



Sandusky Speedway Karting Series

Rules for Conduct & Racing

Spirit and Intent

Spirit and Intent is the concise description of how karting is run, pure and simple and undeniable. It is the law governing the sport of karting since its inception in the 1950's.

It means you may be judged based on your perceived spirit and apparent intent for your conduct at any time at the track. Indeed you should judge yourself using the same criteria.

The law of spirit and intent comes into effect when race officials are encountered with facets of karting not specifically addressed in the rule book. At this point, the officials must make decisions based not only on facts, *but also on whether the infraction was a clear case of attempting to dispute or alter the spirit of the event.* It is many times the hardest decision for the official to make, as it is an area not covered by any specific rule, though must be done in the interest of spirit and intent of the event.

You should "intend" to compete successfully, but if your "intent" is winning by circumventing the rules, then you should reconsider your involvement in this sport!

Acknowledgment of Risk

Go kart racing involves risks and dangers, everyone entering the restricted pit area is required to become aware of them, and understand that the management of Sandusky Speedway Karting Series shall not be responsible for accidents/injuries or theft. The following guidelines have been established to provide as safe and orderly conduct of Sandusky Speedway Karting Series events as possible. Officials of Sandusky Speedway Karting Series shall be empowered to permit minor deviations from any of the guidelines herein, or impose any further restrictions that, in their opinion, do not alter the minimum intent of the guidelines. In all instances the decision of the Race Director shall be final.

Waiver of Liability

- 1) All persons are required to read, understand and individually sign a waiver of liability prior to purchasing a pit pass.
- 2) Upon signing this document, and paying the applicable fee, a Pit Pass will be issued
- 3) The Pit Pass is not transferable and must be properly displayed at all times
- 4) Minors under the age of 18, along with a parent or guardian, will be required to complete and additional annual minor release and consent form.
- 5) Once any go kart enters the racing surface Pit Passes may NOT Be Refunded.
- 6) No Refunds will be given to any driver, crew or family member that is disqualified from an event for any reason.
- 7) We reserve the right to refuse admission to anyone for any reason that we see fit.

Conduct at Events

Physical violence, verbal abuse, threats or intimidation directed at anyone at the site of any Sandusky Speedway Karting Series event will be subject to immediate disciplinary action by the Race Director including subjecting the driver to disqualification and/or ejection from the event, as well as possible future events.

Sandusky Speedway Karting Series management reserves the right to suspend, disqualify, bar and/or fine (with payment as a condition of further competition) any driver, crew or family member, who in their discretion, is engaged in misconduct, and whose presence is deemed not to be in the best interest of Sandusky Speedway Karting Series and/or go kart racing.

The scoring, registration, track and flag stand area are not to be entered by anyone other than the Sandusky Speedway Karting Series officials at any time.



Pit Crews and Family Members

Drivers are responsible for the control and actions of their pit crew and family members. A minor driver's legal guardian or parent is responsible for the control and actions of their pit crew and family members.

Unacceptable actions of crew members and family members will subject the driver to disqualification and ejection from the event, as well as possible future events. This would include entering the track, the entrance or exit lanes, as well as the flagging, registration or scoring stand areas.

Sportsmanlike and Safe Driving

The spirit and intent of sportsman like driving is to compete *without touching or endangering the vehicles of the fellow drivers, or without endangering the fellow drivers themselves*. Inadvertent contact is a reality of racing.

Unsportsmanlike Driving

Unsportsmanlike driving is defined as *Bumping, Crowding, Chopping, Blocking, Turning Down On, or Pushing* other karts. Such actions may not occur from the time a driver enters the track through the time the driver exits the kart at the scale area after the checkered flag. If in the judgment of the race officials, a competitor demonstrates unsportsmanlike driving; he or she will be subject to disqualification and ejection from the event, as well as possible future events.

Rough and aggressive driving will not be tolerated. If it is clearly determined by the Race Director that a kart is spun through rough/aggressive driving, the kart spun will retain their position, while the aggressor will be moved to the tail of the field.

