rules and Procedures

4.1 Fire extinguishers: It is recommended that all competitors have a 2 ½ lb dry-powder fire extinguisher in their possession.

4.2 Pit passes: Pit passes are required of all persons entering the track premises regardless of age or requirement for being on the track premises. The Management Team contracts clearly state that the Management Team will ensure that all participants on and off track sign an insurance waiver prior to entering the track. Since the consequence for the Management Team is loss of racing privileges at the track, anyone found without a signed waiver will be escorted out of the track. Management Team pays for pit passes for any person less than eight years of age to encourage families and spectators to participate in the sport.

4.3 Kart Number and Class Identification Letter: The assigned kart number must be displayed on the nose and both sides of the kart. The number identifies the driver and cannot be used by anyone else. There cannot be any leading zeros on any number. Letter designations to designate classes in the race series are used to specify the class of each kart on the track. The assigned class identification letter may be displayed on the rear of the kart. For the rear letter, a standard number plate or similar solid material on which the letter will be affixed is required. All karts will be checked for the presence of and proper mounting of the proper letter during a grid inspection for each race. Those Competitors that prefer vinyl or other materials must meet the following requirements:

4.3.1 All numbers and letters will be black in the standard block font on a white background.

4.3.2 The number or letter must be at least 5 inches tall and ½ inch wide and not more than 6 inches tall, and 5/8 inch wide. Smaller Class ID Letters are acceptable provide they can be easily distinguished.

4.3.3 A white background must extend beyond the numbers and letters by a minimum of ½ inch on the top, bottom, and both sides.

4.3.4 Double and triple digit numbers must have a minimum of ¼ inch between them.

4.3.5 Modification of the numbers or letters such as changing the font to something more difficult to read or failure to follow the number rules in any manner could result in disqualification. Warnings will be issued in safety tech and/or on the grid. Disqualification can occur at anytime after the start of the race through the post race technical inspection. If there is a question of the numbers being acceptable, check with the race director.

4.4 Grid Position: The Management Team determines the order of classes on the grid at the beginning of each season. Grid position order for each class and race group will announced by the grid person organizing the grid for each race.

It is to be noted that if possible for all Race's grid positions will be determined by a timed qualification.

4.5 Pre-registration: Competitors may use the pre-registration form found on the web page for races.

4.6 Pre-Registration Cancellation: No refunds are made without the authorization of the Management Team.

4.7 Pre-Registration Pickup: Pre-registration pickup is required for the first race of the year or for any practice day decal pickup where grid numbers must be displayed on the kart as the kart number. Pre-registration pickup will take place at track registration during registration hours.

4.8 Registration at the Track: Registration at the track will open at 7 a.m. for Friday practice days and at 7:00 am. on Saturdays and Sundays of any race weekend. The competitor must present to the registrars the following documents when registering at the track or picking up the pre-registration:

4.8.1 Pit pass and colored flash card (with weekend schedule). Photo identification may also be required.

4.8.2 Check, money order, or cash for entry fees if due. Credit cards are accepted at the track however a service charge will be charged for that convenience.

4.8.3 Minors (ages 5-17 require a 'Minor Release of Liability' form completed and signed by the parent or legal guardian. Forms are available at registration .

4.8.4 Minors not accompanied by a parent or legal guardian at the track require a medical authorization form signed by the parent or legal guardian and be on file in registration.

4.8.5 Junior drivers (ages 5-15) must have a copy of their birth certificate on file at registration in order to compete. The Management Team reserves the right to examine the original birth certificate.

4.9 Radio Registration: NOT REQUIRED

4.10 Drivers in Multiple Classes in One Race Group: Rental transponders may be provided to competitors entered in multiple classes in the same race group at races. The competitor must pay full registration fees for all classes entered and must provide a transponder mount for each rental unit used. The driver will be gridded in the slower, or later gridded class. The transponder must be turned in at the scales at the end of the race.

4.11 Race Cancellation: There are no refunds for a race cancellation.

4.12 Non Sufficient Funds: Persons who register by check with non-sufficient funds (bad check) will be banned from any future sanctioned events until the funds are paid in full plus a \$35 returned check fee. Once the funds are paid in full, they will be required to register with cash or certified funds until notified otherwise.

