



Tri-C Karters & EP1K RULES FOR 2010 (rev 1/08/10)

***OUR MISSION:***

Tri-C Karters and EP1K have created an alliance for the promotion of kart racing as a safe, fun, and competitive motor-sport in the Southern California area. We strive promote and host top quality events that are professionally run under uniform rules that are impartially enforced and provide fair competition and safety for all those involved.

We pledge to adhere to high standards in our efforts to provide the most competitive racing program possible for our members. We believe in a family oriented and friendly environment to make our events enjoyable for everyone.

***GENERAL***

1. Tri-C & EP1K follow the current 2010 International Kart Federation (IKF) Competition Regulations and Technical Manual except in as stated in these rules or as announced at the event if necessary. We recommend that all members secure a copy of the current regulations from IKF. The IKF 2010 Competition Regulations and Technical Manual is available at registration for \$25, or from IKF.
2. All competitors and associated persons are expected to abide by all the applicable rules. The rules apply equally to club members and non-members. It is the responsibility of the competitor to know and follow the rules, and to stay updated. Competitors will be held responsible for their crew and guests also following the rules.

***SEASON POINTS CHAMPIONSHIP COMPETITION***

1. Driver must be a club member to compete for points championships, and must compete in a designated season-points championship class. Year-end Awards for championship classes include:  
Top 5 points trophies and trophies for participants. Class champions also receive a class championship jacket.
2. To qualify for season championships, drivers must have participated in a minimum of 5 club races during the season.
3. A driver's season points begin to accumulate beginning on the date when the club membership application is received, approved and paid.

4. The 2010 season consists of 9 club races. A driver may score points toward year-end championships for a class in only 8 of the nine club race days for the year. Points from a maximum of 8 out of these possible 9 race days are counted toward season-points. If a driver competes in 9 club races, then his lowest cumulative points race day will be "dropped" from the total except that a non-mechanical DQ race can not be "dropped". A race for which a non-mechanical DQ is received is treated as a zero-points race and must be included as one of driver's 8 races. For a DQ of a mechanical nature, such as being underweight or for missing body work, the driver will be scored as a DNF, and will receive last place points and that race may be used as the drivers drop race. A DQ in any heat or main will include a loss of points for that heat or main; and at the discretion of the Race Director or Tech director, may result in the loss of points for the entire race day.

5. Points are awarded to all karts that take the green flag in each the heat races based on order of finish, with each heat receiving ½ the number of points of the main. ie: if 1<sup>st</sup> place in the main is worth 200 points, finishing 1<sup>st</sup> in any heat will be worth 100 points. Points will be awarded for the main event(s) of the day to all karts that take the green flag based on order of finish.

All DNF karts are ranked behind karts running at the end of the race, from the last kart out finishing highest, to the first kart out finishing lowest. DQ and DNS receive no points.

6. The driver who sets the Fast time for each class in a race day qualifying session will receive a "Pole award" of 5 bonus points towards the year end championship.

7. The driver who sets the fastest lap time in the main event for their class will receive a "Fast time award" of 5 bonus points towards the year end championship.

8. A driver may earn 400 Points by working at one club sponsored event per season.

9. Special event races hosted by the club are not considered "points" races unless designated as such by the club.

10. Season points champion is based on the highest gross accumulated total points scored in 8 races, including the race worked, subject to rules 1-8 above.

### ***KID KART CLASS***

1. Kid Karts for 2010 will be run under the IKF competitive rules (IKF rule 208.3). The format will generally be two pre-heats and a main event, no qualifying. Scoring will set the grid for the first heat, and it will be inverted for the second heat. Grid for the main event will be a combination of the finishes in the two heats. Race director to exercise his discretion as necessary for safety.

2. We have received IKF approval for a local option to allow drivers to compete for the entire racing year if they are no older than 7 years of age as of January 1<sup>st</sup>.

3. Trophies will be awarded for first through fifth (per IKF rule 800.9) and participation

trophies will be given to all others in the class.