Unsafe Driving and Conduct

Unsafe driving and conduct includes the demonstration of poor driving skills or judgment and violation of on-track procedures or regulations, by the driver or his crew and includes *Ignoring flags, officials or directions given by officials, this includes stopping on the track to argue with officials using inappropriate hand gestures (Giving The Finger a Fist Gesture etc.) and/ or crew members ignoring or circumventing the officials* (this would include sending a kart back on the track when it has been Black Flagged) If a driver or crew member demonstrates unsafe driving or conduct he or she *will be disqualified, and may be asked to leave the premises. No Refunds Will Be Given Should This Occur.*

If you feel a wrong judgment call was made toward you, calmly state your position to a track official after the heat race or feature, and the problem will be resolved if possible. Please remember in all instances the decision of the Race Director shall be final.

Slowing On Course

When a kart slows from racing speed on course or mechanical failure, the driver must signal to approaching competitors by raising a hand high enough to be clearly visible from behind (the exception being vehicles using arm restraints) This requirement includes slowing to enter a pit exit lane at the end of hot laps, qualifying or racing.



Events & Order

A typical race meet shall consist of the following

Registration

- a) Pit Pass Sign-In and Class Registration with pill draw for line up purposes.
Duplicate numbers are not permitted, if a requested number is already assigned you will be required to pick another number. The new number must be clearly legible and be contrasting to the body color.
If you have any doubt check with the scorer to make sure the numbers are legible.
- b) Once hot laps have begun class changes will not be permitted and there will be no refund of the kart entry for any reason.

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- a) Mandatory Drivers Meeting to review event order, race procedure, laps for heats and features and any new rules amendments will be announced
 - b) In the event of a "roll call" drivers not in attendance are subject to losing their drawn heat race position for both heats.

Practice

- a) Open Practice for half hour prior to the driver's meeting.
- b) Practice "Hot Laps" will consist of 4 to 6 laps.

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- a) All heat race lineups are determined by pill draw.
 - b) There will be 2 heat races with the second heat race a total invert of the first heat race. Late entries if allowed must start at the tail of each heat.
Heat races will consist of no more than 8 karts.
 - c) The line ups will be posted on a board next to the track entrance.
 - d) It is the Driver's responsibility, at all times to be aware of the order of events, line ups, positioning etc.
 - e) Once your class is on the track you will have 90 seconds total to make the field. After 90 seconds the track is closed. *No exceptions, you and you alone are responsible to be in line and on time to the starting grid.*
 - f) You must check the line up before being at the starting grid to make sure the lineup is correct, if it is not calmly approach the pit steward to make the change. *Do not expect changes to be made when it is time to be pulling on to the track!*
 - g) When lining up in the pits or on the track, if a kart is missing the entire row moves forward **DO NOT CRISS-CROSS.**
 - h) Junior Karts and Quarter Midgets will run 6 laps, Adult Karts run 8, and this may be altered due to impending weather or time constraints. Heat Race Time limits will be 12mins!

B-Mains:

- a) The B-Main is lined straight up by the points earned from the heat races. If more than one B-Main is needed they will be staggered.
- b) If there is one B-main the top 4 finishers will line up behind the six previously advanced karts, in the order of The B-main finish.
- c) If there are 2 B-Mains, the top 2 finishers from each will be lined up behind the previously advanced karts, in order of the B-main finish, Kart 7 from B-1 Kart 8 from B-2 etc.
- d) Junior Karts and Quarter Midgets will run 8 laps, Adult Karts run 10, this may be altered due to impending weather or time constraints.



A-Mains:

- a) The A-main will consist of 12 karts – 8 from the heat races, and 4 from the B-main
- b) The first 8 are determined by points totals, the last 4 by finishing position in the B-main
- c) A-mains will consist of 12 laps for juniors and Quarter Midgets, and 15 laps for Adults. This may be altered due to impending weather or time constraints, it may also be altered for special events etc., and The Race Director has the final say. Feature Race Time limits will be 20mins!
- d) All payoffs are based on the finishing position in the A-Main. A disqualified kart will not be paid and all other positions then advance by one
- e) In the event of weather cancellation, if the A-main has been posted the total pay off will be distributed equally to the posted starters unless announced differently by the Race Director.

Procedural Rules

The interpretation of rules pertaining to race procedures or scoring positions by Sandusky Speedway Karting Series officials *shall be final*.

Race Starts

- a) All attempts will be given to give a 1 lap to go (green flag straight up and down) at the flag stand the corner flagman will point at the start cone. *All karts are to remain single file, nose to tail, not leaning on or pushing each other from the designated acceleration point through the designated starting point.*
- b) Karts passing before the *designated starting point*, or dropping out of line to *slingshot* the start, will be considered to have jumped the start and will be penalized *two positions* on the next restart or at the finish whichever comes first.
- c) A kart must take a green flag to receive a position within that event.
- d) The only entrance to the racing surface is through the track entrance, Karts may not enter through the track exit at any time.

