



## 2010 Red Line Oil Karting Championship Supplemental Rules Rev 4-9-2010

These rules have been developed for the Red Line Oil Karting Championship (RLOKC) and the Northern California Rotax Challenge (NCRC). The final interpretation of these rules will be made by the Race Director. Cameron Karting is the series promoter and sponsor. If there are any questions or further clarification is needed, contact Race Director Ric Shaw at [racedirector-ric@hotmail.com](mailto:racedirector-ric@hotmail.com).

### 1. Classes / Ages / Weights / Tire Compounds / Tech Rules

Class	Age *	Weight	Tire	Tech Rules*****
Rotax Micro Max	8-10***	235#	MOJO D2	Rotax Max rules
Rotax Mini Max	10-12***	265#	MOJO D2	Rotax Max rules
Junior Rotax	13 –16	320#	MOJOD2	Rotax Max rules
Senior Rotax	15 and up***	365#	MOJO D2	Rotax Max rules
Rotax Masters/Heavy Driver	32 and up**	405#	MOJO D2	Rotax Max rules
Rotax Masters Light	32 and up	365#	MOJO D2	Rotax Max rules
Rotax DD2	15 and up	385#	MOJO D3	Rotax Max rules
Formula 80	15 and up	360#	Brig YKC	Norcal Rules
80 Masters/Heavy Driver	35 and up****	375#	Brig YKC	Norcal Rules
IAME TaG	15 and up	See Sect 4	Brig YKC	see Sect 4

- \* Competition age rule applies. Competitor must reach minimum class age by December 31, 2010. Drivers who start the year at the maximum age of a class can complete the year in this class even though they turn one year older during the year.
- \*\* Rotax Heavy Driver is 16 years and up. Driver must be at least 190 pounds with driving gear.
- \*\*\* Minimum age does not match National age rule. Drivers that are younger than the Supplemental Rules age but older than the National minimum age with demonstrated racing experience can appeal to the Race Director to be allowed to race per the National age rules. National age rule for Micro Max is age 7-10. National age for Mini Max is age 9-12.
- \*\*\*\* 80 Heavy Driver drivers must be 200# with driving gear. Age is 16 and up.
- \*\*\*\*\* Tech rules for a class will be per the organization listed. Where there is a conflict between the rules of the listed organization and the RLOKC Supplemental Rules, RLOKC Supplemental Rules will apply.

## 2. New drivers

- a. Drivers with less than four races of experience may be required to start races from the back of the pack until they demonstrate they have the experience and skill to take a start at speed and from the middle of a race group in a safe manner. Drivers with less than four races of experience are expected to make this known at the time of registration or to the Race Director or Pre-Grid person prior to the first practice. Drivers with less than four races of experience are also required to have an X taped over the kart number on the rear number plate so other drivers and race officials know which drivers have less than four races of experience.

## 3. Race Event Format

- a. The race weekend format is available on race day at registration.
- b. For a one Pre-Main format, position for the Pre-Main will be determined by the qualifying session.
- c. The finishing order of the Pre-Main will be the starting order of the Main event.
- d. For a two Pre-Main format, position of both Pre-Mains will be determined by the qualifying session.
- e. The points for the two Pre-Mains will be added up to determine the starting order of the Main with the lowest points being the pole position. Any point ties will be broken using the qualifying time.

Points awarded for each Pre-Main as follows:

- 1<sup>st</sup> : 25 points
- 2<sup>nd</sup> : 20 points
- 3<sup>rd</sup> : 15 points
- 4<sup>th</sup> : 10 points
- 5<sup>th</sup> : 5 points

- f. Pre-Main will be from 8 to 12 laps and Main event will be between 15 to 20 laps unless time limitations force the shortening of any race.

## 4. Class Specifications Exceptions

- a. IAME TaG are Parilla only per IKF Tag rules or IKF National Cup rules.
- b. This is a spec gear class. The gear and weights are as follows:
  - Kart/driver minimum weight of 370#, gear to be 10-73 or 11-80
  - Kart/driver minimum weight of 385#, gear to be 10-74 or 11-81
  - Kart/driver minimum weight of 400#, gear to be 10-75 or 11-83
- c. Gear is open when the race is declared a rain event.
- d. The gear ratios may be changed during the season so as to avoid high RPM levels. Contact the race director to see if there have been mid-season gear ratio changes.

## 5. Driver Equipment

- a. Helmets must meet the following safety standards: Snell M2000 or M2005, Snell SA2000 or SA2005, SFI 31.2, SFI 41.2. Moto-X style helmets are not allowed.
- b. Neck collar is mandatory and must be as manufactured, modifications are not allowed.
- c. Shoes must cover the ankle.
- d. Gloves are mandatory and must cover the hands to the wrist completely.
- e. Driver suit or driver jacket must be made of scuff resistant material that is intended for kart racing application. Tough leather jackets are OK. If a jacket is used, driver's pants must be of denim jean material or tougher. No sweat pants or light weight pants.
- f. Micro Max and Mini Max drivers must use a rib/chest protector designed for karting. The chest protector must be made of a hard material that will protect the chest area in case of contact with the steering wheel during an accident.
- g. Junior drivers (12-15) must use a rib protector that is designed for karting. The use of a rib protector is to give added protection to the rib area during an accident.

