



Rules and Regulations

2011 Indoor Kart World Championship

IKWC Top - Rules, Regulations & General Info:

(The info below applies specifically to the IKWC World Championship races. For Nations Cup rules, see Nations Cup rules)

Age restriction: Open to drivers who are at least 14 years old. (13 ok with previous verifiable racing experience). No maximum age restriction.

Weight restriction: The IKWC has a 1 weight class/division/category at 90kg. Light drivers carry weight in kart to equalize them at 90kg. Drivers over 90kg race overweight. The Sodi GT4 Karts at Eupener are equipped to take up to 30kg of Eupener provided weight on the chassis. Very light drivers with weight below 60kg will need to bring personal weights to make the 90kg weight. Heavy seat inserts, weight vests, and other weights are ok to use, but will need to get checked for safety by track officials before getting OK for use.

I - Events

Eight (8) races in total, including:

Four (4) 30 minute Qualifier races (3 min Quali + 27min race) for all drivers.

One (1) 45 minute Qualifier race (3 min Quali + 42 min race) for all drivers.

One (1) 60 minute Qualifier race (3 min Quali + 57 min race) for all drivers.

One (1) 45 minute Semi-Final Race (3 min Quali + 42 min race) for Top 56 drivers.

One (1) 60 minute Final GP (NO Qualifying, grid by points) for Top 28 drivers.

A - Practice Sessions - Optional: Due to the large number of participants at the 2011 IKWC, practice will be by "reservation only" on July 21st, 22nd, and 23rd. Drivers who wish to practice on these dates must place a request by email in advance (as soon as possible) and book their sessions. A driver may book a maximum of 3 sessions on each of these days. On July 18th, 19th, and 20th reservation is an option, with no limit/maximum number of sessions. No option for reservation before July 18th.

Please email practice@indoorkartworldchampionship.com to request your practice sessions. Please follow procedures described on the practice link on the IKWC home page. (This link will become active on June 19th 2011)

The IKWC and Eupener Karting cordially ask all drivers who live within driving distance to the track to get their practice in before July 21st if possible, to allow late arrival drivers access to practice time.

ATTENTION: The large number of drivers at the 2011 IKWC has turned practice time into a limited commodity on the last days preceding the IKWC. All drivers should be aware that practice time is NOT guaranteed to any driver. A driver who does not practice earlier in the week or does not book practice sessions in advance for the last practice days may end up without any available practice time! Drivers who find themselves in this predicament should look into entering the Nations Cup race. It will be the last opportunity to drive on track before the start of the IKWC.

B - IKWC Qualifier Rounds: Each qualifier round will be preceded by a qualifying session where each driver gets 1 timed lap (out lap, quali lap, cool down lap). Grid will be set single file, with a rolling start. The Qualifying+Race sessions are 30 minutes, 45 minutes, or 1 hour in length, with one pit-stop required.

C - IKWC Semi-Final Race: The Top 56 drivers in points after the Qualifier Rounds will advance to the Semi-Final and will be split into 2 groups of 28 karts on track. The Semi-Final Race will be preceded by a qualifying session (same format as before). Grid will be set single file, with a rolling start. Any points ties will be broken by best race finishes, then best laps, and if needed, who score the best lap first. Qualifying+Semi race sessions are 45 minutes in length, with one pit-stop required.

D - IKWC Final GP: The Top 28 drivers in points after the Semi-Final Race will advance to the Final Grand Prix. Grid is determined by current Championship point's positions. Any ties will be broken by best race finishes, then best laps, and if needed, who score the best lap first. The Final GP is a 1 hour race, with 1 pit-stop required. The Final GP will have a single file grid, with rolling start.

II - Championships:

A - Driver Championship: Consists of individual "driver" points accumulated by every driver during all Qualifier Rounds and the Finals. (Minus the qualifier " Drop" result.) The Champion of the Driver's Championship is THE WORLD CHAMPION DRIVER.

