

# **TUCSON SPEEDWAY KART CLUB 2009 RACE OPERATIONS AND PROCEDURES**

## **Foreword**

Tucson Kart Club (TKC) operations are conducted in accordance with the current International Kart Federation (IKF) Competition Regulations and Technical Manual. All TKC members are encouraged to obtain membership in the IKF. Regardless of membership status, each driver is required to know and follow the IKF manual. The purpose of this document is to provide an overview of the IKF rules and TKC operations from sign-up through awards. It is also intended that this document fill in the gaps regarding TKC practices not covered in the IKF manual. It is hoped that this document will help members to understand some of the basic racing rules and procedures at Tucson Kart Speedway. In the event of a conflict between this document and the IKF manual, the IKF manual shall take precedence except where specifically noted as a "local option".

## **1.0 Registration**

All drivers and crew members must sign (legal name) a waiver of liability form at the registration booth and get a pit pass (wristband). All minors (under age 18) must have a parent or legal guardian sign the liability waiver. The pit pass must be worn and visible on the person's wrist at all times during the race event.

Only 2009 Board members, E.M.T.s and track officials are allowed on the race track surface at anytime. If you enter the racing arena. (Inside the fence and walled in area of the racing arena). Without the approval to do so. You the driver or your driver will tag the field for the first two heats for that night. If this continues. The driver will then receive 5 point penalties deducted from the main event for each occurrence.

After signing the liability waiver, each class will have an entry sheet available at registration. Each entrant will be asked to provide their name, kart number and division for each particular class. The entrant will be asked to draw a number or "pill" (numbered poker chip) for each class he or she has entered. This number will be recorded on the entry sheet and will determine the starting positions for the heat races (see Section 6.0). Failure to draw a pill will result in the racer starting both heats at the back of the grid. All rookie racers must "tag" or start at the rear of each heat race, for three complete race events. Rookies must inform the registrar of their rookie status at the time of the pill draw. A rookie is defined as a driver that has completed less than three (3) full race events at TKC. The rookie status of visiting drivers will be determined by the Race Director and will be based upon a review of the driver's experience at other tracks (see details page 5).

Registration opens at 5:00 PM and closes at 6:30 PM (9:00 AM and 10:30 AM for day races). At the discretion of the Registrar and/or Race Director, late entrants will have to tag the field in both heat races or may be denied entry for the event.

## **2.0 Pre-Race Technical Inspection**

All karts must pass a pre-race technical inspection by the Technical Director or his/her assistants. The purpose of the pre-race inspection is to check the safety of the kart and the driver's protective equipment. As a minimum, the kart will be inspected to verify proper operation of the steering and brakes. Front axles will be checked for safety pins and rear axles will be checked for snap rings. All linkages and fasteners for the steering, brakes, and

ballast weights will be inspected to verify that they are tight and safety wired or cotter pinned. All ballast weights will be painted white and marked with the kart number. A \$10.00 per pound fine will be assessed for any weights lost on the track (local option). In addition, all karts may be checked for maximum length, height, and width. All drivers are required to wear Helmets ( Snell 2000 required in 2004, 105.4.1), Face Shields or Goggles, Neck Collars, Gloves, Jackets with long pants or Driving Suits (all must be of heavyweight material), and high top shoes.

The Technical director's judgment as to the safety of the kart and its driver's protective equipment is final and cannot be protested. When an entrant has passed all requirements, an inspection sticker will be applied to the kart. This sticker will also show the weight class for the entry. No kart will be allowed onto the racetrack without the proper display of this inspection sticker. Pre-Race Technical Inspections will close at 6:30 PM (10:30 AM for day races).

NOTE: THE PRE-RACE INSPECTION CANNOT GUARANTEE SAFETY. TKC ASSUMES NO RESPONSIBILITY FOR THE SAFETY OF AN ENTRANT'S KART. EACH ENTRANT IS FULLY RESPONSIBLE FOR THE COMPLETE AND COMPREHENSIVE SAFETY OF THEIR KART AND DRIVER'S PROTECTIVE EQUIPMENT.

