

CLUB100 RACING LTD

RULES & REGULATIONS LOTUS INTER-COMPANY KARTING CHALLENGE SUNDAY 8TH JUNE 2014 BUCKMORE PARK

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1. EVENT FORMAT

1030hrs	Driver Registration
1120hrs	Driver Briefing / Kart Briefing
1200hrs – 1240hrs	Open Practice
1240hrs – 1250hrs	Timed Qualifying
1300hrs – 1500hrs	2hr Endurance Race
1510hrs	Presentation

2. REGISTRATION/DRIVERS BRIEFING

- a. Teams / Drivers will not be permitted to participate in any part of the event if they/he/she fails to register (sign on).
- b. Any teams / drivers who do not attend the drivers briefing will not be permitted to participate in any part of the event.
- c. **THE ABOVE RULES WILL APPLY WITH NO EXCEPTIONS.**

3. TROPHIES

A trophy for each team member will be awarded to 1st 2nd and 3rd placed teams.

4. WEIGHT

There is no minimum racing weight for the event.

5. PRACTICE

- a. Practice will be a minimum of 30 minutes and up to a maximum of 40 minutes. During this time all registered drivers must practice, completing a minimum of 3 laps.
- b. During practice, any team that commit the following offence's will start the race from the back of the grid. Advantage by contact, overtaking on the yellow flag, loosing control (spinning out) under the yellow flag, multiple contact or kerbing.
- c. Two Refuelling Bays will be open for the duration of Practice. Once practice is over, any team not in the queue for fuel will not be fuelled. Refuelling will then re-open 10 minutes into the race. Note:- Karts will **NOT** be refuelled after Practice; it is up to the Teams to ensure that they have sufficient fuel to qualify and start the race.
- d. The karts are randomly allocated. Teams may not select their own karts. Prior to practice, teams should check the following items on the kart allocated to them in the pit lane:
Fuel, Tyres & Rims, Plug Cap, Exhaust & fittings, all steering components, Chain (for tension), Seat Stays and Seat, Nose Cone, Side Pods, front and rear Bumpers, Brakes, Accelerator and associated cables.
- e. Teams are reminded that they must help each other to bump start the karts after a pit stop.
- f. Karts are hand built therefore each and every kart will be different. Drivers should explore the handling capabilities of their kart during practice. During the first 25 minutes of practice, if a team finds a serious problem with their kart, they should return to the pits where the kart will be tested and/or repaired or allocated another kart. From 5 minutes, through to 25 minutes of practice 2 kart testers will be available to correct perceived faults on the karts. No queuing for testing will be allowed during the first 5 minutes of practice. After 25 minutes of practice, the mechanics bay and kart testers will not be available, and no further alterations or change of kart will be permitted prior to the start of the race unless requested by a **Club100** official. Work will be completed on any Karts that are still being tested and/or repaired at or after the 25 minute mark.
- g. Teams are not permitted to have their kart tested more than once during practice, unless requested by a **Club100** official.

6. QUALIFYING

- a. During the race, teams suffering the following circumstances will be allocated another kart if there is one available.
Engine seizure, complete ignition unit failure, complete carburettor failure, complete brake failure (unless sustained by driver error); complete failure of a major mechanical component (unless sustained by driver error).
- b. No replacement kart will be allocated to a team that becomes involved in any accident, either sole or multiple, that renders the kart broken.
- c. No replacement Kart will be allocated to a team that incurs the following breakdowns – Broken chain, broken track rod, broken exhaust.
Once practice is over, the green flag will be waved by the main flags marshal, signalling a 10 minute qualifying session. Teams may use the full 10 minutes to qualify or choose to remain in the pits to conserve fuel and only complete 2 – 3 laps (example). It is compulsory for teams to qualify. Once the chequered flag is shown, signalling the end of qualifying, teams must return to either the pit lane or start line (teams will be advised in the briefing).
- d. Any teams who fail to register at least 1 qualifying lap will start from the pit lane once the last

Kart on circuit has completed one lap.

- e. During qualifying, any team that commit the following offence's, will start the race from the back of the grid. Advantage by contact, overtaking under the yellow flag, losing control (spinning out) under the yellow flag, multiple contact or kerbing.
- f. Once a team starts qualifying, it will be assumed that they are satisfied with the performance of their kart.
- g. At the end of qualifying, if a team are still not satisfied with their kart. At the discretion of a Club100 official, the team may take a spare kart from the pit lane. However, the team are not permitted to have the spare kart tested and must start the race from the back of the grid. Regardless of where they qualified.