B - Team Championship: Consists of the total individual points accumulated by the best 3 driver results of each team at all Qualifier Rounds and the Finals. No Drop.

C - Masters (40+) Championship: Consists of individual "driver" points accumulated exclusively by all drivers 40 years old (and older) during all Qualifier Rounds and the

Finals. (Minus the qualifier “ Drop” result.). Driver who are 39 at the IKWC but will turn 40 later in 2011 are OK.

D - Women’s Championship: Consists of individual “driver” points accumulated exclusively by the female drivers during all Qualifier Rounds and the Finals. (Minus the qualifier “ Drop” result.)

E - Junior’s Championship: Consists of individual “driver” points accumulated exclusively by all drivers 14-16 years old during all Qualifier Rounds, and the Finals. (Minus the qualifier “ Drop” result.)

F - Nations Cup: Separate event in 2011. **(See Nations Cup rules)**

IV - Points:

Each driver is competing directly against all other drivers for the Drivers Championship, including their own team mates. The Driver’s, Master’s, Women’s, and Junior’s Championship points are individually assigned to each driver and count independently from the Team points.

A - Driver's Championship: All races count for points. Drivers score points in all races based on the points scale below.

Points Scoring: To minimize the burden of possible bad luck on kart selection, positions 19 through 30 will score the same number of points (10 pts.).

1) 30 pts	11)18pts	21)10pts
2) 28pts	12)17pts	22)10pts
3) 26pts	13)16pts	23)10pts
4) 25pts	14)15pts	24)10pts
5) 24pts	15)14pts	25)10pts
6) 23pts	16)13pts	26)10pts
7) 22pts	17)12pts	27)10pts
8) 21 pts	18)11pts	28)10pts
9) 20pts	19)10pts	29)10pts
10) 19pts	20)10pts	30)10pts

An additional 0.5 point will be scored by a driver for fastest lap of his/her race and/or pole-position. If 2 drivers in the same race get the same best lap time, tie-breaker criteria is who scored the best lap first in the race.

The Drop – After the 6 qualifier races are completed, drivers will drop their worst result, and the points will reflect the sum of their best 5 race results. A disqualification result (DQ) may not be used for a drop result.

B - Team Championship: All races count for points. The sum of the points of the best 3 positioned drivers from a team will count as the team's result in a given round. An additional 0.5 team point will be scored for pole-position and/or best lap in all races. Same point structure as shown above will apply. There is no drop result in the Team Championship.

V - Teams:

A team may have 1 or more drivers, with no maximum number. However, only a maximum of 4 drivers may team up directly together in a points scoring team unit. Ex: If “Team XX” has 10 drivers, it will have to be divided into 3 sub-teams, Team XX-A & Team XX-B & Team XX-C. Each sub-team may have between 1 and 4 drivers. Drivers may not switch between sub-teams. Each of the team's drivers is competing directly against all other drivers for the Driver Championship, including their own team mates.

VI - Weight Class:

All IKWC Drivers will race in a single weight class, at 90 kg (in full racing equipment).

The Sodi GT4 Karts at Eupener are equipped to take up to 30kg of Eupener provided weight on the chassis. Very light drivers with weight below 60kg will need to bring personal weights to make the 90kg weight. Heavy seat inserts, weight vests, and other weights are ok to use, but will need to get checked for safety by track officials before getting OK for use.

Drivers may not leave their karts after qualifying, unless there is an accident, kart change, or some other acceptable reason. Leaving a kart may result in DQ (race disqualification).

It is the driver's responsibility to be at the proper weight. Weight will be checked at the end of each race. Track officials will be responsible for official weigh-in after races.

Attention: Drivers should be aware that their weight may be checked at other times, not just at the end of a race.

Drivers should be aware that they may suffer body weight loss during some of the longer races, and should carry enough weight to make sure they will weigh 90kg or more at the end of the race.