4.13 Mandatory Drivers Meeting: A mandatory Drivers Meeting is conducted at 7:45am on Friday practice days and at 7:30am on Saturdays and Sundays. All drivers must attend and all engines must be stopped while the meeting is conducted. Drivers will receive valuable information and updates as to how the race weekend will be conducted. Much of the information is important to the safety of all competitors. Drivers who miss or are late to the meeting will be docked one practice session for the first offense. The race director can take further action for any further tardiness or absence. The sooner the drivers arrive for the meeting, the sooner practice begins and the longer it lasts.

4.14 Helmet Inspection: Helmets will be inspected at the end of the drivers meeting. Helmet inspection criteria are included in the tech rules.

4.15 Novices School and Practice: A novice school is conducted in the registration building immediately following the mandatory drivers meeting on each practice and race day. Attendance is mandatory for all first time drivers and is recommended for drivers who are racing at Pacific raceways for the first time. Novices attending the class should have their driving gear with them and their karts ready to go on the track. A special novice practice session will be held at the end of the first round of practice where an experienced driver will lead one or two laps, demonstrating the correct line before pulling into the pits and letting the novices complete the session on their own. Novice drivers will be gridded at the rear of their race class, regardless of the registration assigned grid position as long as they have the X on their helmet.

4.16 Practice General: Race rules and procedures apply to all practice sessions. Extreme caution shall be exercised during practice sessions because of the mixed grouping of karts and drivers. A checkered orange-and-white flag will be displayed on the front straight to mark the end of your practice session. When you receive this flag, proceed around the track and return to the pits on that lap. The hot pit lane must be cleared of all karts and equipment immediately following the final practice session to prepare for the days racing on schedule. Drivers must meet all competition eligibility requirements to practice and their kart must have passed pre-race inspection. Any driver on the track during a practice session that is not in the correct practice group or not meeting competition eligibility will be banned from further practice and/or competition for that weekend.

4.17 Practice Day: The days schedule is the same as that for Saturday or Sunday race days through the mandatory drivers' meeting. Practice will begin after the drivers' meeting and last until the end of the day.

4.19 Morning practices: Practice on Saturday and Sunday mornings during race weekend will be conducted utilizing three groups designated by a color and number (Group 1/Blue, Group 2/Yellow and Group 3 Green). These groups are arranged based on similar kart speed and characteristics. The practice designation group for each class is indicated on all club registration forms. Practice group colors will be available in registration. Each driver must place the color for the group(s) his/her kart will participate in on the right front of the kart. Any driver practicing in other than his/her assigned group without permission of the Race Director will be penalized one practice session for the first infraction. Subsequent incidents may result in more severe disciplinary action. Each practice session lasts approximately 6-9 minutes (4 laps). On occasion, groups are combined. Normally, disabled karts are picked up by tow trucks and returned to the pits after each group. Groups can be combined to increase practice sessions; be alert to changes announced at drivers meetings and over the loudspeaker. Practice will begin after the mandatory drivers meeting. When novices are at the track, a special session of practice for them will be held between the first and second round of practice

4.20 Practice Groups

4.20.1 Group 1/Blue: All Gearbox Karts

4.20.2 Group 2/Yellow: All Non-Gearbox Karts

4.20.3 Group 3/ Green: All Cadet Karts

4.21 Disabled Kart Procedures: If during practice or a race your kart becomes disabled and you are unable to coast into the pit area, move your kart well off the track into a safe location. Drivers are not allowed, under any circumstances to push their kart back to the pit area. Corner workers will alert drivers of disabled karts of the end of the race or practice session either by blowing an air horn or by waving the driver onto the track. At that time drivers are to move their kart to the edge of the track, put on their helmet and gloves, and prepare to be towed back to the pits.