## 6. General Paddock and Pit Lane Rules

- a. No one under the age of eighteen can ride or operate scooters, mopeds, quads, golf karts, roller blades, roller skates, or bicycles in the paddock. If any one under eighteen is caught riding bikes, scooters, etc., the bikes, scooters, etc. may be taken and held by Paddock personnel until the end of the event.
- b. No scooters, mopeds, quads, golf karts, roller blades, roller skates, or bicycles are allowed on the Hot Pit lane.
- c. All competitors must have a good fire extinguisher in working order in their pit area that is both visible and easily accessible.
- d. Pets are strongly discouraged at race events. Any pet brought to the a race must be kept on a leash in the competitor's pit area. The competitor is responsible for the behavior of any pet in their pit area.
- e. If there is a problem with the behavior of any pet and the competitor does not correct the situation after one warning, then the competitor is subject to being disqualified from the competition and being asked to leave immediately and take the pet with him or her.
- f. Absolutely no pets in the Hot Pit Lane Area.

## 7. Tires

- a. Rain tires must be tires that are made for racing in the rain. Grooved slicks are not allowed.
- b. Rains tire for Rotax classes is MOJO W2s per National Rotax rules.
- c. Rain tire for all 80 Shifter and TaG Club classes is Bridgestone YJP, YHP or YGR.
- d. Same tires used in Qualifying must be used for the rest of the event, except when an event must alternate between rains and slicks. Once a tire is marked, it is the only type tire one must use for the event.
- e. Damaged tires must see the Tech Director to determine how to handle the tire replacement.
- f. Tires must be run as manufactured. Tire treatment is not allowed on tires used in qualifying and races. Tires cannot have any external evidence of the application of any substance.
- h. Tire treatment is also not allowed on tires used in practice during a race event. If tires are seen in the paddock area with evidence of tire treatment, the tires and wheels will be impounded by the Tech Director or Race Director for the remainder of the event.
- i. If any tires are found during Qualifying with evidence of tire treatment, the driver will be excluded from running that Qualifying and the Pre-Main. The competitor must start the Main event from the last starting position. The treated tires and wheels will be impounded by the Tech Director for the remainder of the event. The treated tires also will be forfeited by the competitor. A replacement set of used tires/wheels must be presented to the Tech Director who will inspect and mark the tires.
- j. If any competitor is caught putting tire treatment on the inside of the tires, the driver will be immediately disqualified, all earned points for the year will be forfeited and the driver will be suspended from all RLOKC kart racing events for 12 months.

## 8. Spec Fuel and Oil

- a. Fuel will be VP93, VP98 or VP110 per the following:
  - i. VP93 for all Rotax classes.
  - ii. VP 98 for IAME TaG.
  - iii. VP110 for all 80 Shifter classes.
- b. Spec oil is Red Line 2-Cycle Oil for all classes
- c. Oil ratios per the following with no exceptions:
  - i. Rotax : between 33:1 to 50:1 ration. ( from 4.0 to 2.5 oz of oil per gallon of fuel)
  - ii. TaG Grand Masters: 16:1 or 8 oz per gallon.
  - iii. All 80 Shifter classes: 20:1 or 6 ½ oz per gallon.
- d. Fuel may be checked after Qualifying, Pre-Main and Main events.
- e. Fuel will be tested by one or more of the following methods:

- i. Color test compared to samples mixed from the track available fuel and oil. A range of ¼ ounce per gallon will be used.
- ii. Digitron testing.
- iii. IKF water testing.
- iv. Two different chemical tests that look for performance additives.
- f. It is the responsibility of the competitors to assure that they mix fuel in a clean container and drain the kart's fuel system of all old fuel prior to adding the spec fuel/oil mix.
- g. Ignorance of the fuel rules or poor mixing and preparation habits that could cause contamination from previous fuel/oil that is different from the series spec fuel/oil is no reason for leniency from race officials.
- h. If a competitor fails any one of the fuel tests, a DQ from Qualifying, Pre-Main or Main will result.
- i. A failure of the chemical test which would indicate the presence of a performance boosting substance is a severe infraction and additional penalties including expulsion from the RLOKC series for up to one year could result. Any driver/crew that is caught deliberately cheating on fuel will be banned from the RLOKC series for at least one year.
- j. The reasons for all DQ's will be published as part of race results.