Drivers should understand that a race weight check of 89.9kg or less will result in race DQ for that driver. A driver who weighs in at 84.9kg or under may be DQ'd from the IKWC. Refusal to perform a weight check when asked by Eupener staff will result in DQ from IKWC for that driver.

VII - Racing Equipment:

Race suits, full face helmet with shield, and racing gloves are required. Racing shoes are recommended (other footwear must meet approval). Race suits and helmets are available to borrow at the track free of charge for any driver who may not have their own.

Racing communication radios are permitted. Radios should be used to relay information such as: lap time, position on track, distance to kart ahead & behind, laps to go, pit strategy, and any item of useful information. Radio communication should **NOT** be used as a tool to encourage drivers to drive more aggressively towards other drivers. Overaggressive driving may result in a 30sec penalty (or even DQ, depending on severity as interpreted by the race Marshall), so teams using radio communications are urged to use this tool to help their driver keep a level head at all times, especially when defending or attacking a position.

VIII - Race Start and End:

Drivers will be lined up single file on the grid for the start. There will be 1 planned pace lap (maybe more, if needed). A pace car will be used. Race start will be signaled by a waving GREEN flag at the start-finish line.

Race will end when the CHECKERED flag is waved at the start-finish line. After a driver receives the checkered flag he/she will be directed to the weight check area or the pits. If chosen to get weight checked, the driver must remain in or near the Kart waiting for weight check by the track official, or to be released.

IX - Karts:

A - The Karts: Karts made available by Eupener Karting. All karts are Sodi GT4 chassis with Honda GX 270cc 9HP engines. Only track staff may do any work on karts. Spare parts, lubricants, and any type of work on the karts by driver or team members are forbidden, including tire pressure adjustments. No chemical, thermal or mechanical enhancing methods allowed on the tires. This offense will result in DQ from Championship.

B – Weight: The IKWC has a 1 weight class/division/category at 90kg. Light drivers carry weight in kart to equalize them at 90kg. Drivers over 90kg race overweight. The Sodi GT4 Karts at Eupener are equipped to take up to 30kg of Eupener provided weight on the chassis. Very light drivers who weigh under 60kg will need to bring personal

weights to make the 90kg weight. Heavy seat inserts, weight vests, and other weights are ok to use, but will need to get checked for safety by track officials before getting OK for use.

The weight must be added to new kart in case of a kart switch during races.

C - Driver Weight-in: There is no pre-race weigh-in. Drivers will be themselves responsible to make sure they meet the minimum weight requirement at the end of their race. Any driver who weighs in at 89.9kg or under at the end of the race will be disqualified from that race (no points). Any driver found racing below 84.9kg may be DQ'd from the event.

D - Kart Assignments: Will be determined by a random draw conducted by a Race Official. The race official will make the draw. All drivers in that race should be present to witness the kart draw, get their kart number, and get ready to race immediately. It is the driver's own responsibility to be at the draw. Any absent driver has waived the right to be present.

To minimize luck & bad luck on kart draws, a driver will not be allowed to draw a repeat kart during the Qualifier Rounds***. For the Semi-Final, the Kart history is erased for all who qualified. Any kart is open to be drawn. For the Final, the 30 Final drivers may not draw the same kart drawn for the Semi-Final.

***It may happen that by the last round of Qualifier races the last driver to draw karts finds him/herself with only previously used karts as available options. In this exception, the driver will be allowed to draw for one of those karts.

X - Kart Changes:

All drivers must be aware that good luck and bad luck are part of racing. All drivers are subject to the luck of the draw as to which karts they will be assigned. A given kart may handle better than another. Mechanical breakdowns during a race are rare, but happen on occasion. If needed, a driver may make a pit-stop to switch karts (based on there being spares available at the time).

Eupener will only allow a kart switch for a mechanical problem. If driver switches karts and Eupener determines there is no mechanical problem, driver will suffer a 30 second penalty.