4.22 Towing Procedures: Tow trucks will be dispatched between practice sessions and at the conclusion of each race to pick up disabled karts. When the driver is certain the practice session or race has ended and corner workers wave them onto the track, they are to move their kart onto the track. If the kart cannot be towed because of damage to the brakes, steering, or tires the driver should help the tow truck operator load it in the back of the truck. If it can be towed, drivers are to have their helmet and gloves on and be in the kart. Ropes of different lengths with loops tied for handles are attached to the bumper of the truck. Drivers hold on to the rope loop with one hand and steer with the other. Drivers are to never attach the rope to the kart or wrap it around any part of their body. The tow truck will travel slowly around the track, stopping to pick up other disabled karts. Drivers must ride the brake on their kart to keep slight tension on the rope to avoid slack. They are to hold onto the rope until arriving in the pits and certain they will not endanger others being towed when letting go of the rope. Drivers are never to throw the rope – but lay it over the side of the kart and then brake gently to avoid running over it. If a driver is uncomfortable being towed, they should request that the kart be loaded in the back of the tow truck.

5. Race Rules and Procedures

5.1 Competition: All competitors are expected to be alert and give consideration to fellow drivers on the track to ensure safe racing. A competitor shall be immediately disqualified and is subject to additional penalties for bumping, bump drafting, blocking, pushing, crowding, chopping, rough driving, operating their kart in an unsafe manner or any other unsportsmanlike driving or conduct. Crew members are not allowed to enter any area at the track not available to general spectators during a race or practice.

5.2 Reporting to the grid: Competitors are called to the grid for their race via the public address system. Competitors who do not report to the grid with their kart prior to the start of the drivers meeting conducted before each race shall be placed in the rear of those karts on the grid. Competitors unable to make the call to the grid prior to the flag being dropped may join a race in progress only if they first report to the grid official of their intent and they take care not to interfere in the race. The competitor shall be scored for whatever laps he or she completes only if he or she follows these procedures.

5.3 Starts: Competitors who have reported to the grid for a race are not permitted to start their engines until authorized to do so by the Grid personnel. A competitor may have a maximum of one person to assist them on the grid in starting their engine. All starts are rolling starts. Any competitor deemed by the flagman or grid official to have jumped the start of the race or to have been pushed by shall be penalized one lap for the infraction.

5.3.1 Water-Cooled Engine Starts: Karts with water-cooled engines may start their engines after the race drivers' meeting as directed by the flagman.

5.3.2 Gearbox Kart Stall Restart Procedures: Any gearbox kart that stalls at the green flag may be push-started only after all karts have left the grid, providing the kart and its pushers do not pass the pylons at pit-out. If they pass that point, the kart and driver will automatically be disqualified.

5.4 Pushing: Pushing can be extremely dangerous and is grounds for immediate disqualification. Pushing, also called bump drafting, is defined as one kart pushing another for the purpose of increasing the speed of both karts. If race officials cannot see space between two karts running inline on the track they will be considered pushing and will be reported to the flagman who will either show the offending drivers a rolled up black flag as a warning or an unfurled black flag as notice to report to the pits.

5.5 Blocking: Blocking is knowingly altering the direction of a kart to prevent another faster kart from completing a pass in a safe manner. Karts in front have the right-of-way and are expected to hold their race line through corners and karts in the rear, even by a few inches are expected to yield. The use of mirrors is strictly prohibited. If race officials see what they consider blocking during practice or a race, it will be reported to the flagman who will either show the offending driver a rolled up black flag as a warning or an unfurled black flag as notice to report to the pits.

5.6 Two Way Radios: Management Team monitors two-way radio communications at the track and will penalize use of radios for unsportsmanlike actions. Unsportsmanlike actions include communications between the pit crew and driver or driver to driver, using the radio to help make a blocking maneuver on a kart preparing to pass, or to enlist the help of another driver. The race director and Management Team officials may take more severe action at their discretion based on the circumstances.

5.7 Rough Driving: Rough driving is normally defined as hitting other karts deliberately to gain an advantage either by forcing them off the track, off line, or to lose momentum. If race officials, to include corner workers, see what they consider rough driving during practice or a race it will be reported to the flagman. If possibly incidental contact, the flagman will show the offending driver a rolled up black flag as a warning. If flagrant or persistent violations, the flagman will show the offending driver an unfurled black flag as notice to report to the pits.

