

### **SECTION 3 - RACE PROCEDURES, GENERAL KART AND DRIVER SAFETY**

#### **3.1 Registration**

- 3.1.1 All drivers must register prior to the race.
- 3.1.2 If it's your first visit to this track, a responsible adult should accompany a junior driver to registration.

#### **3.2 Pre Race Technical Inspection**

##### **3.2.1 Personal Safety Equipment**

- 3.2.1.1 Headgear: Full-face helmets designed for competitive motorsports use, that comply with Snell Foundation specifications M2000,SA2000, M2005, SA2005 SFI-31.2 or SFI-41.2 or equivalent are mandatory. SA rated helmets recommended for Champ Karts. Helmet must be available at pre-tech inspection. Helmets must be secured with a strap. A full face shield, integral with the helmet, is mandatory.
- 3.2.1.2 Neck Braces: Collar-type, unaltered neck braces designed for motorsports use is mandatory in all classes. Loss of neck brace during the event will be cause for a black flag to be given to the driver losing the neck brace.
- 3.2.1.3 Driver Apparel: Driving suits are highly recommended in all divisions. (Drivers present a much more professional appearance when wearing a driving suit than they do wearing a jacket and "old" jeans and gives our sport a better public image.) Drivers can also wear jackets made of leather, vinyl, abrasion resistant nylon, or equivalent. Gloves, socks, shoes and long pants (if wearing a jacket) are mandatory.
- 3.2.1.4 Flame-retardant suits with an SFI-3.2A/1 minimum rating are recommended for Champ Kart drivers. SA rated helmets recommended for Champ Karts
- 3.2.1.5 Arm Restraints are mandatory and must be attached to restraint system in champ karts.
- 3.2.1.6 If driver's hair extends below the helmet the driver must wear a head sock or balaclava to prevent the driver's hair from extending below the helmet.
- 3.2.1.7 Loose clothing, bandanas, scarves, hoods, loose belts, etc. are not allowed.
- 3.2.1.8 The use of flak jackets or other chest protection devices is recommended.
- 3.2.1.9 All personal safety equipment is subject to, and shall be available for, pre-tech inspection.

##### **3.2.2 Kart Requirements**

- 3.2.2.1 The kart must be neat in appearance, in good repair, and show quality workmanship and must meet the requirements set forth in Section 4 of the BNSS Technical manual for its particular class.
- 3.2.2.2 Safety items and chassis/body work dimensions are subject to pre-race tech inspection only and are not part of the post race tech procedure. Any changes to pre-race tech items must be approved by the Race/Technical Director.

##### **3.2.3 General Safety Equipment**

- 3.2.3.1 Each kart team will have a working fire extinguisher. The extinguisher will be presented at pre-tech.
- 3.2.3.2 Kart teams are responsible for keeping their pit area free of litter and dangerous obstacles.
- 3.2.3.3 Flammable liquid will be stored the approved containers for that liquid and marked "Flammable".

### 3.3 Post Race Technical Inspection

- 3.3.1 Drivers must weigh after qualifying, each heat and the main event.
- 3.3.2 Carburetor venturi or restrictor plate diameters are subject to tech at any time.
- 3.3.3 The Technical Director will decide how many karts will be impounded for technical inspection. The Technical Director will decide what and how much tech will be done in each class. Tech may be waived if the top five drivers unanimously consent.

### 3.4 Driver's Meeting

- 3.4.1 All drivers will attend a mandatory driver's meeting. Local flag rules, grid, starting the race and yellow flag procedures, reentering the racetrack, lap traffic instructions and event schedule and safety issues will be discussed. The race director may elect to start any driver who misses the drivers meeting at the rear of heat and or feature event.
- 3.4.2 It is recommended that the crew chief / supervising adult accompany young racers to the drivers meeting.

### 3.5 Format

- 3.5.1 The promoting organization will select a format that is used for the events. The format will be based upon safety considerations, the time allotment, availability of equipment, scoring and officiating resources, and other local factors. Below are some options the promoting origination may select from.