The race will not stop for a kart switch. The driver will lose the time taken to make the switch. If a switch is made before or during any qualifying or warm-up laps, the driver will lose his start position and start at the back of the grid. Driver will take the first spare in line available on pit lane. All kart switches are subject to actual spare kart availability at that given time. It's the driver and his team's responsibility to let race control know that there is a kart switch. The weight ballast must be moved to new kart in case of a switch. If the race starts and the driver is still in the pits, the driver will join the race when

ready, and will be behind the time spent in the pits.

Important: A driver may not switch karts more than 1 time during a race (except in the Final, where there is no limit).

Also, please remember Eupener is a tight track, and difficult to pass. Switching karts and dropping to last place in a 28 kart grid, hoping luck will give you an incredible kart so you can try make enough positions back racing against some the best drivers in indoor kart racing is unrealistically optimistic, to put it mildly...

A - In Qualifying and Warm-up: If a driver determines his kart has a mechanical problem in qualifying or warm-up, the driver may switch karts for the race (if there are extra karts available), but will lose grid position. Again, problem is subject to confirmation by Eupener crew. If not confirmed, the switch may result in a penalty. Going to the back of the grid, and then suffering a time penalty on top of that is a very big setback. Switching karts should not be gamble for a better kart, but a life-line to get out of a problematic one. The driver will take the first spare in line. Qualifying will not stop. The driver will lose any qualifying lap, and will rejoin the grid at the back, for the start. If the race starts and the driver is still in the pits, the driver will simply rejoin the race whenever he/she can and will be running behind whatever length of time or number of laps lost.

B - In the Race: If driver determines his kart develops a problem during the race, the driver may pit and switch karts (if there are any spare karts available). The driver will take the first spare kart in line. The race will not stop. A pit-stop to change karts during the race will count as a required pit-stop. A driver may stop for a kart switch from the 2nd lap on, during a race, and before the last lap.

C - Kart switch when a yellow or red flag happens: If a full course yellow or a red flag situation occurs, the pit lane will be closed and pitting is not allowed. A cone blocking pit entrance will indicate the pits are closed. If a driver has a serious enough problem that the kart can no longer complete another lap, he/she may park at the cone at pit entrance and wait for pits to open.

When a full-course-yellow or red flag situation happens and a driver had already entered the pits before the fact, the pit stop can be completed and the driver will rejoin the field when instructed to do so by pit lane staff. If cars are still rolling under yellow, the driver will rejoin the rolling field. If the race was stopped, the driver will remain stopped in the pits until all cars start rolling again under a yellow flag for the restart, and will then rejoin the field as he/she would have under a full course yellow condition.

Note: All drivers must be aware that kart switching is always a costly gamble. The new kart's performance may not be any better than the current kart, and a switch will certainly cost in track positions. A kart-switch pit-stop is much slower than a regular pit-stop, as all the weight ballast must be transferred to the new kart. Sometimes it will be best to continue in a problematic kart then to waste even more time with a switch. A kart switch should always be a last resort, as precious time and positions will certainly be

lost. Heavy setbacks for switching karts help assure no unnecessary switching or kart picking. The points system accounts for possible kart problems by allocating same amount of points for back positions.

XI - Pit-stops:

Minimum 1.

Every driver must perform a minimum of 1 (one) pit-stop during each race. Pit-stop must be made during the race, and is to be made after lap 1 and before the last lap. Pit-stop on the first lap or last lap are NOT allowed. If a driver somehow comes into the pits on lap 1 he/she will be waived through and will need to come back in on another lap to complete the required pitstop. If a driver performs a pitstop on the last lap he/she will suffer a 30 second penalty. Any pit-stops made before the start of a race do not count as required race pit-stop.

Pitstops are not allowed during:

yellow-flag (full course), laps behind safety-kart , or red flag.

