

CLUB100 RACING LIMITED

CORPORATE EVENTS KARTING GUIDE

Introduction

This guide is designed to help those new to competitive Kart Racing, plus those unfamiliar with 2 stroke direct drive karts.

Helmets, gloves and race suits are available to borrow (free of charge), however it is advised to bring your own Karting equipment if you have it. Either way its worth remembering to bring the following additional items;

- Towel (In case it rains, or if you get hot and sweaty!)
- Complete change of clothes (including spare shoes)
- Trainers or racing boots. (No shoes, high heels or motorbike boots are to be used driving a kart)

1) Starting the kart

In general 'arrive and drive' karts have 4 stroke engines with a centrifugal clutch, so that you can have the kart stationary with the engine running and reduce the chance of stalling after a spin.

In Club100 we use 2 strokes karts that are direct drive. This means if the wheels stop spinning, the engine stops too!

To start the kart it needs a push, known as a 'bump start'. In the pit lane, your team will have to push-start you (see Pit Stops). To start a kart please see detailed kart starting below. On track the simplest and safest way restart a kart is with a pusher kart (no running on track to push your driver going). If you need to get going again on track, one of them will come behind you and push you until the engine fires.

Detailed Kart Starting: The driver should use 1/3 to 1/2 throttle to avoid flooding the engine with fuel, making the spark plug wet and therefore not firing the engine up. **Never floor the pedal thinking this will make it go - it won't.** If, having used just the recommended amount of throttle the engine is still showing no sign of life, then come off the throttle completely before trying again. Repeat this on/off application until the Kart fires. As the engine starts, the driver should gradually and slowly increase throttle to accelerate away.

2) Race Start Procedure

After qualifying, the karts will be stopped on the start finish straight and they will not be in the correct order to start the race. **A grid list will be brought to the start/finish line for all drivers to see their qualifying position. It is the drivers responsibility** to ensure they get themselves into the correct starting position, particularly which side of the grid to be on. Teams will be asked to push their karts going and rolling up laps will start. A pusher kart will drive around the circuit slowly, and all others must catch up and line up behind in the correct qualifying order, please play attention in the driver briefing as short cuts to the track maybe used on rolling up laps. When in the correct starting position please move to the outside of the track leaving a clear gap in the middle for karts out of position to use for overtaking, thus gaining there correct qualifying position

Drivers that are not at their place will raise one hand in the air, and move through the pack overtaking from the centre, until they get to the right qualifying slot, then pull to the outside of the track (on the left or right). It is your responsibility to know how many drivers should be in front of you: you have to count the number of karts and work out where you should be. The front of your kart should be less than a kart length from the one in front.

Once everyone is roughly in position, the pusher kart will move over and the pole man will control the pace to the start line. The Union flag will be waved when approaching the start line to signify the race will start. No one should change position or attempt to overtake until driven they have passed the start line.

3) Flags

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| Union Jack | Race starts |
| Red | Race stopped, slow to a walking pace no overtaking and stop where directed. |
| Yellow | Incident ahead. Slow down; raise one hand & no overtaking until the incident has been passed |
| Black & White | Driver warning for contact, kerbing etc. |
| Black | Driver penalty, return to pits for a stop / go penalty |
| Chequered | End of race, return to pits at a slow pace |

4) When you Spin

The most important thing to do if you start to spin is **get your foot on the brake**. This will stop the kart from sweeping back across the circuit into the path of another kart. Immediately after losing control, you will probably be rolling backwards and think it's safer to roll backwards out of the way, it is not. Get your foot on the brake pedal and stop even if you have to stop in the middle of the track facing the wrong way. The yellow flags will be waved by marshals to warn other drivers.

Once it's safe to do so, get out of the kart – cautiously, watching for other karts. Drag or turn the kart so you are facing in the right direction, making sure all four wheels are on the race track and if possible off the racing line. If necessary grab hold of the kart from the rear, not the front, the karts are heavier but easier to handle from the rear bumper. When back on track, facing the right way sit back properly in the kart with your arms in the air, a pusher kart will come to your rescue and get you going again.

5) Pit stops

You will need to do a minimum number of stops, detailed in the rules, during the race some of these stops must be for fuel (Full Tank) and you may change the driver. If you want to continue with the same driver they will be required to get out the kart, run around it and get back in. You need to bring the kart to a controlled stop. Once ready to go again with the next driver in the kart, the team needs to 'bump start' the kart.

Pushing the karts

- Ensure you keep pushing until the Kart fires, continues to do so thus gaining speed. If it fires, then stops - KEEP pushing. It is a common mistake to think the Kart is going to start. If the kart has not started by the time you exit the pit lane stop pushing and return to the pits, it is not safe to continue pushing out on track.
- As a driver try to lean forward: this moves the weight forward and makes pushing easier.
- Always give the pushers in front a bit of space so that they can get out of your way once they have pushed their driver off (count to two - then push). As a driver, always look right ahead and ensure you make every attempt to miss the pushers trying to run out of your way!! As a pusher, always get out of the way as soon as you can.
- As a pusher or a driver always look to the Event staff for additional instructions. They may have noticed a blockage on the track and would like you to hold back for a few seconds. They ultimately will control the release of Karts onto the track and put your safety first.

6) Tips

For success, you should go back to basics first; brake in a straight line, power off, turn in and gently feed the power through the turn. You will naturally progress and your driving style come to the fore as you get more familiar with the karts and track.

Like in any endurance race, outright speed will not necessarily win the event, consistency will. Keep the kart pointing in the right direction and on the tarmac and you'll be at the sharp end of the results. If you have raced before, you will know a spin is costly in terms of time.

If you stand on the accelerator as you exit corners, response may be sluggish and you may flood the engine or stall.

If you lock the rear wheels under breaking the engine will stop (engine not firing). If you are quick to react by easing off the brake allowing the rear wheels to start spinning again, you can avoid a spin or stall.

If it rains the karts will continue to race on slick tyres. Driving in the rain requires a different driving technique and possibly a different racing line.

ALL MOTOR SPORT IS DANGEROUS and drivers take part at their own risk. If you drive within your own capabilities, pay attention at the safety briefing, act sensibly when on track and most importantly pay attention to the warning flags, there is no reason for you or anyone else to get hurt.