



The Lone Star Kartpark Racing League is an individual based arrive-and-drive grand prix-style kart racing program. It is our goal to provide a safe, competitive, and fair arrive-and-drive kart racing environment. The purpose of this document is to outline how the events will be run; establish a clear understanding of the rules and regulations; and ultimately, provide insight on how to successfully compete in a Sprint Series race. It is the responsibility of each competitor to know, understand, and follow the rules outlined in this document.

1. DRIVER ELIGIBILITY

1.1 Minimum Age: Drivers must be a minimum of 16 years of age in the calendar year in order to compete. Drivers turning 16 in the calendar year will be considered on a case-by-case basis dependent upon racing experience. All minor drivers must be accompanied by their parent, unless a notarized waiver is on file.

1.2 Physical: Kart racing involves high speeds and running in dense traffic situations with drivers of varying ability and speed. Kart racing can be a dangerous activity and can result in serious or fatal injuries. Drivers should be in generally good health and fully capable of handling a kart at speeds in excess of 40 miles per hour.

1.3 Experience: Lone Star Kartpark reserves the right to exclude, at any time, before or during an event, any driver it considers insufficiently experienced or unsafe. It is highly recommended that a driver new to Lone Star Kartpark practice, or attend a clinic, or school prior to attending a League event.

1.4 Driver Classification: Lone Star Kartpark will have 2 classifications racing. Lightweight is any persons up to 190 pounds with race equipment. Heavyweight is any persons 191 pounds and above with race equipment. All drivers must weigh in at the end of each race session at Lone Star Kartpark scales.

2. REGISTRATION AND CANCELLATION

2.1 Event Registration: All Lone Star Kartpark racing programs require pre-registration. Registration priority is given to the general public on a first-paid, first-served basis.

2.2 Event Cancellation or Modification: While Lone Star Kartpark makes every effort to run all scheduled on track sessions on each scheduled event date, there are situations that require the cancellation and reschedule of an event date or modification to the scheduled program. The most common, albeit infrequent, situation is inclement weather (i.e. rain, high winds). There are four (4) different scenarios that events can be classified:

2.2.1 Cancelled Event: Lone Star Kartpark reserves the right to cancel an event any time prior to the scheduled start time. Any event cancelled prior to 12:00pm on the scheduled race day, without taking the track, will be considered a Cancelled Event. Cancelled events will be rescheduled to run on the first available make-up date as published on the series schedule. Customers can choose to transfer their

red flag. Drivers should stay in their karts until further instructions are given by a race official.

7.1.6 Red and Yellow Flags following Race Start: Signals a bad start. Drivers are to slowly continue around the track without passing, until the final corner, where they will be re-gridded and set for another attempt.

7.1.7 Blue with Stripe: This flag will be used to alert lap traffic drivers of quicker drivers who are approaching to overtake. The lapped driver is expected to move off of the racing line without making any sudden or erratic changes in direction or speed to allow the quicker drivers to more easily overtake. Do not stop on track for any reason; instead be predictable and aware of the situation while maintaining decent pace.

7.1.8 White Flag: One lap remaining in the race. The white flag is a courtesy flag and may not always be displayed prior to the checkered flag.

7.1.9 Checkered Flag: Indicates the completion of the session or race. All drivers should slow, and enter the pits.

7.1.10 Black and Checkered Flags: Finish result is not official, and is under review. All drivers should slow and enter the pits.

8. PIT LANE PROCEDURES AND REGULATIONS

8.1 Pit Lane Entry Procedure: There is no hot pit during practice. Of the event, once a driver has entered the pit lane after the green flag has flown, they will not be able to rejoin. Drivers entering pit lane must do so on the far outside part of the track, while maintaining speed until offline and near the pit entry. As a courtesy, drivers are further asked to raise a hand before heading into the pit area to signal their intent. Unsafe entry into the pit lane may be subject to a further penalty.

9.SPORTING CODE / PENALTIES

9.1 Driver Code of Conduct:

9.1.1 Good Sportsmanship: It is the spirit and intent of these rules that all competitors drive exhibiting good sportsmanship; that is, every driver is expected to behave according to principles of fairness, observe all rules, show respect for other drivers, proceed on track without touching or endangering the vehicles of fellow competitors and accept victory or defeat graciously. Drivers should also remember they are responsible for the conduct of their guests as well, and may

be penalized for any unsportsmanlike behavior by them, or their guests.

9.1.2 Inadvertent Contact: Occasional contact between karts on track is a reality of racing. The judgment of the point at which inadvertent contact becomes deliberate pushing, bumping, crowding, nerfing, blocking, etc. is solely at the discretion of the Race Director and officials.

9.1.3 Overtaking: The overtaking driver is expected to obtain “dominant position” prior to the entry of both drivers into the upcoming corner. “Dominant position” is defined as the nose of the overtaking kart surpassing the imaginary bisecting line of the kart being overtaken (considered to be the steering wheel of the kart being overtaken) prior to the turn-in point.

9.1.4 Racing Room: Drivers are expected to give ample racing room, and not force other drivers into a situation where they may make contact, either with other drivers or walls, or where they are forced another driver off course. Not leaving enough room may be grounds for a penalty, depending on severity. This is the responsibility of all drivers, whether being passed, or passing.