### 3.6 Class Size Policy

- 3.6.1 Classes with 5 or more karts will race by themselves; classes with 3 or 4 karts should expect another class to run with them; classes with 3 or less will race with another class.
- 3.6.2 The popularity of some classes mandates there be a policy to control the number of karts in the Feature race. This policy applies to the classes posted by the promoting organization.
- 3.6.3 Motocross (Pea Pick) Format
  - 3.6.3.1 Each class will run 2 10-lap heat races and a 15-lap feature. The number of laps may be adjusted based upon the size on the facility. Check the local rules.
  - 3.6.3.2 Starting positions for the first heat races are based upon a draw. Positions are reversed for the second heat.
  - 3.6.3.3 Starting position for the feature will be based the driver with the best average finish in the heat races. Tie will broken by draw number
  - 3.6.3.4 The finishing order in the feature race will determine the final results.
- 3.6.4 Qualifying Format
  - 3.6.4.1 Each kart will run 1 or 2 qualifying laps. For tracks or events with electronic scoring, group qualifying may be used as a qualifying format. Best time will be posted as qualifying time. In case of a tie, the second fastest lap is the tiebreaker.
  - 3.6.4.2 The Feature line up will be based on qualifying times with the fastest kart on pole. In the event that there are more karts that attempt to qualify than there are available starting positions in the field the following is recommended. Lock in the top 75% of the field and fill the balance with second round qualifying or a "B" main. Events with large classes must post qualifying format for their events. (If a Pre-Final is run then the starting order for the Feature will be the finishing order for the Pre-Final)

3.6.4.3 The finishing order in the feature race determines the final results.

### 3.7 On Track Policy

#### 3.7.1 Flags and their Meanings

3.7.1.1 Checkered Flag - the race is finished. Slow to a moderate pace for exiting the track. Proceed slowly to the scale and post tech area.

3.7.1.2 White Flag - one lap to go in the race.

#### 3.7.1.3 Black Flag

3.7.1.3.1 Rolled & pointed: A warning about driver conduct

3.7.1.3.2 Waved (open) Black Flag: You must exit the track immediately because you have been disqualified for a driving infraction or unsportsmanlike conduct, unsafe equipment or loss of safety apparel. If a participant ignores the black flag along with his/her number being displayed by the flagman, that person will be disqualified for that race.

3.7.1.3.3 Meatball Flag (Black with a red ball): Will be thrown for technical or mechanical problems, requiring the driver to exit the track for consultation. This is an optional flag, the flagman may elect to use the black flag for mechanical problems. Driver may resume race after repairs.

3.7.1.4 Red Flag - the race has been temporarily halted. After slowing to a safe stop, drivers shall proceed safely to the starting grid under direction of the corner workers and flagman.

3.7.1.4.1 If the red flag occurs prior to the halfway point, the race may be restarted. Restarts will be in the same order as the last completed and scored green flag lap prior to the red flag.

3.7.1.4.2 If the red flag occurs at or after the halfway point, the race may score as a completed race and the results will reflect the last completed green flag lap. Karts involved in the incident will be scored at the rear of the field. The officials will make every effort for the event to finish under a green flag, however time and local conditions may require the race to be scored as complete. Red flagged races will be declared official if the track officials decide the event cannot be completed. The race director will decide if your kart can restart the event

3.7.1.4.3 Any kart or driver flipping over (turning over) causing a red flag will only be allowed to restart with the permission of the race director and the Emergency Medical Personnel's approval. Any driver leaving the racetrack, due to an accident, by ambulance, will not be allowed to restart. Any driver causing a red flag may be subject to not restarting, as determined by the race director.

3.7.1.4.4 Any kart involved in an accident whose driver is transported to a health care facility is subject to post tech. If driver does not return from the health care facility prior to the end of post tech, scales will be waived. The kart must be safety inspected before reentering the track

3.7.1.5 Green Flag - Start; course is clear.

3.7.1.6 Blue Flag with Orange Stripe or an all Blue Flag - A lapping kart is attempting to pass, give him consideration. If you continue to block the progress of the faster karts, you may be black flagged and pulled off the course.