### **3.0 Wristband (pit pass) Check**

At 6:30 PM (10:30 AM for day races), everyone will be asked to leave the pit area. Once the pit area has been completely cleared of people, only those with a properly displayed wristband (pit pass) will be allowed to re-enter the pit area. All persons entering the pit area are required to wear and clearly display a wristband (pit pass) on their WRIST.

### **4.0 Drivers Meeting**

After the wristband check, the Flagman or Race Director will conduct a Driver's Meeting at the Pit Board to provide instructions regarding the conduct of the race and to review race rules and procedures. Other announcements or discussion of general club interest may also take place at this time. All drivers must attend. If a driver fails to attend the meeting, he or she will tag both heat races. The driver's meeting will conclude with the playing of the National Anthem.

### **5.0 Wheel Packing**

Wheel packing will commence following the Driver's Meeting. Wheel packing is done at the direction of the Race Director and Track Officials. The Race Director will instruct the drivers as to when and in what order each group is allowed on to the track. All entrants are required to participate in wheel packing. Entrants that fail to participate or fail to follow instructions from the Track Officials will be required to tag the field for the start of the heat races (local option). Trophy Dash and Rookie class participates may be exempt.

Wheel packing is done to help prepare the track surface for the race event. It is conducted under a yellow flag and a slow pace. The procedure is to start packing the far outside of the racetrack and slowly moving down to the inside. As the far outside is packed firm and smooth, the karts are directed by track personnel to lower and lower areas of the track until the whole track has been packed. This procedure is critical to providing a smooth, hard racing surface.

### **6.0 Heat Races / Scoring**

Heat races will begin as soon as wheel packing is complete and the starting line-ups are posted. The heat races consist of two 10-lap heat races. The starting line-up for the first heat race is determined from the numbers ("pill") drawn at registration (i.e., lowest number on pole, next lowest number at outside pole, third lowest number at inside second row and so forth). The starting line-up is inverted for the second heat. If there are 10 or more entries, the race director may split the class into two flights.

The heat races are primarily qualification races and the scoring from the two heat races is used to determine the starting line-up for the Main Event. Substitute drivers are not allowed (104.10.1). Scoring for the heat races is as follows: 100 points for 1st, 99 points for 2nd, 98 points for 3rd, and so on with 0 points for a Did Not Start (DNS) or Disqualification (DQ). When the heat races are complete, the total points scored will determine the entrants starting position in the main.

## **7.0 Intermission**

The scorekeepers will tabulate the results of the heat races to determine the starting line-up for the main events during the intermission period. The line-up for the main will be determined by the combination of points accumulated in the two heat races. The low draw number will decide all ties. The highest point winner will go to the pole, the second highest outside the front row, etc. An announcement will be made when the starting line-ups for the main are posted. Each entrant should review the line-up to be sure no errors or omissions have been made. Any suspected errors should be discussed with the race director as soon as possible and before the start of the main events.

## **8.0 Main Event**

The main event is 15 laps for all junior classes & 20 laps for adult classes (local option for adult classes). A driver's finish position in the main event is the driver's final position for that race. TKC season points will be awarded to the drivers (not karts) for finishing positions. If a driver does not finish the main event, the driver will receive last place points if he or she received a green flag in that class any time during that race day. Points will be awarded in the order the drivers drop out. However, the kart must pass post race tech. A driver will receive 0 points if disqualified for misconduct (local option) or for a technical item (underweight, illegal engine, etc.) Any tie will be decided by the draw.

If the race event is ended early due to rain or other cause, the race event will be considered complete if both heat races in all classes have been completed. The final scoring will be based on the total score from the heat races (line-up for main event). (local option)

## **9.0 Race Results / Season Points**

The final race results will be posted on the board, after all karts have cleared post – tech. Any protests about the final results, needs to be in writing and turned in within 30 minutes of the posting. The final race results will be available for viewing at the registration booth at the next scheduled race. TKC season points are awarded for finishing positions in accordance with paragraph 800.12 in the IKF manual.