A - Pit stop: Every driver must perform 1 Pit-stop during each race. The pit-stop may be performed at any time between lap 2 and the penultimate lap. A regular pit-stop consists of 2 full stops. One speed control stop at pit entry and a second full stop in the pit exit. The stop must be performed in the appropriate indicated area in the pit-lane. Pit workers with Lollipop style stop signals will let driver know when to go. Drivers who do not complete full stops or commit any other pit stop infraction will be required to repeat pit stop, suffer a penalty, or be disqualified, depending on seriousness of the pit offense. Note: A FULL STOP means FRONT WHEELS must stop turning.

B - Pit stop Procedure: There is no set limit of how many karts can enter the pits to perform a regular pit stop at one time. However, if it happens that for any reason pit lane must be closed, the pit entrance will be clearly blocked by an orange cone. A kart that requires an emergency pit-stop when pits are closed will have to go around another lap, or wait stopped at pit entrance until pit-lane re-opens. If waiting, the waiting kart's team/crew may not go to the driver and no work may be done on kart while in waiting to enter the pits, however crew may verbally communicate with the driver from the spectator area. Driver's crew or teammates may not help driver perform pit stop or switch karts, as this will result in too many people in pit lane.

An orange cone (or similar) at pit entrance will clearly indicate if pits are currently closed or open.

C- Pitting for Mechanical trouble: Pit procedure starts the same. Driver enters pit entry at any speed and makes first full stop required. Driver heads to pit area (bypassing 2nd full-stop area), and should stop in an area safe enough for mechanics to check kart. Driver may decide to switch karts or ask for mechanics to fix his current kart. However, any work that needs more than 2 minutes will result in a kart switch. Driver will take first spare kart in line. If found to be necessary, tire pressures, wheel alignment,

and adjustments to the engine area can only be performed by Eupener Karting's staff. All drivers will be treated equally. A driver may not request special set ups on his kart.

Note: A kart that goes to the garage area to be worked on will not be returned to the same driver.

D - Kart-Switch Pit-stop: Driver enters pits just as described above (for a Mechanical trouble stop). If the driver is sure he needs to switch without any mechanical check on current kart, driver can just pull over in the specified "Kart Switch Area" and be attentive not block other competitors. Drivers must also remember to carry their weight ballast to the new kart when making a switch, and that it is their responsibility (or the team's) to be sure that race control is aware of the kart switch. Race control must be made aware so they can properly adjust the switch to the scoring system. For safety reasons, team mates may not assist driver during kart switch pit stop. Any assistance can only be provided by track staff.

E - Pit lane speed limit: There is no set speed limit in the pits. However, pit speed will be controlled by a "2-stop" system. Driver may enter the entrance to pit-road at any speed, but will need to come to a complete controlled stop in the "Full Stop Area 1", and wait to be released by a "Lollipop" man. Driver may then proceed to pit-stop area at any speed, and come to a 2nd complete controlled stop in the "Full Stop Area 2", and wait to be released by a "Lollipop" man. Once released, driver may exit pits at any speed. Coming too quick into the pits and causing a crash at pit entrance may result in a penalty, or even disqualification.

A situation may occur where 2, 3, or more drivers may decide to come into the pits at once, creating a "traffic jam" situation at the "Full Stop Area 1 or 2". If a pit-entry traffic jam causes the drivers behind the ones ahead to have to stop before reaching the designated "Full Stop Area 1" Lollipop, that stop does serve as the required speed-control stop. Same applies at "Full Stop Area 2".

As the name implies, these are still Full-Stop areas, so a Full Stop is required even if the kart is not blocked by a Lollipop. The main requirement at this station is that the kart comes to a COMPLETE STOP (and that means the FRONT wheels need to stop turning).

Note: It is wise to make sure that a complete stop is achieved rather than an ultra fast (and questionable) "stop & go" maneuver. The time gained would be miniscule, while the risk of a penalty could result in a costly RE-PIT penalty due to a penalty on an incomplete stop.

F - Passing in the Pits: Passing in the pits is permitted, however drivers must be extra careful as the pit area will suffer even stricter scrutiny from race officials.