5.8 Pitting: Drivers shall use extreme caution when entering and exiting the hot pit area. Be alert for pedestrians and other karts. Under no circumstances shall a competitor operate their kart in the opposite direction of traffic flow or exhibit any horseplay with a kart in the pit area - such actions shall be cause for disqualification. When exiting the hot pit area the driver must yield right of way to all other competitors on the track and shall not enter the racing groove until they can safely merge with traffic. During practice, have respect for others and do not pit your kart where others have set up their equipment for practice.

5.9 No Push back/engine restart: A disabled kart cannot under any circumstances be pushed back to the pits. Drivers may not enter the pits from the track through pit out. If during a race the engine stops and the kart cannot coast into the hot pit entrance or the driver exits the kart with the motor not running in any area other than the hot pits, the competitor is considered out of the race at that point. If the engine stops and the kart is able to coast into the hot pit entrance, the driver may get out of the kart to effect repairs or get help to restart the engine and rejoin the race. A competitor may not restart their engine in any area other than the hot pits. Any competitor in violation of this rule shall be disqualified and is subject to further penalties to include expulsion by the race director and suspension upon review by the board of directors.

5.10 No Push to finish/scoring: Karts must cross the finish /scoring line under their own power. Upon exiting the kart the competitor is considered out of the race. Should the driver or others attempt to push it to the finish/ scoring line, the driver will be disqualified.

5.11 Signaling: A competitor is required to know and employ hand signals when operating their kart on the track. The following signals shall be used:

5.11.1 One arm raised in the air: A competitor shall place one arm over their head to signal following competitors of a hazardous condition ahead or when they or another competitor are slowing abnormally, pulling off course, not accelerating properly or entering the pits.

5.11.2 Both arms above the head: A competitor shall raise both arms above their head in a waving motion if they inadvertently come to a stop on the course in the path of oncoming karts as an indication they will not proceed from that position until all have passed and they can safely proceed.

5.11.3 Pointing: A competitor shall point in the direction they intend to proceed to overtake a slower kart, thus signaling a following competitor during a "sling shot pass" of a slower kart. If a competitor recognizes a potential hazard on a kart ahead or behind them they shall signal the driver of the kart, the flag person, and corner workers by pointing to the kart. If a competitor cannot pass a slower kart because the slower kart is blocking, the competitor shall signal the flag person by raising one hand and pointing to the kart.

5.11.4 Patting the helmet: Competitors shall pat the top of their helmet repeatedly with one hand to signal the corner workers and race officials that an incident involving a fellow competitor has occurred and immediate medical attention is probably required.

5.12 Flags: Competitors are required to know and obey the following flags without question:

5.12.1 Green: Displayed at the start of the race or practice session and kept visible as long as the track is clear for practice or racing.

5.12.2 Yellow: A waving yellow flag indicates the track is at least partially blocked by an accident, emergency vehicle, or objects that may have fallen off competing karts. Competitors who observe the yellow flag will use caution and hold their position. No passing is allowed until the yellow flag can no longer be seen, but after leaving the area may proceed to race. Competitors who pass another competitor while in an area in which the yellow flag is being displayed shall be reported to the race director for assessment of those penalties that the race director may deem appropriate.

5.12.3 Red: Indicates an incident has occurred that requires the ambulance to be dispatched and that the race or practice has been stopped. If it is displayed during a race, competitors shall slow down immediately and return to the front straight at a reduced speed and with extreme caution, come to a stop in single file, shut down their engine, and await instructions from race officials. No work may be done on the competitor's kart unless approved by the race director and then only for safety-related reasons. If the race is half over, the race

shall be considered a complete race and scoring shall revert back to the lap prior to the red flag having been displayed. If displayed during practice the competitor shall slow down immediately and return to the pits at a reduced speed and with extreme caution.

5.12.4 Black: When displayed as a rolled flag and pointed at a competitor, it is a warning that the competitor is bordering on disqualification and/or suspension, usually due to a driving infraction. When displayed unfurled and pointed at a competitor, it indicates something is wrong with that competitor's kart or that the driver is in violation of safe driving rules and is being penalized or disqualified. The driver must complete that lap at a reduced speed and report to the pits for repair or inspection by a race official. Failure to comply with the black flag will result in the competitor not being scored for laps after black flag has been displayed. Failure to heed black flag may also result in suspension of competition and/or membership privileges.