7. RACE PROCEDURE

- a. Grid formation for the race will be 2 by 2.
- b. It is the responsibility of each driver to start in his/her correct grid position. However, if a driver spins during the rolling up laps, the team must start from the back of the grid. If a team is not in their correct grid position, the Starter may still start the race regardless.
- c. During the rolling up laps drivers in trouble should raise a hand. Furthermore, following drivers may overtake competitors obviously in trouble i.e. not keeping up with the pack. Drivers are not allowed to overtake the pace kart (unless in trouble and need to return to the pits). Any driver overtaking the pace kart will receive the black flag once the race has started.
- d. The poleman will control the pace as the pack approaches the start line. No other driver may overtake the poleman before the start line. Any driver jumping the start will be black-flagged. This includes any drivers breaking formation and/or driving up alongside drivers ahead of them prior to the start.
- e. If a driver spins and stalls, s/he must move the kart to a safe position off the racing line and await a pusher kart. Drivers are not allowed to push start themselves. A driver attempting to push-start themselves will result in a black flag with a 10 minute penalty.
- f. Competitors must accept the safety of the pusher kart drivers is of paramount importance, therefore, they are at liberty to refuse to start a kart in a dangerous position.
- g. During the race, if a team are un-happy with the performance of their kart and wish to change it, the kart must be tested by an official kart tester before any decision is made on a kart change.
- h. All drivers registered on the day must do at least one stint during the race. One stint will equate to 2 laps minimum.
- i. Cone abuse – Any team seen knocking over a cone or barrier will receive a black flag. Penalty 20 second stop/go.

8. CRASH DAMAGE

During the race, if a team sustains obvious crash damage they will have to wait for it to be repaired. If however, it is not repaired within 10 minutes, another kart will be allocated to that team.

Please note: If a kart has obvious crash damage the above rule will apply regardless of fault or blame.

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- b. No replacement kart will be allocated to a team that becomes involved in any accident, either sole or multiple, that renders the kart broken.
- c. No replacement Kart will be allocated to a team that incurs the following breakdowns – Broken chain, broken track rod, broken exhaust.

9. FLAGS

- a. The following must be adhered to:-

Union/Lights	Race starts
Red	Race stopped. See rule 13 .
Yellow	Incident ahead, caution advised. Slow down, raise hand & no overtaking allowed until the incident has been passed
Red/Yellow Striped	Caution, slippery surface ahead
Black/White Diagonal	Driver warning for contact, kerbing etc.
Black	Driver excluded, return to pits for a stop / go penalty – minimum 20 seconds.
Black/Orange Circle	Mechanical failure, return to the pits.
Blue	Give way to competitors behind, you are being lapped
Chequered	End of race, return to pits
- b. Yellow Flags Should a driver overtake on yellow flags and realise the mistake, it is permissible for this driver to decelerate and signal for the other driver to re-pass. It is incumbent for the other driver to re-take his/her position immediately, or the first driver is at liberty to carry on racing without penalty.
- c. Penalties will be given to drivers who ignore these signals. **Ignoring the black flag will increase the penalty by 10 seconds each lap.**

10. ACKNOWLEDGING THE YELLOW FLAG

ANY DRIVER WHO FAILS TO ACKNOWLEDGE A YELLOW FLAG BY RAISING THEIR HAND AND SLOWING DOWN, WILL BE SHOWN THE BLACK FLAG AND RECEIVE A 20 SECOND STOP/GO PENALTY. THIS RULE APPLIES DURING PRACTICE, QUALIFYING AND THE RACE.

11. GENERAL

- a. All teams must make no less than **7** driver changes during the race.
- b. **Fuel Stop / Driver Changes**
Within the mandatory 7 driver changes, each team must visit the fuel bay on 3 out of the 7 stops.
The Club100 pit lane marshal will monitor and check each stop.
- c. The fuel bays will be open from 10 minutes into the race and close 1 hour 40 minutes into the race.
- d. Teams failing to make the 3 fuel stops during the period the fuel bays are open will be black-flagged and subject to a **40 second** stop/go penalty.
- e. Teams failing to complete all 7 stops during the race will be disqualified at the end of the race.