## **10.0 Starting Procedure**

Each racer is responsible for knowing the order of races for each event and their starting position in each race. This information is posted on the Pit Board near the staging area. Karts should be brought to the staging area well before the race is to start. Once the staging area is clear, the karts should be placed in the staging area in the same position as

the starting positions for the race. Only one crew member per kart is allowed in the staging area. No kart stands are allowed in the staging area. Engines are generally started when the group on the track enters the last lap of their race. Once that race has completed and has left the track, the Flagman or Race Director will signal when its time to enter the track. Karts that have not started or are having other difficulties have 90 seconds to enter the track.

All drivers must form and remain in their proper position as they come by the flag stand. The Flagman may signal at this point to expect a start at the end of the lap. When the yellow light turns off as the field is on the back straight, expect a green flag as you come through turn four. The pole position kart is responsible for maintaining a pace that will allow for a safe and fair start. The outside pole kart is responsible for matching that speed. Failure of the pole kart to maintain a proper pace lap speed may result in the driver tagging the field. The speed maintained by the pole kart must remain steady from the point at which the yellow light was turned off, until reaching turn four. The Flagman determines when the race starts. The race starts the moment the green flag is waved. There will be no passing until the green flag is waved. The Flagman / Race Director may order a restart of the race if not satisfied that the race started in a fair and orderly manner. The karts responsible for the restart may be put to the back of the field. This is the decision of the Flagman / Race Director.

If the yellow flag comes out before the completion of the first scored lap, there will be a complete restart of the race. There will be two attempts at a double file start. After that, the race director will line the karts up single file according to their starting position. Karts forced off the racing surface or spun due to close racing conditions may be cause for a yellow flag. However, a solo spin and other mishaps may or may not bring out the yellow flag. This is the decision of the Flagman/Race Director. (Local Option)

One restart of a stalled kart will be allowed up to the completion of the first lap scored. (Per kart) (No mechanical work allowed in the racing arena).

Rookie Drivers: All rookie drivers must "tag", or start at the rear of each race, for three complete race events (these are three full race events, not three heats or main events total). New drivers must display "Day Glow" flagging from the rear bumper for these first three races. If your driving skill is then determined by the Race Director to be satisfactory, you will then be allowed to draw a pill beginning at the fourth event.

If you are uncomfortable with your starting position at any time, you may specifically request to be placed at the back of the field. Let the Race Director know of this request as soon as possible so that the starting lineup may be re-arranged.

## **11.0 Flags**

Green Flag – Green Light: Start racing. The track is clear. You may pass other karts.

Yellow Flag – Yellow Light: The caution flag will come out if there is a hazardous condition on the track. When you see the flag or light, raise your hand to signal to the other drivers that you will be slowing. Then begin to slow to a safe and prudent speed and hold your position. We do not race back to the yellow flag. The positions of the karts will be that of the last completed green flag lap. Passing is not allowed under the yellow flag. The race leader will set the pace of the field at a safe and reasonable speed. All other drivers will line up single file behind the race leader. The Flagman will reorder the line-up if it is not in accordance with the scorekeeper's instructions. The Flagman may stop the karts to correct the lineup if necessary. Once the lineup is correct, the Flagman will usually signal one lap to

go before the green flag will be waved. When the yellow lights go out on the back straight, expect the green flag coming off the fourth turn.

If the caution flag comes out during the first lap of the race, there will be a complete restart of the race.

Drivers who are judged to have been responsible for a yellow flag will be put to the back of the field. If no fault can be determined, no penalty will be assessed. Drivers who are judged to have spun off to avoid an accident will regain their position in the race.

If you spin out, it is important for you to regain the track as soon as safely possible. Always make sure that you get going without causing a crash. Just because a kart has spun out does not necessarily mean that a caution flag will come out. A driver who intentionally brings out the yellow flag is subject to disqualification.

Any driver whose kart stalls or stops on the track shall hold both hands vertically above their head until all other karts clear the stalled kart and the yellow flag is out.

**Red Flag – Red Light:** The red flag and red light means that there is an extreme hazard on the track. When you see the red flag or red light, raise your hand to let other drivers know that you will be slowing. Slow down immediately. Come to a safe and controlled stop as soon as possible and wait for directions from the track turn crews. There will be no working on karts during the red flag period.