## 9. Air Boxes

- a. Air boxes are required on all karts.
- b. Air boxes for all 80 shifters and IAME TaG are per Norcal IKF rules. Exterior air cleaners secured to the air box are allowed.
- c. Air boxes and filters for Rotax are as per the Rotax Max Challenge rules. Any attempt by a competitor to circumvent the original design of the air box, manifold boot and filter to enhance the air flow to the carburetor is not allowed and if detected will result in a DQ.
- 10. Rain hoods that are mounted over the air intake tubes are allowed in wet track conditions for all classes except Rotax.

## 11. Silencers

- a. Silencers for 80 shifter classes:
  - i. Silencers must be the 14 inch RLV or M4 silencers.
  - ii. Silencers may not be modified from 'as manufactured' condition where such modification results in an increase in noise from the original stock condition.
  - iii. If any kart is noticeably noisier than the norm of the rest of the karts in the class, it will be black-flagged (mechanical black flag) from any practice or race situation and the driver informed of this situation. The driver/crew must then either repack the silencer or make other modifications prior to returning to the track. If modifications do not fix the situation and the kart is still noticeably noisier than the norm of the rest of the karts in the field, the driver/crew will be expected to install a new silencer of a type that will allow the kart to be at a noise level that is similar to that of the rest of the field. If a driver cannot comply with the noise expectations, the driver will not be allowed to continue in the event.
  - iv. All silencers on shifter karts cannot extend beyond the vertical plane of the rear bumper of the kart. The exit of any silencer may not be higher than 9 inches from the ground. Both of these conditions are to help prevent drivers from being injured due to contact with the silencer during a crash.
  - iv. All decisions of the Tech Director or Race Director will be final in all noise-related issues.

## 12. Driver On-Track Expectations

- a. When a driver is displayed a blue flag during a practice session, it is expected that the driver be courteous and give room to the faster drivers and point them by within the next lap.
- b. When displayed a blue flag during a race, a driver or drivers being displayed the flag must yield to the following expectations:

- i. Drivers who are displayed a blue flag during a race are to understand that their competitive driving must yield to the front runners who are still in contention for high point positions. To not follow the below expectations and thus interfere with the lead karts when they are lapping a slower kart will result in a significant penalty.
- ii. Once displayed the blue flag, a driver is to stay in the on-line area of the track but slow a bit on a straightaway to allow the faster drivers by.
- iii. Or a driver may slow in an off line area of the track until the faster drivers get by.
- iv. If two drivers are racing for a position and both are shown the blue flag, the battle for position is to end until the faster drivers have made their pass. If there is a pass made between the drivers who were shown the blue flag, the pass will be reversed at the completion of the race.
- c. Intentional bumping, repeated bumping or pushing another kart down the front straight is not allowed. Only one warning (rolled up black flag) will be given to a driver, thereafter penalties may be assessed. Repeated bumping that causes another competitor to lose control of their kart will be treated as rough driving and will most likely result in a penalty.
- d. Do not use the cut off areas of the track for anything except to stop a kart that is having kart problems or to stop a disabled kart. Use of the cut off areas during practice or a race could result in a DQ.
- e. Cutting the course that results in an advantage to the driver will result in some sort of time or position penalty.

### **13. Driver and Crew Conduct Expectations**

- a. The expectation of the RLOKC is that drivers, crew, family and friends of drivers conduct themselves in a civil manner.
- b. Drivers are responsible for the conduct of crew, family and friends attending the kart race event.
- c. Practice sessions are meant for drivers to tune up their karts and their skills. Wheel-to-wheel dicing is not allowed, even amongst drivers who are friends. Passes must be made cleanly with more margin of safety than in race situations. Drivers who know that other drivers are trying to make a pass are expected to yield at a safe spot on the track within a lap. Drivers who drive in practice in an overly aggressive or dangerous manner will be warned only once by the Flagman, Assistant Race Director or Race Director and expected to comply with the feedback and expectations of these officials. A second warning during practice will result in exclusion from further practice for the day and possible additional penalties.
- d. When a driver is presented with a penalty due to an on track or tech situation, the driver will be allowed a couple of minutes of discussion with the race official communicating the penalty. Heated discussions by the driver or crew member need to be avoided. Once the race official says the discussion needs to end, the driver is expected to end the discussion. The driver does have the right to register a protest. A protest allows a second discussion to occur when cooler heads prevail or when new information can be discussed.
- e. All discussions dealing with penalties about driver conduct will be between the driver and the race official. In the case of a junior driver, a parent of the driver may listen to the discussion. The parent may ask only clarifying questions. No crew, sponsor or other person can be part of a discussion between a driver and a race official. The driver is responsible for the conduct of any other person who may join into a discussion between the driver and the race official unless allowed by the race official.
- f. Any driver or parent/crew/friend who conducts themselves in an argumentative manner with a race official is subject to a penalty or an additional penalty, which could include immediate exclusion from the event.
- g. Foul language is to be avoided at all race events. Penalties will be assessed for drivers and their crews who do not comply with this expectation once they have been warned.
- h. Obscene gestures to another driver or crew, especially while on the race course will result in a penalty from three positions to disqualification. A repeat offence may result in a black flag and a one race suspension.