4. Kid Kart is a season-points championship class for 2010.

### ***PIT RULES***

1. Use or operation of bicycles, scooters, skateboards, skates, go-peds, mini bikes, motorcycles, ATVs, is not allowed anywhere in the race facility. This is necessary to meet insurance and facility requirements. Exceptions: handicapped persons and use permitted only as authorized by race officials.
2. Pets are not allowed anywhere on the speedway property; for their safety and that of others.
3. No game playing or other recreational activities that are not part of kart racing are allowed in the pit areas; this includes but is not limited to throwing footballs and playing catch.
4. All persons within the race facility are required to purchase an appropriate insurance pit pass, and the band must be worn on the wrist and displayed so that it is visible. Transferring of passes is not allowed. Wrist bands are only valid on the date of purchase.
5. The driver will be held responsible for anyone in his/her group who does not adhere to these rules. Warnings are only at the discretion of club officials, and drivers may be disqualified for the day for violations of these pit rules without warnings being issued.

### ***PRE-TECH***

1. No kart may be operated on the track until its driver has been registered as an entry and is wearing the appropriate insurance wrist-band, and the kart has passed pre-tech and is displaying the appropriate tech sticker. The kart driven must be legal as an entry in a class the driver has entered that day. Violation may result in starting in the back of the first heat, or possible suspension for the race day.
2. Pre-tech stickers are to be left untouched and in the position in which they were applied by pre-tech officials. No modification of the sticker or transfer of the sticker to another kart is allowed.
3. Karts must be presented in pre-tech by someone of age 10 or higher in order to have responsible and effective communication with pre-tech officials.
4. Tech cards must be filled out before presenting the card to pre-tech. Pre-tech officials will not fill out the card as it delays the race program.
5. Pre-tech cards must be turned in to pre-tech to complete and confirm the registration of entries. Violation may result in starting in the back of the first heat.
6. IKF approved air boxes required for all classes. No air-box requirement for Kid Karts.

7. All hubs to be secured per IKF rule 105.2.1.6.
8. Orange rear panel for new drivers per IKF rule 206.1.4 will not be required at club races. A white or Yellow number panel will be acceptable; panel and helmet must display an "X".
9. IKF RULE: All lead and weights affixed to the kart must be WHITE, and must be safety wired, Double nutting is NOT a substitute for Safety wire.
10. Both ends of all seat struts must be bolted to the kart. It is not permissible to operate the kart with either end of a seat strut not bolted to the kart.
11. Helmets and required chest protectors must meet current IKF specifications, (IKF rule 105.1.6 et al) Note: 2010 is the last competition year that Snell SA and M 2000 will be legal. Drivers may be checked ANY TIME while on the grid or preparing to enter the track and the driver will be denied access to the track or suspended from the event if not wearing the required chest protector or approved helmet.
12. Karts and drivers must meet all tech and safety requirements upon arrival in the post-tech area after any race or track session (IKF rule 211.2). Having passed pre-tech before the race or track session does not waive this requirement. Such post race inspection may be made at the discretion of the head tech inspector.
13. S.F.I. approved chest protector is mandatory for all competitors in Kid Kart, Rookie and Cadet classes in order to compete or operate their kart on the track per IKF rule 105.1.6.3.6.

#### ***DRIVERS MEETING***

1. There will be a drivers meeting every club race day @ 8am On Grid A, All drivers must attend the drivers meeting. Violation will result in starting at the back of each heat race. Random roll calls will be made at drivers meeting. It is suggested that Jr drivers bring a parent with them to the drivers meeting.

#### ***GRID A and GRID B***

1. Karts must be present on Grid B no later than the time that the race group is moved to Grid A. A representative can take the position on the grid in lieu of the kart. The release of karts for the session will not be delayed to wait for a kart. Violation will result in starting at the back of that heat.
2. Any kart with the engine running may not be raised in the rear allowing the rear tires to spin, whether in contact with the paved surface, or not. Penalty will be disqualification for that heat. This is a safety rule.
3. When leaving Grid A for the commencement of a heat or qualifying, each kart must

enter the track within 90 seconds from the time the first kart leaves the grid. If a kart becomes disabled after the rear tires pass the exit of Grid A, ONLY the driver may push the kart back to the Grid and once on the Grid A may receive outside assistance and may re enter the track if still within the 90 seconds.

