



2014 IronMan Series Official Rulebook

1. INTRODUCTION

The CalSpeed IronMan Series is an individual based arrive-and-drive endurance-style kart racing program. Arrive and drive means exactly what it says, you simply arrive and drive! CalSpeed Karting provides all the necessities to go racing, all you have to do is show up and we take care of the rest. The 2014 Championship Season will feature 8 event dates, which have been posted.

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 complete in a Super Series race. It is important that you read this document and understand it thoroughly.

2. SAFETY REQUIREMENTS

2.1 Safety Equipment: The following safety equipment is either required or recommended for Super Series events:

- Helmet* REQUIRED – Full-face coverage with visor and Snell SA or M rating or better
 - Driving Suit* REQUIRED – One that covers the body from the neck to the ankles and wrists and is manufactured of abrasive-resistant material. Certain jackets also acceptable with pants
 - Gloves REQUIRED – Made of leather and/or abrasive-resistant material & covering the fingers
 - Shoes REQUIRED – Must be closed toe and worn with socks
 - Balaclava* REQUIRED – For drivers with shoulder-length or longer hair
 - Neck Collar* Recommended – Neck brace design for race application
- * These items are available for use on event day*

2.2 Restricted Areas: This term is used to describe any area where the general public is not admitted including, but not limited to: the pits, track, infield, and adjacent walkways. All persons wanting access to restricted areas must sign a waiver and release form. Children and pets are not allowed in restricted areas. Smoking and alcohol are not permitted in the restricted areas. Any person under the influence of drugs or alcohol will be denied access to the event.

2.3 Eligibility: Drivers must be a minimum of 16 years of age in the calendar year in order to compete. Drivers between the ages of 12-15 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.

3. EVENT FORMAT AND PROCEDURES

3.1 Drivers' Meeting: All drivers are required to attend the Driver's Meeting. The Driver's Meeting will focus simply on addressing issues specific to that day's event, and will not go through a full reading of the rulebook and format at each event.

3.1.1 Supplemental Rules: CalSpeed may publish supplementary bulletins and make announcements during the Driver's Meeting. These bulletins and announcements carry the full weight of the rules.

3.2 On Track Sessions: Each IronMan Series event will feature a maximum driver cap of 35 entries, with a maximum of 35 drivers on track at once.

3.2.1 Practice / Qualifying: Each driver will get one 10-minute practice / qualifying session, with the session starting immediately following the Driver's Meeting. Times from this session will be used to determine the starting grid for the IronMan race, with the fastest lap time awarded the pole position.

Note: Contact may result in an immediate disqualification and the withdrawing of that driver's posted qualifying times.

3.2.3 IronMan Race: The IronMan race will be a 50 minute Endurance Race. Starting position will be dictated by the results of the qualifying session. Race will feature a 2x2 ROLLING START. If a race start is waived off due to lack of acceptable formation coming to the green flag, the drivers will continue around the track under caution for an attempted restart, however the clock will have been started on the first attempted start.

3.3 Required Pit Stops: Drivers will be required to complete two (2) pit stops during any point of the race once they have taken the green flag. Drivers will also be permitted to complete their required stop on the final lap of the race. Pit Stops will only be counted if a driver brings the kart to a complete stop in all three of the required stop boxes. Drivers that fail to complete any of the stops properly will be subject to a black flag penalty. Drivers that fail to complete both required pit stops during the race would be subject to disqualification.

3.2.4 Pit Lane Stop Boxes: A series of stop boxes marked by cones will be set up on pit lane. Drivers will be required to come to a complete stop within each designated stop box zone before proceeding forward down pit lane. A total of THREE stop box zones will be clearly marked. Drivers who fail to stop within the designated box, strike a cone, contact another kart, or display a lack of kart control on pit lane will be subject to a black flag penalty.

3.4 Kart Selection: The random kart selection process will be completed by race officials prior to Practice / Qualifying. Officials will draw numbered poker chips blindly to determine which kart drivers will be assigned to. Drivers will not be permitted to voluntarily change karts. If a mechanical issue is found on a kart, and it cannot be repaired before the next session, then a driver will be issued a replacement kart.

3.5 Weight Ballast: The IronMan Series is weight ballasted to ensure as much equality as possible between all drivers. To address the issue of weight discrepancy the following procedure will be used: All participants will be ballasted to a driver weight of 200lbs for competition. A one-pound tolerance will be allowed. CalSpeed shall provide ballast free of charge for any driver weighing at least 160 pounds.

3.4.1 Additional ballast: All drivers that are below 160lbs will either need to supply their own additional ballast, or rent it from CalSpeed (in addition to the 40lbs supplied free of charge). If a driver supplies their own ballast, it must be labeled with their name and approved by officials before it may be used. If a driver is seen using unapproved, or unlabeled ballast, they will be subject to a penalty.