- i. Heated and confrontational arguments between drivers and their crews with officials or other drivers and crews must be avoided. Penalties can result from such conduct depending on the severity and frequency of such conduct.
- j. Any driver or crew who initiates a fight or makes threatening statements to others at an event will be faced with immediate exclusion from an event or possible suspension from all race events for a period of up to one year.
- k. Drivers and their crew who are confronted with a threatening situation are expected to avoid retaliation. Not following this expectation could result in penalties even though the driver and crew did not initiate the confrontation.

#### **14. Hot Pit Lane Rules**

- a. During practice, the Hot Pit Lane does allow driving through the lane from the track exit to the track entrance. The hot pit lane can be a dangerous place. The following rules are to be followed by all drivers and crews to assure the safety of all in the Hot Pit Lane area.
- b. Speed in the Hot Pit Lane is approximately 5 MPH. Any driver who exceeds this speed in the judgment of any race official will be given one warning. A second violation will result in the driver being suspended from practice or the loss of qualifying or race positions.
- c. When coming onto the pit lane always pit to the paddock side of the pit lane. Drivers are never to stop on the track side of the pit lane, this is a through lane.
  - a. Fuel is never allowed on the Hot Pit Lane. All refueling must be done in the paddock area.
- b. At the end of a practice or qualifying session, all karts will be stopped at or near the scale area. Drivers are to put their karts back onto their kart stands in or near the scale area. Going through the pit lane back to the pre-grid area will not be allowed after the checkered flag is displayed.
- c. During Practice and Qualifying, the Hot Pit lane is restricted to drivers and crews with the appropriate colored wristband.
- d. Kids under 12 years old who are not entered race drivers are not allowed in the Hot Pit Lane area during practice and qualifying. Absolutely no pets allowed in the Hot Pit Lane area.
- e. During the Qualifying session, Pre-Main and Main events, the Hot Pit Lane is closed to through traffic. All karts that exit the track at the scale area must stop. Their qualifying or race is done at that time.

#### **15. Transponders**

- a. AMB transponders will be used for all events.
- b. Transponders must be mounted in the AMB transponder holder only.
- c. For all other classes, transponders must be mounted to the rear of the seat.
- d. In the case of a very close finish for first place, a visual determination of the finishing order will overrule the timing system order when available.
- e. If a transponder falls off during a qualifying session, the problem is the competitor's and any laps timed will be the only laps scored.
- f. If a competitor's own transponder fails, the problem is the competitor's and any laps timed will be the only laps scored.
- g. If a RLOKC provided transponder fails or there is a timing system failure, re-qualifying the competitor(s) will result. A minimum of fifteen minutes must be allowed before the re-qualifying run is allowed to give time for the tires to cool down.
- h. If a transponder falls off or fails during a Pre-Main or Main, all attempts to determine where the competitor actually finished will be made, but a two position penalty will result for the inadequate mounting of the transponder. If situation is a failure of a RLOKC provided transponder or the failure of the timing system, no penalty will result.

#### **15. Qualifying**

- a. Qualifying will normally be a group session using AMB transponders.

- b. Qualifying will normally be a five lap session, with up to fifteen karts on the track at one time. All competitors must take the track at the same time when instructed by the Pre-Grid marshal.
- c. If a competitor cannot begin the session when instructed, but enters the session after the first lap has been completed by the rest of the field, then this competitor only gets the laps remaining in the session for the rest of the field.
- d. Once displayed the checkered flag, a competitors qualifying session is over. All competitors are then to slow down, exit the track, and report to the scale area.
- e. During qualifying, it is the responsibility of the drivers to pace themselves with their competitors to assure open laps during their most important qualifying laps.
- f. Once a kart enters the track to start a qualifying session, it cannot exit the track and re-enter the session. Once a kart exits the track, its qualifying session is over and the kart must go to scales. If a driver exits the track and re-enters the track during a qualifying session, all times during the qualifying session will be disallowed.
- g. All karts must go through scales after qualifying. The following are some, but not all of the items of the items checked, after weighing the kart/driver:
  - i. Marking of tires
  - ii. Test for tire hardness
  - iii. Fuel testing
  - iv. Rear track width
- h. It is the responsibility of the driver and crew to make sure post qualifying inspection and marking is complete prior to leaving the tech area. Ask, don't assume.
- i. No pit stops are allowed during a qualifying session, once a kart exits the track to the pits, the session is over for that kart.
- j. During a qualifying session, drivers cannot use a cut off section of the track unless it is to park a broken kart. Use of a cut off section to clear traffic will result in a one second penalty from the driver's best qualifying lap time.