5.12.5 Black-and-White Checkered: Displayed at the finish/scoring line to indicate the completion of a race. The competitor receiving the checkered flag shall proceed at a reduced speed directly to pits and stop at the entrance to the weigh-in area.

5.12.6 Orange-and-white checkered: Displayed on the main straight during practice to indicate that that practice session is complete. Competitors receiving the orange-and-white checkered shall proceed around the track at a reduced speed and return to their pits. The orange-and-white checkered flag will also be used to indicate the end of the 20-minute Briggs races that run concurrent with 2-cycle Sprint classes that run for 30 minutes.

5.13 Accidents and incidents: Competitors are expected to know and obey the following procedures without question.

5.13.1 When injuries occur: Competitors injured in an accident or incident are expected to move to safety if they are physically able and indicate that they require medical assistance by patting their helmet and pointing to themselves. Anyone in an accident that remains motionless will cause the corner worker to report that a driver is injured and requires medical attention.

5.13.2 Red flag incidents: A red flag shall be displayed and the ambulance dispatched for any karter who has flipped, or has been thrown from their kart due to accident or incident. Persons involved in an accident for which the ambulance was dispatched are required to complete an accident report as soon as possible for submission to our insurance company or sign a waiver if medical attention is declined prior to returning to competition.

5.13.3 Ambulance procedures: The ambulance attendants must check out any driver in a kart that flips or that is thrown from their kart during an accident. In addition, the driver must ride back to the pit area in the ambulance even if they do not believe they need medical attention. Any driver refusing to ride in the ambulance or allow the medical assessment will be suspended from further competition until approved to return by the board of directors. Certified emergency medical technicians staff the ambulance who will assess a driver's condition. If hospitalization is necessary, the ambulance will transport the driver to a nearby hospital.

5.13.4 Hospital procedures: Drivers taken to the hospital for treatment are responsible for their transportation back to the track. It is advisable for a family member or friend to either go with the driver or to be made aware of the location of the driver's pit pass, insurance card, identification and keys. If a driver is at the track alone, they should notify any Management Team official of this fact and members will see that the driver's equipment is secured.

5.13.5 Returning to competition: Drivers involved in a red flag incident must be cleared by medical personnel prior to returning to competition. A competitor involved in a red flag incident during the race but is able to continue to compete when the race is restarted shall be placed at the rear of the grid for the restart. The race

director will determine that the competitor and their equipment will not pose a safety hazard to that competitor or other competitors

5.13.6 Accidents or incidents without injuries: Drivers that are involved in an accident or incident that could be construed as serious but the competitor is uninjured shall signal the corner worker that they are okay. Get out of the kart when it is safe to do so and immediately pull the kart as far off the track as possible to a safe location. If the kart has damage to the brakes, tires, or steering components, it must go through safety tech prior to returning to the track. Tow truck operators and Management Team officials will remove the safety tech sticker from any kart they determine to have sustained mechanical damage requiring repair.

5.13.7 Faking injuries: If the race director deems that a driver purposely fakes an injury in an effort to bring out the red flag and stop the race in an attempt to better their position by getting the race restarted, the driver will be disqualified and subject to further action.

5.13.8 Excursions and spinouts: A competitor whose kart leaves the racing surface and the engine continues to run may rejoin the race but only when it does not pose a hazard for the competitor or others. The competitor must re-enter the track at the nearest possible point compatible with the safety of their self and others and without improving their position in the race.

5.15 Spec gas and oil: There will be no Specified Gas or Oil. It is the competitor's responsibility to ensure that their fuel is legal.

5.15.1 Warnings: You should not mix old fuel with new fuel, as old fuel may not match the fuel readings required. This means you must drain your fuel tanks and/or gas bottles of old fuel before mixing a batch of fuel. There are strict penalties assessed for fuel disqualification -extreme caution should be taken to ensure that your fuel will meet the fuel readings required.

6. Post-Race Technical Inspection Rules

6.1 Post-race weight requirements: Minimum class weights are listed in section 3. All competitors are directed to the scales immediately upon entry into the pits after a race. In addition to meeting the weight requirement, the following rules apply:

6.1.1 Competitors that do not meet minimum weight for the class will be given a chance to move the kart off of the scales and then immediately back onto the scales to be weighed again. If the minimum weight is not met the second time, the competitor is disqualified and will receive zero points for the race.