Kart-to-person or kart-to-kart contact in the pits may result in a severe penalty.
Failure to come to a complete stop in "Full Stop Areas": Re-PIT

Kart-to-person contact: Warning, 30 sec penalty, or disqualification (light/med/hard).
Kart-to-kart Contact in pits: Warning, 30 sec penalty, or disqualification. (light/med/hard)

OBS: A driver who receives a warning flag from a bad pass (and needs to return the position) is not allowed to return the position by entering the pits to make the required pitstop. If the driver does so, he will need to make another pit-stop, as that one did not count. If the race ends before the driver can make the pit-stop, a post race 30 second penalty will be applied.

XII - Timing System:

Timing system failure: If there is a total timing failure during a race, and position information can't be recovered, a new race (of half the original time) will be restarted if the race was less than 75% completed

Eupener Karting's timing system records a result screenshot every 15 minutes during a race. In case of partial timing failure, the last available saved position record will count as race result. If there is a total timing failure during a race, and position information can't be recovered, a new race (of half the original time) will be restarted if the race was less than 75% completed. If over 75% was completed, a new race will not be restarted, and the last available saved position record will serve as race result (Eupener's timing system auto saves a positions screenshot every 15 minutes). If even this info can't be recovered, then qualifying/start order will count as race result.

If a partial timing glitch happens, on-track results will remain unofficial. Track officials will attempt to calculate proper finishing order and announce official results later. If a race's results or scoring can not be unscrambled, qualifying/start order will count as race result. If only one or a few drivers' results are lost or scrambled, organizers will attempt to calculate proper finishing order and announce official results later. If it is not possible this will be deemed as an unfortunate electronic mechanical retirement from race.

XIII - Flags:

Yellow (local): A "local" yellow flag may be displayed at a specific section of the track. It means there is an incident ahead, people on the track, a stopped kart, something that will require extra attention. Be prepared to slow down. Passing is not allowed. If a driver passes another under yellow by mistake, the passing driver may give the position back and not suffer a penalty.

Passes under yellow flag are subject to a 30sec penalty.

Yellow (full course): During a "full course" yellow flag situation, all corner stations will be displaying the yellow flag. It means that something happened which requires drivers to stop racing and continue to drive at a slow pace behind the leader.

At Eupener, full course yellow flag and safety-kart conditions are likely to happen due to rain or an accident which blocks the track. Please remember that a full course yellow flag could seriously affect your pitstop strategy.

Drivers may not pass during the yellow. Any passing that occurred at the moment the full course yellow came out may be reversed with no penalty.

A full course yellow flag is also displayed during the warm-up laps, which precede the start of each race. Passing is not allowed during the warm-up.

Blue: A blue flag means leaders are approaching from behind. Passing is not imminent and giving way is not yet required.

Blue (waved with hand signal): A blue flag together with a hand signal means the leaders are about to lap the driver who is being shown the flag. The flag will be displayed accompanied by a hand signal pointing to the driver that needs to let the leaders by.

The driver being lapped must give way in 1 lap maximum, or will incur a 30 second Pit-stop penalty in the penalty box.

Red Flag: A Red flag means the race has been stopped due to a serious accident or some other major problem. Drivers must gradually slow down and come to a full stop on the track. Drivers must maintain their positions and be aware not to pass or be passed by any others while coming to a full stop. Race will re-start after a 1 lap (or more) warm-up under yellow flag conditions. Karts will line up single file behind the race leader for the green flag in same order as when the race was stopped.

Black Flag: Bring the kart into the pits. Driver is either being called to serve a penalty, being disqualified (DQ), or there is a kart problem that needs attention. Failure to Pit in 2 laps will result in DQ from the race.

Black Flag with White Stripe: Warning. A black flag with a white stripe pointed to a driver indicates to him he is being observed for overaggressive driving, and may receive a penalty next.