## 16. Starting Procedures

- k. All shifter kart races will use a standing start. The exact starting procedure will be reviewed at the drivers meeting prior to the Pre-Main for each shifter kart class.
- l. All other clutch kart classes will use a rolling start with the following expectations:
  - i. The front row karts will approach the flagman going no more than 1/2 speed prior to the display of the green flag and the speed must be constant. The front row will get one chance to get the start right, after which the front row will be put back one row and the second row will attempt the start.
  - ii. Karts must stay one foot back from the kart in front of them. This is to prevent karts from pushing each other prior to a start.
  - iii. Karts must stay in line until the green flag is displayed.
  - iv. Karts cannot accelerate until the display of the green flag.
  - v. No bumping or pushing of karts is allowed.
  - vi. Jumping the start, breaking out of line prior to the green flag, excess bumping prior to the start or pushing other karts after the start are all driver infractions and penalties could be assessed at the end of the race.
- m. Deliberate passing of other karts with one or more wheels in the dirt is not allowed between the display of the green flag and the exit of turn one.
- n. Aggressive starts, which lead to excessive contact between karts are not allowed. A penalty will result.
- o. Going off track to avoid out of control karts is allowable.
- p. If a kart stops once it has gone on the racing surface, the driver of the kart must get out of the kart and push the kart to a safe area.
  - i. Once a kart is in a safe area, the driver can work on the kart.
  - ii. Working on the kart in an unsafe area and causing a delay to the start of a race can result in a DQ from the race.

- iii. If the driver can fix the kart prior to the start, the driver can attempt to catch up to the field and regain their original starting position.
- iv. If the driver exits the track by going into the pits, the driver and kart are out of the race and cannot rejoin the race. This is a safety rule to avoid karts flying into and out of the pits where people are mostly standing and could be hit by a fast moving kart.
- q. In the case a driver drops out prior to the start, the position will be left open if the start is a standing start or the kart directly behind the absent driver will move forward in the case of a rolling start.
- r. On a standing start, the grid will close once the last row takes their positions on the starting grid. Any karts arriving to the grid after the grid has closed must start behind the last row karts.
- s. On a rolling start, the grid is closed once the karts pass through the last turn. Any karts not in position once the grid is closed must start where they are on the track and cannot move further through the field.

## 17. Series Points

- a. For the 80 Shifter and Club TaG classes, the best 7 out of 8 races will be counted toward the class championship, i.e. one throwaway is allowed.
- b. In the Rotax series, the best 8 of 10 races will be counted toward the class championship, i.e. two throwaways are allowed, of which only one of the Dixon races can be used as a throwaway.
- c. A DQ from the Main event for a driver conduct situation cannot be used as a throw away race.
- d. A post race tech DQ will not be allowed as a throwaway race.
- e. A post race DQ of underweight or a mechanical failure of a component that causes the DQ will be treated like a DQ in a Pre-Main or qualifying and the driver is awarded last place points for the event. This DQ will be allowed to be used as a throwaway.
- f. Points awarded for the Main event will be awarded per the following point process, 200 for 1<sup>st</sup>, 175 for second, 155 for third, etc.
 

1 <sup>st</sup> = 200 points	8 <sup>th</sup> = 100 points	15 <sup>th</sup> = 55 points
2 <sup>nd</sup> = 175 points	9 <sup>th</sup> = 90 points	16 <sup>th</sup> = 50 points
3 <sup>rd</sup> = 155 points	10 <sup>th</sup> = 80 points	17 <sup>th</sup> = 45 points
4 <sup>th</sup> = 140 points	11 <sup>th</sup> = 75 points	18 <sup>th</sup> = 40 points
5 <sup>th</sup> = 130 points	12 <sup>th</sup> = 70 points	19 <sup>th</sup> = 35 points
6 <sup>th</sup> = 120 points	13 <sup>th</sup> = 65 points	20 <sup>th</sup> = 30 points
7 <sup>th</sup> = 110 points	14 <sup>th</sup> = 60 points	21 <sup>st</sup> thru last place = 30 points
- g. Points for a one Pre-Main format will be awarded per the following:
  - 1<sup>st</sup> = 50 points
  - 2<sup>nd</sup> = 40 points
  - 3<sup>rd</sup> = 30 points
  - 4<sup>th</sup> = 20 points
  - 5<sup>th</sup> = 10 points
- h. Points for a two Pre-Main format will be awarded per the following:
  - 1<sup>st</sup> = 25 points
  - 2<sup>nd</sup> = 20 points
  - 3<sup>rd</sup> = 15 points
  - 4<sup>th</sup> = 10 points
  - 5<sup>th</sup> = 5 points
- i. If any competitor completes one green flag lap in the Pre-Main or Main, they will be considered a finisher in the Main and get at least last place points.

## 18. Race Awards and End of Year Awards

- a. The race awards will be determined on the results of the Main events only. Awards will go to the top three in each class.