6.1.2 Competitors who do not weigh in immediately upon returning to the pits during or after a race, to include a competitor who never exits the pits at the start of a race will be disqualified and will receive zero points for the race.

6.1.3 Competitors are not allowed to drink or eat anything, with the exception of One 16 ounce bottle of water, after a race until they are weighed. They must remain isolated from their family, friends and pit crew until after weigh-in. Failure to remain isolated may result in disqualification. The Race Director may waive this rule when weather so warrants.

6.1.4 Any competitor who knowingly competes in a race under the weight required for that race or who refuses to weigh in when directed by the race director will be disqualified, receive zero points for that race and is subject to further penalties, and/or suspension if it is deemed by the Board of Directors that the competitor displayed a blatant disregard for meeting the weight requirements.

6.1.5 A competitor in a race who is injured during the race, resulting in the race being red flagged, may have their weigh-in requirement waived by the race director because of the driver being transported by ambulance

for medical attention.

6.2 Post-race technical inspection: Competitors who unofficially finish in the top five positions of a race must report to post-race technical inspection for that race. Only the race director can waive technical inspection for a driver or a class and then only under circumstances that warrant such action. It is recommended that any competitor who believes they finished in the top 10 of a race report immediately after weigh-in for that race to the tech area and wait for the official finish to confirm if they must undergo tech inspection.

6.2.1 Any competitor who is required to undergo post-race tech must report directly to the tech area after weigh-in for that race. Competitors required to undergo post-tech not reporting directly and immediately or refuse to undergo post-tech will be disqualified and receive zero points for that race. In addition, they are subject to further penalties, loss of season points, and/or suspension that may be deemed appropriate by the Management Team upon review.

6.2.2 The race director shall have the authority to require any competitor's kart to undergo post-race tech inspection regardless of finishing position.

6.2.3 A competitor who finishes in the top five of a race and is injured during the race, resulting in the race being red flagged, may have the requirement for that competitor to report to post-race tech waived by the race director if the competitor is not able to report because of the need for medical attention. A member of the competitor's pit crew must present the injured competitor's kart at post-race tech for post-race tech inspection to receive any points due the competitor.

6.4 Disqualification: The race director shall have the authority to declare a competitor disqualified prior to, during, or after any race for any infraction deemed appropriate for disqualification. Competitors who have been disqualified shall receive zero points for the race.

6.5 Fuel and oil tech: Several grades of racing gas can be purchased at pacific raceways. The time the pumps will be open will be announced at the driver's meeting. The competitor is responsible for ensuring that his/her fuel and oil is legal for the class in which they are competing. The Digatron meter will be set to -75 using cyclohexane and the competitor's fuel checked with the meter must not exceed zero. Because gasoline purchased off track may contain a percentage of alcohol or other unacceptable substance(s) that could result in fuel being deemed illegal, a competitor, for a \$1.00 fee, may have their fuel/oil checked at the track to determine if it passes track testing.

6.5.1 The tech inspector may use a Digatron Gauge, "baby bottle" test, hygrometer test or any other test he deems necessary to compare a competitor's fuel sample with the standard samples maintained in tech.

6.5.2 The race director, tech inspector, or their designated representatives shall have the authority to require any competitor to undergo fuel and or oil tests at the track, before or after a race, and have the authority to take samples of fuel and or oil to be analyzed at an off-track laboratory. Drivers refusing to allow testing or taking of samples of their fuel and or oil will be penalized and receive all possible penalties prescribed for a first offense fuel and oil disqualification.

6.5.3 A competitor's fuel and or oil that has been tested at the track and passes is subject to being considered illegal at a later date if samples have been taken and forwarded to a laboratory for analysis and the results indicate the presence of an unacceptable substance(s) or a percentage of a substance(s) which is greater than the acceptable standard for fuel and or oil.