- f. Teams may change drivers during fuel stops.
- g. **What constitutes a minimum requirement for a fuel stop?**
* **Full Tank.** When refuelling, a full tank of fuel must be filled into the tank on every fuel stop. Chain lube must be applied.
- h. Deliberate and excessive use of rumble strips/kerbs is prohibited. Warnings will be issued thus:

1 st offence	Kerbing board and/or 1 st warning flag
2 nd offence	2 nd warning flag or black flag
3 rd offence	Black flag
- i. Carburettor adjustment is prohibited. Result black flag
- j. Deliberate use of contact is prohibited. Warnings will be issued thus:

1 st offence	Contact board and/or 1 st warning flag
2 nd offence	2 nd warning flag or black flag
3 rd offence	Black flag
- k. Drivers who gain a position advantage by contact will receive a black flag. Penalty – Stop Go (minimum 20 seconds).
- l. Furthermore, drivers who attempt a manoeuvre that results in an accident may receive either a warning flag or the black flag depending on the severity of the incident.
- m. Drivers who fail to respond to the yellow flag (i.e. overtaking under yellow) will receive a black flag. Penalty – Stop Go (minimum 20 seconds).
- n. If a team receives a black flag on the last lap of the race. The team will be deducted 1 lap in place of a timed penalty.
- o. Drivers are not permitted to unscrew their fuel caps until they are off circuit and in the pit lane. Likewise, no driver is permitted to secure the fuel caps on circuit after re-fuelling. Penalty – black flag (20 second stop go).
- p. The Clerk of the Course has the right to make post race decisions after an inquiry.
- q. A team or an individual competitor may receive an official verbal warning. Any further misconduct by the competitor may result in his/her exclusion from the event.
- r. Suits, helmets and gloves must be worn correctly. Drivers will be black flagged if they fail to comply with this rule. Dark visors are not permitted during hours of darkness.
- s. Any driver losing control of their kart under a yellow flag situation will receive a black flag. Penalty – Stop Go (minimum 20 seconds).
- t. Competitors are responsible for the behaviour of their supporters, family and friends.
- u. Competitors are reminded that anyone using foul language or threatening behaviour will be excluded from the event.
- v. **Club100** Racing Ltd. is covered by its own public liability insurance. Competitors are responsible for their own personal accident insurance.
- w. Any further regulations will, where possible, adhere to MSA Blue Book rules.

12. TYRE PRESSURES

The **Club100** technicians will set tyre pressures on the day. Teams are not allowed to alter tyre pressures.

Any team found to be adjusting tyre pressures will be subject to a **30** second stop/go penalty during the race.

13. RED FLAG PROCEDURE

- a. **In the event of a red flag, all drivers must slow down to rolling-up lap pace and stop in SINGLE FILE where directed. NO OVERTAKING. Any drivers failing to stop in single file will be relegated to the back of the line.**
- b. Re – fuelling will continue in the pit-lane. However, any Karts in the pits will not be released onto the track.
- c. The race clock will continue to run throughout the red flag incident.
- d. The leading Kart of the race will be identified. Any Karts in front of the lead Kart will be sent across the timing loop to join the back of the line.
- e. All Karts in the pits / fuel bay will be released onto the circuit to join the back of the line.
- f. Kart(s) which have been involved in the incident, but have not incurred any damage can join the back of the line. If the driver(s) require(s) medical attention, a team mate can take the re-start.
- g. Any damaged Karts will be returned to the technical area. Work will only commence once the green flag has been dropped to signal the re-start.
- h. Once all the above procedures have been carried out and all the Karts are in single file, the timing loop will be de-activated.
- i. **YELLOW** – Karts will be started in single file. The pit lane will remain open. However, a kart requiring fuel may enter the pits, but will not be re-fuelled until the race has re-started (green flag dropped).
- j. **GREEN** – Once the COC is happy to re-start the race, the timing loop will be re-activated on the re-start rolling up lap. When the green flag is dropped, re-fuelling will commence and the pit lane exit will be opened.
- k. Teams are reminded that there will be winners and losers in red flag situations. Where timing loops are located at different locations at each Kart track, this will affect loses and gains. These rules are in place to make it as fair as possible for all teams.