### ***SCALES, FUEL and POST TECH***

1. It is the driver's responsibility to be sure that weight requirements are met using the scales as they are on race day. It is the driver's responsibility to be sure his kart and engine are properly marked by tech officials after qualification before leaving the tech area. It is the driver's responsibility to check with tech officials after any heat or session to be sure his equipment is checked and passed before leaving the tech area.
2. All karts participating in the race must go through scales and post-tech as directed by race officials. Any refusal to weigh or submit to post-tech as requested by post-tech officials will result in an automatic disqualification. Karts are to remain in the post-tech area after the finish of the race until cleared to leave post-tech by a post-tech official. Leaving the post-tech area before completing post-tech and being cleared to leave by a post-tech official will result in automatic disqualification.
3. Each driver is responsible for the legality of his/her fuel. Drivers can consult post-tech officials and arrange for pre-race fuel testing. Pre-race testing, and/or failure or inability to obtain pre-race testing will not affect a fuel disqualification as determined by post-tech officials after qualifying, heat, or main event.

### ***RACE GROUPS***

1. Classes may be added and/or combined into race groups at the discretion of the race director as necessary to meet time constraints or otherwise accommodate entries.
2. Combined classes will be scored separately unless otherwise stated.

### ***RACE-DAY, RACE COMMITTEE***

1. The race director and the race committee are in charge of operations on race day. Members of the race committee include the race director, assistant race director, starter, chief scorer, chief pre-grid steward, and the chief post-tech inspector and board members not competing in the class involved.
2. Any assertions, protests, or appeals of rule violations must be made in writing to the race director within 30 minutes following the completion of the heat in which the violation is alleged to have occurred or within 30 minutes of being informed of a decision by a race official.
3. Protests or appeals shall be signed by the competitor or his/her guardian, and shall

contain a statement of the relevant facts, a citation of the governing rule or rules, and explain the position being taken. Supporting statements of others may also be submitted, and must be written and signed. Forms for protests may be requested @ the Transponder table, and all protests shall be submitted to the Transponder table personnel who will then give them to the race director or scoring.

4. The race director has the power to resolve all appeals and protests and will consult with appropriate race officials in making his decision. Race director or his designee will advise the driver making the protest and any other drivers affected of his decision as soon as practical.

5. Race-day issues will be resolved on race day with the appropriate race officials, and will generally not be re-considered at the regular monthly club meeting. Members may bring issues of concern related to race day incidents to the club meeting for discussion and possible action by the board. We encourage that any safety concerns be brought to the attention of the board as soon as possible. Drivers of parents should notify the board no later than Monday at 5:00 pm prior to the Tuesday club meeting of their intention to bring an issue to the meeting for discussion.

### ***CONDUCT***

1. Un-sportsmanlike conduct by any driver or anyone in his/her group will not be tolerated and will be reviewed by the race committee and/or board of directors for possible suspension or other discipline of the driver and/or any offending individual(s). Un-sportsmanlike conduct includes, but is not limited to any of the following: displays of anger or aggression; use of profanity or personal insults; screaming or yelling; threats; physical contact; fighting; destruction of any property; vandalism, violence; failure to follow direction given by a race official. Conduct may be judged unsportsmanlike whether or not it is directed at a specific individual.

2. Improper driving conduct will be addressed by race officials. Blocking, jamming, and other intentional contact will generally be considered improper conduct. Penalties are as determined by race officials, and incidents are also subject to review by the competition committee and the board of directors where further discipline or suspension may be necessary.

### ***MEMBERS***

1. Members are entitled to pre-register for races at a reduced entry fee. Members can reserve the same pit space for each club race through a season long pre-paid pit reservation. Season

long pre paid pit space reservations will also have the rights to that pit space on the day before the club race.

2. Members have rights to retain their kart number in the class raced in the preceding year provided that member joins the club no later than the first club race day of the new competition year.
3. Only Members may compete for season-points championships.
4. Drivers under the attained age of 18 must join the club as family member with a parent or legal guardian.
5. IKF membership is not required to participate in Tri-C / EP1K events.

#### *RESPECT FOR THE FACILITY*

Tri-C and EP1K hope that everyone will have a safe and enjoyable race day.

Please remember:

1. We are guests of the facility where we hold our events, and your club is responsible for leaving the facility in a clean and undamaged condition after our event. We Therefore ask that everyone police themselves and be sure all trash is picked up and Put in the trash containers prior to leaving the facility.
2. Empty fuel cans CANNOT be left anywhere at the Speedway; there will be a \$50 fine to the competitor for each fuel can left at the facility.
3. Used tires should be left beside the containers.
4. Vandalism or theft of any kind will not be tolerated.

**Thank you for choosing to race with Tri-C / EP1K.**