6.5.4 Any competitor using any substance(s) for or in combination with the fuel and or oil that is not approved by for use in a class shall be penalized as follows for a first offense during a race season:

6.5.4.1 The competitor shall be disqualified and receive zero points for that race and

6.5.4.2 The competitor shall be banned from participating in any additional classes for the remainder of the race weekend and may lose any points awarded or monies already spent for all classes the competitor has entered and or competed for that weekend and

6.5.4.3 The competitor may lose all points that have been accrued by the competitor for the season in all classes in which the competitor has been awarded points.

6.6.5 Any competitor using any substance(s) for or in combination with the fuel and or oil that is not approved by Management Team for use in a class shall be penalized as follows for a second offense during a race season in which any penalty was levied against the competitor for a first offense:

6.6.5.1 The competitor shall receive all possible penalties prescribed for a first offense and

6.6.5.2 The competitor shall be banned from participating in any event for a period of 12 months from the date of the second infraction.

7. Protests and Appeals Policies and Procedures

7.1 General: The following policies and procedures shall be utilized in filing any appeal or protest. Only a competitor of record can file a protest or an appeal. Only protests or appeals that are properly filed shall be accepted for consideration.

7.2 Forms: The appropriate forms for filing protests and appeals will be maintained in track registration.

7.3 Protests

7.3.1 Competitor's driving or conduct: A competitor wishing to protest the driving or conduct of another competitor during a race must notify the Race Director immediately upon completion of the race of their desire to lodge a protest. If the Race Director is not available as scales or pit out, the competitor should go to registration and request the Race Director or an assistant Race Director come to registration for the filing of a protest. The competitor must then submit a written statement detailing the reasons for protest to the race director no later than 30 minutes after the completion of race. The Race Director will investigate the alleged incident to the extent reasonable and render a decision in writing on the filed protest and notify all concerned.

7.3.2 Fuel and oil: Any competitor may protest any other competitor's fuel and or oil. A competitor wishing to protest another competitor's fuel and or oil must notify the Race Director or post tech inspector as soon as possible upon completion of a race. The competitor must submit a written statement of protest and indicate they will pay any and all costs for laboratory testing in addition to a \$25 fee. Samples of the protested competitor's fuel and or oil will be taken by the post tech inspector and submitted for laboratory testing. The results of laboratory testing shall be forwarded to the Management Team for review and disposition.

7.3.3 Technical Inspection. Any competitor may protest any other competitor's kart for technical compliance with the rules governing the class. A competitor wishing to lodge such a protest must notify the Race Director or post tech inspector as soon as possible upon completion of the race and prior to competitors being released from tech. After notification, the protest must be put in writing on the protest form.

7.3.4 Race Finish and Points: Protests of race finish and points must be made in writing to the Race Director

within 30 minutes of the official race results being posted. Posting will be announced over the public address system. It is the competitor's responsibility to review the official results regardless of being aware of the time of posting. The Race Director will investigate the alleged incident to the extent reasonable and render a decision in writing on the filed protest and notify all concerned.

7.4 Appeals: Any competitor penalized by the Race Director or as a result of a protest filed by a competitor may appeal the decision to the Management Team Appeals Board. The appeal must be filed in writing immediately following the Race Director's decision. An Appeals Board composed of three officials appointed by the Management Team will review the appeal. The Appeal Board will determine if the protest/appeal was properly filed and if additional information is available to overrule the Race Director's decision.

7.4.1 Appeal of penalty: A competitor may appeal a penalty assessed by the Race Director or a Management Team official by submitting an appeal in writing to the Race Director within 30 minutes of the penalty being assessed. The Race Director and the Appeals Board will conduct a review of the competitor's appeal to determine the circumstances of the penalty. The group can be augmented by technical expertise as necessary to determine if the appeal was properly filed and if the penalty shall stand or be reversed upon review of the equipment and/or facts surrounding the penalty. The competitor filing an appeal may be present to present any additional evidence to support their appeal and answer questions posed by the Appeals Board. The findings of the group will be final.

7.4.2 Appeal of protest: A competitor may appeal a penalty assessed by the Race Director based on a protest filed by another competitor by submitting an appeal in writing to the Race Director within 30 minutes of the penalty being assessed. The Race Director and the Appeals Board will conduct a review of the competitor's appeal to determine the circumstances of the penalty. The group can be augmented by technical expertise as necessary to determine if the appeal was properly filed and if the penalty shall stand or be reversed upon review of the equipment and/or facts surrounding the penalty. The competitor filing an appeal may be present to present any additional evidence to support their appeal and answer questions posed by the Appeals Board. The findings of the group will be final.