- b. End of year awards will be present as follows:
  - 1 award for each class
  - 2 awards for 3 or 4 average entries for the class
  - 3 awards for 5 or 6 average entries for the class
  - 4 awards for 7 or 8 average entries for the class
  - 5 awards for 9 or more entries for the class
- c. The following is the minimum number of races to be eligible for an end of year award:  
Rotax classes – 7 races; 80 Shifters and Club TaG – 5 races

## 19. Race and Technical Decisions

- a. All decisions by the Race and Technical Directors made during a race weekend will be final within one hour of the last checkered flag.
- b. A protest can be filed for any driver or technical penalty. Protest forms may be obtained from the Pre-Grid Marshal and returned to the Pre-Grid Marshal.
- c. A protest must be presented to the Pre-Grid Marshal within one hour of the completion of the driver's race or within one hour of the time a technical penalty is communicated to a driver.

## 20. Pre-Tech

- a. All karts must pass pre-tech prior to the beginning of the first qualifying session.
- b. Required safety wire, safety clips or cotter pins must be used on the following:
  - i. On all bolts attaching the brake and throttle pedals to the kart.
  - ii. On front king pin bolts.
  - iii. On all bolts that control the steering (tie rods, steering shaft, steering wheel hub)
  - iv. At least one bolt that attaches the steering wheel to the steering hub.
  - v. At least one of the bolts that attach the third bearing support arm.
  - vi. On all bolts that attach the lead weights to the kart or seat. Double nuts on the lead weight attachment bolts in place of safety wire is allowable.
  - vii. On all bolts that attach the brake master and slave cylinders.
  - viii. On the brake rod bolts. Clevis clips that are used to attach the brake rod to the brake pedal or master cylinder must have safety wire or a tie rap attached to prevent the clevis clip from being unclipped by hand.
  - ix. All bolts that attach the brake rotors must be a mechanical locking type nut in good condition or safety wired. Ny-lock type nuts are never to be used to attach brake rotors to the brake hub.
- c. Inspect the brake rotor and brake hubs for cracks that could cause brake failure.
- d. Brake safety cable is mandatory as a secondary cable in all classes. Minimum thickness of cable is 1.5mm
- e. Catch bottles on all carburetors with overflow tubes will be of eight ounces minimum size and securely fastened.
- f. A radiator catch bottle must be used to catch any radiator overflow.
- g. All four number plates must have the kart number on them. The following number panels/kart number color combinations are the only ones allowed:
  - i. Black or red numbers on White or Yellow Panels. Note: At all Nor Cal IKF tracks, black numbers on white panels are the only combination allowed, except for IKF expert drivers.
- h. Helmet checked for required approval certification.
- i. Junior 1 and Kid Kart drivers must bring their rib/chest protector to Pre-tech.
- j. Junior drivers must bring their rib protector to Pre-tech.
- k. All Rotax drivers must bring their engine passport to Pre-tech.

## 21. Post Race Tech

- a. All karts that finish a Main event are subject to impound for post race technical inspection. If a kart is requested to be in post race tech, the driver of the kart must comply. No push through of post race tech is allowed. If a driver refuses to go to post race tech, the driver will not only be disqualified from the event but also will be subject to a ban from the next three RLOKC kart race events.
- b. At the end of any race, no one other than the driver can be near a kart until the kart is weighed. Crewmembers will be expected to help the driver lift the kart onto the scales if such lifting is required to weigh a kart.
- c. If a kart is requested to be put in the post race impound area, only the driver or one crewmember is allowed to push the kart into the tech impound area. The driver or crewmember must leave the impound area immediately, taking all of the driver's race equipment with them.
- d. Drivers finishing in the top five positions of any race class may be subject to post race tech. It is the responsibility of the driver to make sure they are not required to go to post race tech prior to pushing their kart back to their pit spot.
- e. If a kart that was supposed to be in post race tech leaves the scale area and goes back to their pit area, it will not be allowed back into post race tech. This kart will then be given last place for the race. If the driver of this kart requests reinstatement due to accidentally leaving tech, the Tech Director can reinstate the driver in the first position that was not required in tech, i.e., in a class where 5 karts are to report to post race tech and the third place kart does not report to post race tech, the third place kart will be reclassified to 6<sup>th</sup> place position and the 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> place karts will be moved up one position. The Tech Director may still perform a post race tech on the reinstated kart.
- f. When instructed by a member of the technical inspection team, only one person per kart is allowed into the tech impound area to perform post tech work.
- g. Once a kart or any portion of a kart is released from tech, it can not be brought back into tech for re-inspection of any tech issues.
- i. Anyone who does not follow the above Post Race Tech rules, or the instructions of a member of the technical inspection team, is subject to a penalty from a loss of position to a disqualification.
- j. A post race tech DQ is treated like an Open Black Flag, a severe violation.
- k. A written report will be logged by the Tech Director for any post race DQ or any warnings issued.
- l. A Post Race Tech DQ for a motor out of specifications will result in a warning letter to be sent to the motor builder of record. A second engine out of spec DQ within a two year period from the same engine builder will result in the engine builder being placed on probation. A third engine out of spec DQ from the same engine builder within a two year period will result in a suspension of the engine builder from attending any RLOKC event for a period of 6 to 12 months.
- m. Any engine builder who intentionally violates the engine specs of any class will be considered cheating and will be suspended from attending any RLOKC event for a period of one year. The determination of what is or is not cheating will be up to the series race director.
- n. The reasons for all DQ's will be published as part of race results.

