

General Racing guidelines.

Very simply put, the race director is in charge of the track on race day. He/she has the final say on all issues that arise.

Releasing Karts (Track going hot)

*Race Director will check with ALL turn marshals, flag stand, and timing tower to verbally confirm that they are all ready for the track to go hot.. Once everyone reports to the Race Director that they are ready, the Race Director instructs the grid steward to release karts onto the track.

Local yellow flag

When racers arrive at a local yellow, racers should raise his/her hand to signal drivers behind him "I'm slowing down, there is an incident". Driver's should slow from race pace and get through the incident safely. No passing at the location of the yellow flag. (2 position penalty) Racing resumes after the incident location. Flag man should stay at their designated areas and wave yellow. Do not go on the track to try and make sure the driver sees the yellow. We don't need to compound the situation by getting a turn marshal hurt. Discuss at all driver's meetings

General Turn Marshall instructions

The main job of the turn marshal is to warn oncoming karts of the incident. Your first instinct is to help, however, a turn marshal's first and foremost responsibility is to warn oncoming traffic of the incident. If the driver can get going on their own, great. If the driver can't get going under his own power, the driver (with the help of the turn marshal) should move his kart to a safe location as quickly as possible. At all regional, national and most clubs around us, turn marshals are told not to assist in getting a kart back in the race. If the driver gets out of his seat for any reason, he or she is out of that race and should stand at a safe location (with helmet on) until the checkered flag is waved. Are we going to enforce this? I feel it is important that we know what to expect at other tracks so we can teach younger drivers. There is absolutely no working on karts during green flag conditions.

Full course yellow

* Race director calls all full course yellows. Usually if there are two incidents at different locations would warrant a full course yellow, or one particular incident is taking longer than expected to clear. Laps turned under full course yellows count as race laps.

* Judgment is needed on the part of the race directors to call a full course yellow.

* Racers should continue circulating track at a much slower pace. Pace will be dictated by the driver in the #1 position on track.

Re-starting after full course yellow

Race director will instruct flagman to give the “one (1) lap to green” signal to drivers. Drivers will take the green flag single file. No position advancement before start/finish line. (2 position penalty)

Red Flag

If a red flag situation arises, drivers should proceed to a predesignated location on track and come to a complete stop. Stay in karts unless otherwise instructed. Race director calls all red flags. It is extremely important that spectators **DO NOT** enter the racing surface until track officials have gotten all racers safely stopped. We do not need to make a bad situation worse by a spectator being struck by a kart. Examples of red flag situations are as follows:

- *If a kart flips, automatic red flag.
- *Very apparent injury. Such as an obviously broken bone.
- *Driver is unable to remove him/herself from the kart due to injury.
- *Sudden rain shower.
- *Severely oiled down track.
- *Any other reason the race director feels he needs to stop the race

Re-starting after red flag

Drivers will be instructed to start motors. (assistance allowed). Positions will be dictated by the finishing order of the previous green flag lap. Drivers will make two (2) warm up laps(two times by the start finish line). Flagman will give the “1 to green” signal to drivers. Drivers will take green flag single file. No position advancement before start/finish line. (2 position penalty)

Checkered Flag

After the checkered flag, racers should raise their hand (signaling I’m off racing pace) and proceed safely to track exit.. NO SHORTCUTS to the track exit regardless of the situation.