3.7.1.7 Yellow Flag - there is danger on the course and there is a need for caution.

3.7.1.7.1 When a yellow flag is displayed anywhere on the track, it signifies a full course caution. Do not race back to the line on a yellow flag. When the

- yellow flag is displayed, slow down. There will be no passing until the green flag is displayed again. The leader will raise their hand so the field can reform in single file for the restart.
- 3.7.1.7.2 All of the participants involved in the incident will start at the back of the field on the restart. If you are involved in the incident do not expect to "get your spot back". Note, this rule doesn't state who caused the yellow, it's says, "all karts involved" including karts that spun to avoid the incident.
  - 3.7.1.7.3 Yellow flag laps and pace laps are to be run at a reduced pace (speed) by the race leader. The field should look for safety personal on the track. Watch the officials for signals as to where you restart.
  - 3.7.1.7.4 Position will be based on the last completed and scored green flag lap. If you don't know where to restart pull out of line and raise your hand so the flagman and official can get you in the correct spot. No passing will be allowed when yellow flag is displayed.
- 3.7.1.8 The yellow flag is used to protect the drivers on the track. If there is not a danger to a kart or driver, the yellow will not be thrown.
  - 3.7.1.9 NOTE: Flags can vary from track to track. If there is a variation from the above it will be brought up at the drivers meeting
  - 3.7.1.10 Racing is not a contact sport. Although it is understood some inadvertent contact will occur, intentional and avoidable bumping, nerfing, pushing, etc., will be grounds for disqualification. You will be warned only once with a rolled black flag, a second warning will result in a waved black flag.
  - 3.7.1.11 The pit lane will be a yellow flag condition and a safe speed will be maintained. No passing will be allowed while entering the pit lane. Passing and/or unsafe driving in the pit lane will result in disqualification.
- 3.7.2 General Rules
- 3.7.2.1 The Race Director may disqualify a competitor for the race, event or season depending on the seriousness of the infraction.
  - 3.7.2.2 Data acquisition is legal in all classes. The retrieval of the following functions only is legal: RPM and speed, lap timing and computer scoring systems, water, cylinder head and exhaust temperatures, and G sensors.
  - 3.7.2.3 Radio communication between driver and pit is illegal in all classes.
  - 3.7.2.4 Approved exhaust silencers or mufflers are recommended in all classes. See Section 8 for the rules for approved silencers.
  - 3.7.2.5 The use of tire warmers and open flames on the grid or pre-grid is illegal. Open flames are also illegal in the pit area.
  - 3.7.2.6 Karts should be on the grid when their class is called and the grid closed in an appropriate amount of time prior to that class's start. This will allow tires to stabilize to ambient temperature and a random check with a heat gun to verify that tire warming didn't take place. It is recommended that a mounted tire be placed in the sun as a reference for the heat gun. Karts not reporting to the grid on time will go to the back of the grid.
  - 3.7.2.7 When the grid is opened for karts to enter the track and line up it will be open for 90 seconds. After 90 seconds (or the green flag is displayed) the grid area will then be closed until the race is completed.
  - 3.7.2.8 There will be no working on karts on the race track or infield unless there is a Red flag and the Race Director allows it. Any karts that need repairs or to be

restarted need to do it in the grid area and if time allows they can return to the track but must start in the back.

3.7.2.9 Team driving is not allowed. Karts deemed to be driving, as a team or “pushing” will be Black-flagged. If the kart in front feels he is being illegally pushed he should raise his hand the wave off the offending driver when passing the starter stand.

3.7.2.10 The promoting organization, may at its own discretion, impose a gear ratio limit to keep speeds and/or rpm’s to a reasonable level for prevailing track conditions.

### 3.7.3 Safe Driving

3.7.3.1 Competition is expected to proceed with out you endangering yourself or others. If in the judgement of the race official, a driver bumps, crowds, or pushes another driver, the offending driver may be disqualified.