**Yellow and Red Flags (Diagonal or Waved):** The yellow and red flags together means a complete restart of the race. When you see these flags together, raise your hand, slow down, and go back to your original starting position for a complete restart of the race. If the restart is caused by rough driving, the Race Director / Flagman may at his or her discretion put the offending karts to the back of the field.

**Blue Flag with Diagonal Stripe:** This flag is to inform you that you are about to be overtaken by a faster kart or karts. This flag does not mean pull over to let someone by. This is just to inform you that the race leaders are coming. Keeping doing what you have been doing. Do not speed up, slow down, move right or move left. Continue to follow your normal line. The overtaking kart(s) need to be able to predict your path in order to pass safely. Do not attempt to race the passing kart(s).

**Black Flag – Closed (Furled):** When pointed at a driver and then shaken, it is an official warning about behavior on the track. It is only a warning.

**Black Flag – Open (and Waved):** This flag indicates that the driver must report to the Race Director at the end of the hot pit lane (entrance to track from staging area). Drivers can expect to see this flag directed at them if they have been engaging in rough driving, dangerous driving, or unsportsmanlike conduct. This flag may also be directed at drivers whose kart has a mechanical problem or hazard.

**Green and Yellow Closed and Crossed:** Halfway point of the main event.

**White:** This flag means that the leader has commenced their final lap.

**Checkered:** The race is over. Slow down and exit the track at the tech area. There are no cool-down laps at Tucson Kart Speedway. Begin slowing no later than the top the back straight leaving turn two. Exit the track and immediately report to the scale area. No one other than the drivers with their karts is allowed in the tech / scale area.

## **12.0 Driving Procedures**

The following set of driving rules is generally accepted in all types of oval racing and is in use at the Tucson Kart Speedway. These rules are enforced to ensure safe and fair racing.

Passing – Both drivers have responsibilities in a passing situation. The driver attempting the pass has the primary responsibility to see that the pass is performed in a safe and controlled manner. The overtaking kart may not have more than incidental contact with the kart they are trying to pass or cause that driver to change their line.

The driver being passed has the right to maintain their line. However, when a driver has their front wheels even with the seat of the kart they are trying to pass (1/2 kart length), they are considered to be alongside and the driver being passed may not change their line in an attempt to block or maneuver in a way that can cause a spin or accident.

Blocking – You may actively defend your position on the racetrack, but only in a safe and sportsmanlike manner. Weaving and other dangerous tactics is forbidden. You may zig, but you cannot zag in an attempt to keep another kart from coming alongside. Once another kart is alongside (1/2 kart length), changing your line to prevent the driver from completing the pass is not permitted. All drivers must leave racing room on the track while being passed. Drivers not leaving racing room will be warned and/or penalized.

Contact – Some incidental contact will occur during close racing. This is normal. Excessive contact, or contact where there is a sharp speed differential is not permitted. Bumping, nerfing, blocking, pushing, etc., is not permitted.

Driver Skill & Control – All drivers must demonstrate adequate skill and control of their karts. Any kart spinning by itself three (3) times in one race is subject to disqualification from that race. Any kart that is significantly off the pace being set by the other karts in the race or is driven in an erratic manner is also subject to disqualification.

These rules do not cover all situations and any driver conduct judged to be dangerous and/or unsportsmanlike by the Race Director / Flagman shall be penalized. The Race Director / Flagman may impose any of the following penalties:

- Verbal Warning
- Dock one or more positions
- Dock one lap
- Disqualification from heat
- Disqualification for the event

In addition, the TKC Board of Directors may impose other penalties such as suspension or expulsion from the track.

## **13.0 Personal Conduct**

Drivers are responsible for their own conduct and the conduct of their crews at all times. Any offense committed by a crew member will be chargeable directly to the driver. The first offense could result in a written warning. The second offense could result in suspension from that event. The third offense could result in expulsion for the season. If a situation arises, all racing will come to a stop while the Board of Directors resolve the situation. In rare cases, the Board has the right to skip the written warning and give an immediate suspension.