## **22. Red Flag Rules**

- a. A red flag will be displayed for any incident where a kart flips over, or where a driver is injured, is in their kart and cannot get out of their kart quickly. All drivers must come to a safe but complete stop near the inside or outside edge of the track.
- b. Once all the drivers come to a stop on the track, no one can work on a kart until the Race Directors determines if such work will be allowed. If work is done to a kart prior to instructions from the Race Director, the kart will restart the race from the rear of the pack.

- c. Any driver who is considered to be at least a 1% contributor to a red flag incident may be scored as zero points for that Pre-Main or Main and not allowed to restart if a restart of the race is to occur. This would be treated as a mechanical black flag situation.
- d. Any kart involved in a red flag incident receiving any damage that would require any repair effort by the driver or crew is allowed to make repairs only with the approval of the Race Director. The driver must restart the race from the rear of the pack.
- e. Any kart deemed unsafe to return to action by the Race Director or Tech Director will not be allowed to restart that Pre-Main or Main.
- f. Any kart involved in a red flag incident in which a tire is damaged is NOT allowed to restart the Pre-Main or Main with a substitute tire. A tire substitution is allowed after a heat race upon approval of the Tech Director.
- g. If at least 50% of the planned laps for a Pre-Main or Main have been completed, the Pre-Main or Main may be declared final and the Pre-Main or Main will not be restarted.
- h. All restarts will be single file starts in a similar manner of a rolling start described in Section 16.

### **23. Black Flag Rules**

- a. There are four types of Black Flags
  - i. Rolled Up Black Flag
  - ii. Open Black Flag
  - iii. Mechanical Black Flag, black flag with an orange ball in the center.
  - iv. Removal Flag, black flag with a blue ball in the center.
- b. A Rolled Up Black Flag indicates a driver is doing something in a manner which is close to a driver conduct situation. The driver or drivers are expected to think about how they are driving and to correct their driving behavior. A Rolled Up Black Flag is given as a courtesy warning.
- c. An Open Black Flag means the driver has committed a driver conduct violation and is disqualified from the practice, qualifying session, Pre-Main or Main. The driver is to proceed safely to the track exit. The penalties resulting from an Open Black Flag will vary due to the severity of the situation which will be judged by the Race Director, Assistant Race Director or Flagman. An Open Black Flag is a severe penalty with the following implications.
  - i. If issued in Practice, the driver could: 1) lose all practice for the remainder of the day, or 2) not be allowed to qualify and thus start from the rear of the field in the Pre-Main(s), or 3) be expelled from the event.
  - ii. If issued during Qualifying, the driver would start the Pre-Main from the rear of the field or be expelled from the event if the situation that caused the issuance of a black flag is severe in nature.
- d. A Mechanical Flag Black indicates there is something mechanically wrong with the kart. Driver should drive safely to the track exit. Driver will be given credit for laps completed.
  - i. If issued during a Pre-Main, the driver will start the Main event from the rear of the grid if the issue causing the mechanical black flag has been corrected.
  - v. If issued during the Main, the driver is disqualified from the race but given credit for laps completed and scored based on laps completed.
  - vi. A Mechanical Black Flag is allowed to be used as a throwaway race in the series championship points.
  - vii. A Mechanical Black Flag is not a driver conduct penalty and thus is less severe than a driver conduct penalty. A Mechanical Black Flag is treated as a DNF. The driver is scored in the last running position of the lap the Mechanical Black Flag was issued.
- e. The Removal Black Flag means that the driver will be passed by the leaders of the race within a couple of laps and the driver is requested to continue at speed and exit the track within that lap to avoid interfering with a battle for the race lead.
- f. Ignoring any black flag is unacceptable and is considered gross driver misconduct. Additional penalties will mostly likely result. The severity of additional penalties will be determined by how many times the driver ignores the black flag.

- g. The Race Director can change an Open Black Flag ruling to a Mechanical Black Flag ruling after discussion with other race officials or the driver.