Orange Flag: Bad Pass Warning. The orange flag will be displayed to a driver that was found to have done an overaggressive pass per opinion of race Marshalls. The offending driver must return the position in a maximum of 1 lap. If after 1 lap the driver does not return the position, the driver will be shown a Black Flag and given a 30 second penalty to be served in the Pits. Failure to Pit for Black Flag in 2 laps will result in DQ from the race.

XIV - Penalty Box:

The penalty box is clearly marked in the pit area. Drivers who are shown the black flag for penalty reasons have been found to have broken one or more rules and must serve a 30 second time penalty. Proper control of the karts in the pits will be strictly enforced.

There may be the case when more than 1 driver is directed to the penalty box area, creating a traffic jam in the area. Drivers should just line-up behind the kart ahead and serve their penalty on that spot, even if the kart is not necessarily in the exact confines of the penalty area.

A penalty pit-stop does not count as a required pit-stop. However, a driver may serve his penalty at the penalty box, and then proceed to make the required pit stop (or vice-versa depending on direction of track and position of the penalty area in the pits).

XV – Rain and the Outdoor sector:

Due to situations seen in practice, the outdoor sector has been determined to be overly dangerous when in slippery conditions. Therefore, rain will cause closure of the outdoor sector for the period while it is wet. How wet is wet will remain a decision of Eupener's Marshalls. So a race may be run with the outdoor sector or not, depending on the weather. Rain may also begin during a race with the outdoor sector, which would cause a full course yellow flag condition to change the track to indoor only. The change happens in a matter of 1 or 2 laps. The race will not stop for this change. Cars will run behind the safety/pace kart under a full course yellow flag.

XVI - Driver Conduct:

Kart-to-Kart contact during the IKWC is theoretically not allowed. However, within the tight confines of indoor kart racing, the occasional unintentional bumping and rubbing may be inevitable. However, the best way of looking at what is acceptable is: not to do to others what you would not like done to yourself. Eupener Karting staff and race officials will be looking out for overaggressive driving behavior. A driver should remember that racing is a refereed sport, meaning competitors actions are being monitored and they can be punished for foul play behavior. Be respectful of your fellow drivers on and off the track. During a race penalties may happen, karts may experience mechanical trouble, and any number of other upsetting unexpected situations may arise. In any such cases that may come up, participants MUST remain level headed at all times and refrain from any overaggressive behavior on or off the track. Organizers, track staff, and race officials will be there to interpret what is acceptable close racing from actions that may deserve reprimand or penalty, and will enforce penalties accordingly. Bumping resulting from over-aggressive or irate driving (at organizers discretion) may result in first, a rolled black or orange flag warning, which if not acknowledged, will result in a penalty, or even driver disqualification (DQ), if necessary. A penalty may also be given with no previous rolled black flag warning. A disqualified driver may be cleared to race the in next event, but will be under observation. Though there is normally no crash damage liability during the championship, participants will be

financially responsible for any damage they may cause to karts, equipment or areas of the racetrack facility as result of anger, rage, or irresponsible behavior.

Drivers should also be aware that unforeseen situations and circumstances may arise that may not be on rules or that will require on-the-spot rule interpretation and decisions. In such cases, Organizers and race officials reserve the right to decide on which course of action to take. Drivers may present argument, but must accept organizers decision as final. Decisions will be based on common sense, promoting fairness, and preserving the smooth flow of the racing schedule.

Note: Disqualifications will be deserved, as seen by organizers. Agitated or upset drivers risk further penalties if there is irate behavior in response to a penalty call. (This rule is designed to promote positive communication and goodwill between participants and organizers and as an attempt to keep aggressive behavior at a minimum level. This championship's prime purpose is of being as professionally run as possible, but also a fun competitive racing experience for all involved.). Remember to respect your fellow competitors and track staff, race clean, and be civilized at all times!

May the best driver WIN!!

(last update Jun 19, 2011)