All participants will conduct themselves in a courteous manner at all times. Profanity, ridicule, threats of abuse directed or instigated toward race officials, club officers, competitors, fans, family members, or other participants will not be tolerated. No driver or crew member may approach another kart, driver, official, or crew member and argue, fight, or even discuss any matter in a disorderly fashion.

No illegal drugs or narcotics are allowed at any time at Tucson Kart Speedway. Alcohol is not permitted anywhere on Tucson Kart Speedway premises at any time. Alcohol is not allowed by the TKC lease agreement with the South West Fair Commission.

#### **14.0 Grievances**

Protests may result in the penalties ranging from verbal warning to suspension. Written protests are an important tool for the TKC to use in monitoring and improving the conduct of racing at Tucson Speedway Kart Club.

All protests involving on-track misconduct shall be submitted by a legal entrant in the same class the protest occurred. All protests shall be submitting in writing to the Grievance Director within 30 minutes after the completion of the heat or main race. If you approach a race official with a negative attitude at anytime. You the driver or your driver will be ( Automatically ) penalized 5 Points.

Protests involving off-track misconduct at Tucson Speedway Kart Club may be submitted in writing by any participant (crew, family member, spectator, etc.) to the Grievance Director.

If any unsportsmanlike like conduct occurs at anytime at the Tucson Speedway Kart Club facility involving drivers, crew members, family members and or fans while a race event is in progress the race will be red flagged. All board members will be called together to review the incident. A resolution will be determined. All parties involved will be advised of the board members' decision. Racing can then resume.

#### **15.0 Tech Rules**

Each driver is required to know and follow the 2009 IKF Competition Regulations and Technical Manual. TKC recommends that you obtain a copy of this manual.

At the end of each race, all karts and drivers will proceed directly to scale area. This includes all drivers regardless of whether they finished the race. Drivers and karts will be weighed after each heat race and main event. Drivers may not add any weight to themselves or their karts between the finish of the race and weigh-in of driver and kart. Only the drivers for that event will be allowed in the impound area. The driver will follow the instructions given by the Scale Operator and/or Tech Director. Any driver leaving the impound area without weighing will be disqualified (zero points for heat races and for main event). Any crew member entering the impound area without the permission of the Tech Director may be grounds for disqualification of the driver.

Passing pre-race tech inspection is a condition for passing post-race tech inspection. However, passing pre-race tech does not guarantee legality at post race tech. If a safety item is not present at post-race tech, for any reason, the kart will be deemed illegal and will not pass post-race tech.

Every driver is responsible for the proper maintenance of their protective equipment (helmets, gloves, etc.) and other safety equipment. If an infraction is found at any time

during the event race, that driver will be subject to disqualification. Every driver is also responsible for knowing if fuel is legal or not. It is your responsibility to test your own fuel.

All karts are subject to inspection for legality after heat and main event races. The number of karts inspected and the items of inspection will be determined by the Technical Director or his/her assistants. One representative per kart is allowed (required) in the impound area for the purpose of observation, as well as assisting in the tear down procedure under the direction of the tech official. The representative will be invited to witness any infractions discovered by the inspection. The inspection is intended by TKC to be a fair and open process.

Note that any driver who modifies their engine or fuel with the intent to defraud officials or other competitors by such modifications or actions (obvious intent to cheat), is subject to suspension and loss of points.

If a legal entrant feels that another entrant in the same class is using illegal equipment, the following procedure will be used: The protester must complete a protest form, and submit it within thirty minutes of the completion of the race. The protester must put up a fee of \$175 (\$125 plus \$50 tech cost). The money (less \$50) is refunded if the Tech Director upholds the protest. If no illegal findings, the fee (less \$50) will be awarded to the driver being protested.