#### **24. Re-Starting a Stalled Kart**

- a. Stalled karts are allowed to be restarted and to continue during practice, qualifying, Pre-Main or Main.
- b. If a kart stalls or breaks down during the qualifying session, the kart is finished for the session. The driver is expected to get their kart off the track and to a safe area.
- c. On track restarts must be done in a safe place on the track, i.e. in an area of the track that is off the racing line. Senior drivers are not allowed any assistance with an on course restart. Junior drivers will be allowed assistance by corner workers or other race officials when it is safe to do so.
- d. If a stalled kart is in a dangerous position for more than two laps of a qualifying session and thus causes karts to slow down for more than two laps of the session, this session will be blacked flagged and rerun. No tire changes or adjustments to karts will be allowed by crews. Karts will be driven back around to the start finish line and stopped on the track until the session is restarted. The stalled kart will not be allowed to restart this or any other qualifying session if they are the cause of the qualifying session being stopped.
- e. Once a kart is stalled on course, it is the responsibility of the driver to get out of the kart and pull the kart to a safe area away from the racing line. Corner workers can assist junior drivers in moving the kart to a safe place once it is safe for them to do so. Senior drivers are expected to attempt to move their karts to a safe area. If a corner worker has to move a senior class kart to a safe area because the driver refuses to do so, the driver will be disqualified for the practice, qualifying session or race.
- f. Restarting a stalled kart is allowed if it is done in a safe manner and does not interfere with the race action of other competitors on the track. A driver of a kart that is restarted is expected to adhere strictly to a blue flag from the Flagman or Race Director. If strict adherence of the blue flag is not followed, the competitor will be black flagged from the event.
- g. Stalled karts, as part of a standing start will be given help from the race officials to re-fire the kart. Only two attempts to re-fire the kart will be allowed. If the kart does not fire up quickly, then the driver is to get out of their kart and push the kart to a safe place away from the racing surface. Any driver whose slow actions to remove their kart from the starting line that puts other racers or race officials at risk could be issued a DQ, a severe driver penalty.

#### **25. General Flag Definitions and Instructions**

- a. Standing Yellow Flag: Driver should acknowledge by putting a hand up, slow down a little and look for the incident, drive to the opposite side of track, away from the incident, then resume speed after driving past the yellow flag.
- b. Waving Yellow Flag: Indicates a bigger problem on the track. Driver should acknowledge by putting a hand up, slow down substantially, prepare to stop if the track is blocked, then resume speed after driving past the yellow flag.
- c. Two Waving Yellow Flags at the start/finish line: Indicates the entire track is under yellow flag conditions. All corners will also be showing waving yellow flags. Drivers are to reduce speed to approximately  $\frac{3}{4}$  speed. Drivers should be aware of the location of the incident and drive slower in the incident area. Drivers can slowly catch up to the leader. Drivers are to stay in a single file line. Passing is not allowed until the green flag is displayed. For the race to return to green flag conditions, the flagman must wave a green flag to restart the racing. The green flag will be given to the lead kart first. Once the green flag is shown to the leader, all yellow flags in the corners will be withdrawn and the entire track is then green again.
- d. When the flagman is showing one yellow flag, either waving or standing, it is a local yellow flag for turn one only. Drivers are to treat this like any yellow flag that is shown in any other corner. Once past the incident, drivers may resume racing at speed.

- e. NO PASSING under any yellow flag situations until you pass the incident or the track goes back to a green flag in the case of a full course yellow.
- f. Red/Yellow Striped Flag: this is the debris flag and means there is debris on the track. This is an advisory flag; it will be shown for two laps. Passing is allowed under this flag condition.
- g. Blue Flag: Indicates a faster kart is about ready to pass. Out of respect for a faster racer, give the faster kart some room to pass quickly and safely. You may need to slow down slightly and point the faster kart to the side you want them to pass on. When two or more slower drivers are battling for position and a blue flag is displayed, it is being displayed to the entire group of slower drivers battling for position. In this situation, it is expected the battle for position amongst the slower drivers be on hold until the faster drivers make the pass. If one of the slower drivers takes advantage of the blue flag situation to gain positions, race positions will be adjusted to the pre-blue flag order at the race conclusion. Ignoring the blue flag for more than one lap will result in a black flag or a serious discussion with the Race Director or Flagman.
- h. Green Flag: The race has begun.
- i. Waving Red and Yellow: Indicates a restart, the race pack is to slow down and regroup and expect another try of the start the next time around.
- j. Crossed rolled Green and Yellow flags: Shown to the field one lap prior to a start. Drivers are to slow down half way through the next pace lap and the field is to position themselves on the track as per the starting grid.
- k. Crossed rolled White and Green: Indicates the race is half over.
- l. White flag: Indicates there is one more lap left to the race. This flag is a courtesy flag and may not be shown in cases where scoring has miscounted the laps.
- m. Checkered flag: Indicates end of the race. Drivers should back off the throttle a bit, hand up indicating one is slowing and drive safely at a moderate pace to the pit exit. No driving at race speed after the checkered flag, no passing.