7.4.3 Appeal of disqualification: An appeal of a disqualification as a result of on track behavior, at the scales, or post-race technical inspection (e.g., engine legality, fuel, etc.) must be submitted in writing to the Race Director within 30 minutes of being disqualified and must show valid cause to reconsider disqualification. The competitor's kart and any components that are related to the competitor's disqualification must remain in the tech area under the direct supervision of the tech coordinator/inspector until disposition of the competitor's appeal or until released by the Race Director. The Race Director and the Appeals Board shall conduct a review of the competitor's appeal to determine the circumstances of the disqualification. The group can be augmented by technical expertise as necessary to determine if the appeal was properly filed and if the disqualification shall stand or be reversed upon review of the equipment and/or facts surrounding the disqualification. The competitor filing an appeal may be present to present any additional evidence to support their appeal and answer questions posed by the members of the review. An appeal that cannot be settled by the close of the event will require that the Race Director impound any equipment related to the disqualification. Penalties assessed will be as specified by this rulebook. The findings of the group will be final.

8. Scoring and Points Rules

8.1 Scoring: Points awarded are subject to the following point-award policies and procedures:

8.1.1 AMB Scoring System: An AMB electronic scoring system will record each kart equipped with a functioning transponder in the order they cross the start/finish line each lap.

8.1.2 Transponder Use: AMB electronic scoring transponders are mandatory and must be securely mounted

behind the front bumper and ahead of the front tires. To work properly, they must be mounted vertically. Competitors who rent transponders must furnish their own mounting bracket. Transponders will not transmit through metal or carbon fiber (fiberglass or plastic is okay). A competitor may be disqualified and scoring may stop for any kart if the transponder fails to register on the system. It is the competitor's responsibility to ensure an operable transponder.

8.2 Points Director: Official scoring and points shall be accomplished at the track by the Management Team Points Director in accordance with the rules and procedures established in this handbook

8.3 Black Flags: Failure to comply with the black flag will result in the competitor not being scored for laps after black flag has been displayed. Failure to heed black flag may also result in suspension of competition and/or membership privileges.

8.4 Race cancellation: The Race Director shall have the authority to cancel any race for any reason he/she believes is appropriate.

8.5 Unable to race: Any registered competitor unable to race for any reason may receive last-place finishing position points for that race if they report to the grid with their kart and all appropriate personal equipment. They should grid at the rear of all classes after explaining to the grid man and flag man the circumstances. After the race is started, the competitor should move their kart directly to post race weigh-in. By meeting the weight requirements for the class, the competitor has met all requirements to get last place points. Any competitor in a race who has taken the green flag but is unable to cross the scoring line a minimum of one time shall be eligible to receive last place finish position points if they meet the weigh-in requirements for that race. Competitors who have registered but fail to follow the above procedure or do not meet the weight requirements shall receive zero points for that race. The race director shall have the authority to award or deny he last-place finish position points to the registered competitor at his/her discretion.

8.6 Last-place finish position points: Competitors eligible to receive last place finish position points for a race shall receive those points awarded for the next finish position after the finish positions of those competitors who crossed the scoring line a minimum of one time during the race and who were not disqualified.

8.7 Relief drivers: Relief drivers get no points and must be signed in at registration, as a "Relief Driver" or the principal driver and kart shall be disqualified. The principal driver must start the race and cross the scoring line a minimum of one time to be eligible to receive any points that would be due the principal driver. The driver change must occur in the hot pit area under the supervision of race officials. During weigh-in both the principal driver and kart and the relief driver and kart must make the weight requirement for the class.

8.8 Protest of race scoring and points: All protests of scoring and/or points awarded for a race must be made in accordance with the protest procedures in paragraph Section 7.

8.9 Management Team reserved rights: The Management Team reserves the right to amend any part of the procedures and policies governing scoring and points awarded at any time as the need may arise.

if you have any questions please feel free to call or e-mail.
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