TKC -4 Cycle Kid Kart:

All drivers must be between attained age 5 and attained age 8. All drivers and karts must meet the minimum class weight of 200 pounds, measured at the end of each race. Race specifications will match those of IKF's 4-Cycle Jr I class with the following (local options)

- x Gasoline only, no additives
- x One Parent or Guardian must stand on the front stretch infield. (for guidance)
- x Animal or flat head. (Animal must run restrictor plate to equal flathead)
- x Any clutch with 12-tooth drive sprocket
- x 88 - tooth sprocket required on rear axle ( This may change to slow down the performance)
- x Functioning kill switch located on the steering wheel
- x 6-inch or longer pull strap located on the spark plug wire
- x Any pipe and muffler per IKF rule specifications
- x Muffler is required
- x Driver's fairing is not allow
- x Refer to the IKF Rules for 4-Cycle Jr I for additional specifications

## **16.0 Medical and Accident Procedures**

An Emergency Medical Technician (EMT) will be on the premises any time karts are running on the track in a race or practice session. No one is allowed onto the track or at the scene of

an accident unless specifically authorized by the race officials. Stay away, keep calm, and let the EMT and race official handle the matter.

## **17.0 Weight Classes**

JR I (age 8 -11 with 12 being an option year)

4-Cycle 235 lbs.

4-Cycle Animal 270lbs W/ 3 Hole Black Restrictor Plate (local option)

2-Cycle 235 lbs. (old style cyl),

2-Cycle 255 lbs. (new style cylinder) (local option)

JR II (age 12 -15 with 16 being an option year)

4-Cycle 325 lbs. No Restrictor Plate (local option)

4-Cycle 285 lbs. W/ Restrictor Plate

4-Cycle Animal w/restrictor (gold 3 hole)320lbs. (local option)

2-Cycle 310 lbs.

Adult 4-Cycle (age 16-up) flathead 370 lbs (local option).

Animal w/restrictor (gold 3 hole) 370lbs. (local option)

Arizona Open 2 & 4 Cycles Per UAS Specs (local option)

Yamaha (age 16-Up) 370 lbs.

Masters. / 2 & 4 Cycle TBA

NOTE: A class must average a minimum of Three karts throughout the season to be eligible for year-end awards.

## **18.0 Kart Numbers**

TKC members will have first option on kart numbers. Numbers will be assigned in each class on a first come, first served basis in the order TKC membership forms are received by the club secretary during the race season. Visitors or new members with duplicate numbers may, at the discretion of the Race Director, run with an X added to their number for a maximum of three (3) race event.

Panels: Panel size is maximum width 14", maximum height 18", minimum width 7", minimum height 7". As measured on surface of panel. Must be a plain color, free of all decoration and may only contain the required numbers.

Numbers: Numbers must be minimum 5" in height. Colors are open to your discretion (recommend black numbers with white panels). If at any time score keep cannot read your number during a race, you will be warned to change it. If after that warning, it is not corrected to be legible, you will not receive points for that and any race after until it is corrected to be legible. (local option).

Material and mounting: All panels shall be of flexible plastic with rolled edges or shall be contact paper mounted to a smooth, non-movable area such as side pod, side panel, front nose, or driver fairing. All panels shall be attached in a safe manner and shall be subject to rigid technical inspection.

Location: All competition karts must be equipped with 4 number panels meeting the above specifications. The front number panel shall be mounted in front of the steering wheel, the

nose is in front of the steering wheel. Side panels must be carried between the front and rear wheels. If running a full wedge, number panel may be placed as per diagram, section 401.15.

Rear panel mounted on rear bumper or anywhere on rear of seat. (local option).

### **19.0 TKC Season Points**

The TKC conducts a season points program. The points program is open to all TKC members in good standing. The points program will coincide with the competition year beginning 01/01/09 and ending 12/31/09. Points will be kept for each racing class. TKC members will receive points for each race in accordance with the formula defined in paragraph 800.12 of the IKF Tech Manual. For nonmembers, points for their last three (3) races will be recorded and applied in the event that driver becomes a member of the TKC. Points may not be transferred from one class to another or from one member to another.

Awards will be presented, at the discretion of the TKC Board of Directors, in each racing class based on the total points received within that class.

NOTE: A class must average a minimum of three karts throughout the season to be eligible for year-end awards.

TKC will also record the points received by rookies for consideration in awarding "Rookie of the Year" awards. Awards may be presented, per the discretion of the Board of Directors, by division (JR I, JR II, etc.) or by each class. Sportsmanship, contribution to the sport, and other factors will also be taken into account in the presentation of these awards.

### **LAST PAGE**

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January 19, 2009