9.1.5 Crowding: Drivers that do not give ample racing room, or room for another driver to maneuver may be considered to be crowding. Drivers may be penalized for crowding, even if it does not directly result in position loss.

9.1.6 Deliberate Contact: Deliberate contact, bumping, nerfing, pushing, etc., will be grounds for penalty, up to and potentially including ejection, depending on severity. Deliberate contact includes “bump drafting”.

9.1.7 Gain From Contact: Contact that results in a driver gaining an advantage, and resulting in a position gain may be penalized. A driver that gains from contact, albeit unintentional, may be able to avoid a penalty via letting the other driver back by in a show of good sportsmanship.

9.1.8 Cutting the Course: Any driver leaving the course or cutting the apex of the corner is subject to penalty or disqualification at the discretion of the Race Director.

9.1.9 Re-Entering the Track: A driver who has gone off the racing surface will re-enter the racetrack as far off the racing line as possible allowing all other competing karts sufficient room to avoid any possibility of contact with the re-

entering kart. A driver must re-enter the track only at a point that will provide no advantage in time, distance, or position relative to competing karts. Any penalties assessed will be at the discretion of the Race Director and can range from Black Flag to Disqualification.

9.1.10 Blocking: Any reactionary move made by a driver to impede the progress of another driver, or multiple moves upon entering a corner may be considered blocking by officials. Drivers are to pick a line, stick to the line, or only make a single non-reactionary move to maintain position.

9.1.11 Passing Under Yellow: If a driver improves their position under a yellow flag condition they will be given one lap to give back the position by pointing the overtaken driver(s) by. If the overtaking driver fails to surrender position, they will be issued a black flag or time penalty.

9.1.12 Ignoring a Penalty Flag: Any driver that fails to report for a meatball flag after two laps will see that penalty increase. Any driver that fails to report to the pits after being shown the black flag for two consecutive laps will be disqualified.

9.1.13 Potential Damage: If a race official suspects that a kart may have damage or a mechanical issue making it unsafe to drive, the driver may be issued a black flag for subsequent safety inspection.

9.1.15 Tire Warming: Drivers are not to swerve back and forth to warm tires prior to the start, or re-starts. Drivers may be penalized for this action by either a time or position penalty. This does not warm the tires and potentially damages the steering components.

9.2 Penalty Procedures:

9.2.1 Black Flag Penalty: A driver receiving the black flag is REQUIRED to report to the pits immediately. The black flag will be used for rules violations as well as mechanical issues. The driver will be greeted by a race official in the pit area and given an explanation for the black flag. Drivers who receive a black flag may be allowed to rejoin the race, depending on the situation.

9.2.2 Post Race Position Penalty: If a position is gained illegally in the final two laps and a proper penalty cannot be displayed, then a position penalty may be issued.

9.2.3 Post Race Time Penalty: In the scenario that a driver receives a penalty flag on the final two laps of the race and does not report to serve the penalty, a post-race time-penalty will be assessed to that driver's results.

9.2.4 Race Disqualification: Race officials may opt to disqualify a driver from any given session if a particularly egregious, deliberate or flagrant violation occurs. Disqualification will result in an automatic zero points being awarded for finishing position.

9.2.5 Event Ejection: The Race Director reserves the right to eject any driver from the event for major violations described in section 9.1 of the Driving Regulations code.

9.2.6 Post-Event Sanctions: The Race Director and Lone Star Kartpark Karting reserve the right to impose probation, suspension or a facility ban for major violations described in section 9.1 of the Driving Regulations code.

9.2.7 Video Review: The use of video to review incidents may be used during, or after the conclusion of an event. If an incident is found that was not penalized during the event, a penalty may be assessed to the driver at fault post event. The full range of penalties may be used in the case of video review.

10. MECHANICAL FAILURES AND DAMAGE LIABILITY

All karts are professionally prepared and tested prior to every event for equality and proper operation. The kart you are assigned each session will be yours for that session, unless officials deem it unable to continue. Drivers will not have the option to switch karts voluntarily. When you take possession of the kart at the beginning of a session, everything will be in working order. However, parts can fail over the course of the event due to poor manufacturing or driver abuse. Below describes how these issues will be handled.

10.1 Mechanical Failures: Should your kart experience a mechanical failure through no fault of your own, it will be repaired at no cost. Drivers who experience a mechanical failure will be credited with points based on their last time across the start/finish line, minus two spots.

10.2 Crash Damage/Driver Abuse: Should your kart experience a failure due to driver abuse, or receive crash damage, it will be repaired and billed to the driver who was behind the wheel when the failure occurred. The driver will not be credited with any points beyond their presumed last place finish, and will be

required to pay the damage bill before their next on track session.

10.3 Kart Change For Mechanical Failures: In the case of a mechanical failure prior to, or during a practice or qualifying session, a new kart will be provided to the driver, and released back on track. If the driver did not, or cannot get the sufficient time during their session, the driver will be moved to the following session if need be. In the case of a mechanical failure prior to the start of a race session, whether in pit lane or on the grid, a replacement kart will be given to the driver, with their starting position retained.

11. AUTHORITY

Lone Star Kartpark and the Race Director reserve the right to alter the event rules and regulations to suit any special or unforeseen situation. All decisions by the Race Director are final and are not subject to appeal or protest. These general rules may be modified in part to suit a particular race.