3.4.3 Securing Ballast / Other Personal Items: All items supplied by a driver (i.e. ballast, cameras, etc.) must be safely secured to either their person or the kart. Any personal item that either leaves the kart, or appears to be a safety concern may be grounds for a penalty. Cameras are treated the same as ballast, and are required to be labeled.

4. ON TRACK PROCEDURES, REGULATIONS AND FLAGS

4.1 Pit Board and Flag Descriptions: Flags are the primary method of communicating information about track conditions, on-course incidents, and other race-related information to the driver. Additionally, a series of Pit Boards may also be used to convey information to the driver. As a driver, you are responsible for understanding the meaning of the flags and boards.

4.1.1 Pit Boards: There are three primary pit boards given at start finish: the 'Bump Drafting' board, the 'Give Back' board, and a blank board used for custom messages.

4.1.1.1 Bump Drafting Board: Used as a warning to one or more driver(s) that they have been seen bump drafting, and to cease at once, or they may get a penalty.

4.1.1.2 Give Back Board: Board with the words "Give Back" requiring the driver to follow the procedures outlined in rule 4.6.1 below.

4.1.1.3 Custom Boards: Is used to convey specific messages from Race Control to particular drivers. Example: Used in conjunction with a Full Black flag to signify which kart is getting the penalty by putting their kart number on it.

4.1.2 Green Flag: The green flag signifies the start of a practice, qualifying, or race session, or the resumption of racing on the restart of a race.

4.1.2 Yellow Flag:

4.1.2.1 Single Waving: Indicates an area of immediate danger ahead. The driver is REQUIRED to exercise extreme caution in driving, including being prepared to slow, or stop if necessary. Drivers should raise their hand to alert race officials and other drivers of their intent to slow down. Passing is prohibited until safely past the cause(s) of the yellow flag.

4.1.2.2 Double Yellow at Start/Finish: A double yellow flag at the start/finish line means full course caution. All drivers are expected to slow down, fall into a single file, and refrain from overtaking until the green flag appears at start/finish. Laps run under the yellow flag will count.

4.1.3 Black Flag:

- 4.1.3.1 Waiving Black:** 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.
- 4.1.3.2 Rolled Black:** A furled or rolled black flag may be given to a driver close to a rules infraction. This is considered a courtesy flag, not a penalty, and the driver is not required to pit. A driver will see no more than one rolled black flag in a session before being issued a penalty.
- 4.1.4 Red Flag:** A red flag at the start/finish line REQUIRES all drivers to slow their pace considerably and report to the pits immediately. No passing is allowed under a red flag. Drivers should stay with their karts in the pit lane until further instructions are given by a race official.
- 4.1.5 Red and Yellow Flags at First Corner following Race Start:** Signals a waived off 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.
- 4.1.6 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 to allow the quicker drivers to more easily overtake.
- 4.1.7 White Flag:** One lap remaining in the race.
- 4.1.8 Checkered Flag:** Indicates the completion of the session or race. All drivers should slow, and enter the pits.
- 4.1.9 Black and Checkered Flags:** Finish result is not official, and is under review. All drivers should slow and enter the pits.
- 4.2 Grid Procedure:** Drivers are responsible for being in their kart, with proper equipment, and ballast to start their session on time.
- 4.2.2 IronMan Race:** At the conclusion of the practice / qualifying session, drivers will receive a checkered and yellow flag at the start / finish line, and will be required to slowly continue to the 'staging area' on course, where an official will await them. In the Counter-Clockwise configurations this will be in Turn #3. In the Clockwise directions this will be in the Long Beach corner. Drivers are to await direction from the official, and then proceed to their start box. Any swerving or erratic / unsafe driving in the gridding procedure may be cause for a penalty.
- 4.3 Race Starts:** IronMan Series events will use rolling starts as described below.
- 4.3.1 Rolling Starts:** For the implementation of a 2x2 rolling start, drivers will be gridded in a 2x2 formation on the front straight, with the pole-sitting driver having the preferred inside line to the first corner. Once gridded, drivers will be sent for a single warm-up lap and will attempt to take the green when coming to the Start/Finish line. Each lane of karts needs to stay aligned on top of the start boxes, not get out of line, and stay in a tight nose-to-tail formation until after the start / finish line. Drivers who move out of line early, or are not tightly in formation prior to the green will be penalized. Drivers may overtake once crossing the start/finish line.
- 4.3.2 Waived-Off Starts:** A waived of start is signaled with no flag displayed at start finish, and the starter signaling for one more time around. If a race start is waived off due to a lack of acceptable speed or formation coming to the green flag, the drivers will continue around the track under caution for an attempted restart, however that caution lap will count as a race lap.
- 4.3.3 Bad Starts:** In the case of a bad start, the red and yellow flags will waive in turn #4 (or in the case of the CCW direction, the Long Beach corner), and drivers will continue around to the final corner and stop. Drivers will re-grid, and try again, but the lap will count.
- 4.4 Post Session Weigh-In:** Post session weigh-in will work as follows: The top five (5) finishers will be weighed at the conclusion of the IronMan race. Drivers not meeting the minimum weight rules in the race session will mean disqualification (last place in the session, and corresponding points).
- 4.5 Driver Code of Conduct:**
- 4.5.1 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 principals 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.