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- a) All restart line ups are single file passed the cone on turn 4.
 - b) All attempts will be given to give a 1 lap to go (green flag straight up and down) at the flag stand the corner flagman will point at the start cone. All karts are to remain single file, nose to tail, not leaning on or pushing each other from the *designated acceleration point through the designated starting point*.
 - c) Karts passing before the cone, going below the cone, being beside another kart or hitting the cone will be penalized *two positions* on the next restart or at the finish of the race, whichever comes first.
 - d) On all restarts lapped karts will move to the tail.

Yellow Flags / Caution Lights

- a) Any kart(s) that creates an incident to cause a yellow flag/caution light will be sent to the rear of the field on the restart, *If it is clearly determined by the Race Director that a kart is spun through rough/aggressive driving, the kart spun will retain their position, while the aggressor will be moved to the tail of the field.*
- b) If debris on the race track causes the yellow flag/caution light situation, and the offending kart(s) can be identified, it (they) must restart at the tail.
- c) Karts involved in two yellow flag situations for adults, three for juniors and quarter midgets will be sent to the pit area.
- d) The first lap will be a Complete Restart – karts involved will not be assessed any penalties.
- e) Any kart determined to have *intentionally* stopped or spun out to bring out the yellow will be assessed a *One lap penalty*.
- f) The loss of a neck brace or loose harness (cage karts and quarter midgets) to bring out a yellow will not result in a position penalty. *If it was deemed intentional a One lap penalty will be assessed.*
- g) If a muffler, bumper, nerf bar, body part comes off, or becomes a safety hazard, the kart will be *disqualified from the race*.



Red Flag or Red Light

- a) When a red flag or red light is displayed all karts are to stop as safely and quickly as possible.
- b) No work is allowed on the karts under red flag conditions. You may go to the pit area, though you will restart tail, and no races will be held up for karts making repairs.
- c) Any kart going to the pits during heat races *is done for that heat and may not reenter the track*

Black Flag

- a) A furred black flag pointed at a driver, is a rough and or aggressive driver warning. *Two warnings within one Heat race, B-Main or A-main will result in disqualification from further activity within in that Heat, B-Main or A-main (per entered class).*
- b) A full black flag displayed to a kart indicates that the kart is disqualified from the Heat, B-Main or A-main, it may be the result of driving or a mechanical issue.
- c) *Ignoring flags, officials or directions given by officials, this includes stopping on the track to argue with officials using inappropriate hand gestures (Giving The Finger, a Fist Gesture, etc.) and or crew members ignoring or circumventing the officials (this would include sending a kart back on the track when it has been Black Flagged) will be disqualified.*

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- a) You may drive off the track, karts going to the scales should proceed in that direction, all other karts should go straight off the track. *Karts must observe the orange cones next to the scale building as the stopping and motor shut off area. No Kart is to be driven in the pits for any reason.*

Scaling

- a) The top three karts are to scale after Heat Races, B-Mains, and A-Mains. The participants are to check each other in the event a scale steward is not available. Any kart underweight should be reported to an official immediately after scaling.
- b) Any Kart underweight or bypassing the scale is disqualified and will be scored in last place in that Heat Race, B-Main or A-Main
Any attempt to add weight, step on or pull down on the scale will result in an immediate disqualification.

Additional Notes

- a) A race is considered completed when the leader receives the checkered flag. If there is a yellow flag or red flag situation after the leader has received the white flag, all karts that have crossed the line before the Yellow or Red Flag will be scored in that order, with the remainder being scored according to the last fully scored lap. Karts in the incident *will be* placed to the tail of the running order.
- b) A lap will be considered complete after the leader crosses the start/finish line.
- c) Any driver changes must be approved by the scorer and the Race Director, and that kart will start tail of that event. *No Driver changes may occur after Heat Races are completed unless approved by Race Director or Promoter.*
- d) *No kart will be started* on the starting grid without the driver in the seat with the brakes applied, ask for help from a competitor or bystander if need be.

Further Rules and regulations may be added as needed and it is the responsibility of the drivers and crews to know what these rules are. *The "I didn't know" excuse is not acceptable for any reason.*