- 4.5.2 Inadvertent Contact:** Occasional contact between karts on track is a reality of racing. While not deliberate, contact that impedes another driver's progress will be penalized. 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.
- 4.5.3 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. Overtaking drivers who have not achieved this position prior to corner entry are expected to yield the right of way.
- 4.5.4 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".
- 4.5.5 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.
- 4.5.6 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.
- 4.5.7 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.
- 4.5.8 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.
- 4.5.9 Ignoring a Black Flag:** Any driver that fails to report to the pits after being shown the black flag for two consecutive laps will be disqualified.
- 4.5.10 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.
- 4.5.11 Pit Lane Violations:** Drivers are expected to maintain a heightened level of safety in pit lane. Drivers who contact another object, including a fellow driver's kart on pit lane, or display a lack of kart control will be subject to a black flag or post race time-penalty.
- 4.5.12 Power Braking:** Drivers who are found to be utilizing both the gas and brake pedal simultaneously will be penalized. This technique does not make for quicker lap times, and only damages equipment.

4.6 Penalty Procedures:

- 4.6.1 "Give Back" Sign Board:** In the event officials deem a move illegal, but not warranting a full black flag penalty, the Give Back board may be used. This is a white board that has the offending driver's kart number, the words "Give Back" and the kart they need to get back behind in the next lap. Drivers have one lap to comply, or will then receive a black flag penalty. Additionally, drivers will be docked one (1) position post-race for the infraction.
- 4.6.2 Black Flag Penalty:** Black flag penalties will be issued by the Race Director at the Start/Finish Line and the driver will be required to report to pit lane immediately where they will be required to come to a complete stop in each of the designated stop boxes before being released back on track. Failure to come to a complete stop in each box, under control without hitting a cone or other driver in any of the three boxes will result in a second black flag. Drivers may be held at the end of pit road by officials to make sure the penalized driver does not impede traffic.
- 4.6.3 Post Race Time Penalty:** In the scenario that a driver receives a black flag on the final two laps of the race and is unable to report to pit lane to serve the penalty, a 30 second time-penalty will be assessed to that driver's results in lieu of a black flag penalty.
- 4.6.4 Post Race Position Penalty:** If a position is gained illegally in the final two laps and the "Give Back" board cannot be displayed, then a position penalty may be issued. Note: All drivers that receive a Give Back board during the race will have an additional position docked post race per board given.

4.6.5 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.

4.6.6 Event Ejection: The Race Director reserves the right to eject any driver from the event for major violations described in section 4.5 of the Driving Regulations code.

5. MECHANICAL FAILURES AND DAMAGE LIABILITY

All karts are professionally prepared and tested prior to every event for equality and proper operation. The kart that you draw 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.

5.1 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*.

*If a driver has made only one of their required pit stops at the time of the failure, they will be points credited with their pre-failure position minus 3 spots. If they have not completed either of the two required pit stops, they will be points credited with their pre-failure position minus 4 spots.

5.2 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.

6. SEASON CHAMPIONSHIP

6.1 Event Points / Championship Points: During the on-track session drivers will accumulate championship points based on their performance. See the points system outlined in section 6.4 for specific point values.

6.2 Points Drops: The 2014 Season is scheduled to run 8 total events, with each drivers' lowest event score dropped, so that only the best 7 event scores are counted to produce the overall IronMan Series Champion. NOTE: If a driver receives a flagrant penalty for any reason, that round may not be dropped.

6.3 Sub-Championships: There are two Individual sub-categories that will be counted during the 2014 season: A Spring Championship, and a Fall Championship. The Spring championship will be decided by taking a drivers best 3 event scores from the first four rounds (#1-#4), while the Fall Championship will be decided by taking a drivers best 3 event scores from the last four rounds (#5-#8).

6.4 Points System: Points are earned via overall standing in the IronMan race, starting with 100 points for the winner and decreasing from there.

1. 100	11. 62	21. 33	31. 13
2. 95	12. 59	22. 31	32. 11
3. 90	13. 56	23. 29	33. 9
4. 85	14. 53	24. 27	34. 7
5. 80	15. 50	25. 25	35. 5
6. 77	16. 47	26. 23	
7. 74	17. 44	27. 21	
8. 71	18. 41	28. 19	
9. 68	19. 38	29. 17	
10. 65	20. 35	30. 15	

7. AUTHORITY

CalSpeed Karting 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.