

Racing Rules & Regulations

Lanier Raceplex Kart Racing League

The Lanier Raceplex League racing program is an arrive-and-drive our karts racing program utilizing a road course type configuration set inside the 3/8-mile oval. The course boundary is defined by movable plastic barriers which can be periodically rearranged to present many different challenging configurations.

The program is designed to promote a safe, competitive, and fair arrive-and-drive kart racing environment. These regulations will outline how events will be conducted. It is the responsibility of each competitor to know, understand, and follow the rules. By entering the event, a competitor agrees to comply with all rules and regulations including as amended in writing or verbally in a drivers' meeting.

DRIVER ELIGIBILITY

Physical Circumstances of Racing:

Kart racing involves high speeds and driving in dense traffic situations with drivers of varying ability and speed. Drivers should be in good health and fully capable of handling a kart at speeds over 40 miles per hour. Be alert that racing can be a dangerous activity and can result in serious or fatal injuries.

Driver Classification: Drivers may be classified by weight or by experience. For example:

Red group may be drivers that weigh at least 150 pounds in race equipment with ballast, if used.

Green group may be driver that weigh at least 180 pounds in race equipment with ballast, if used.

Blue group may be drivers that weigh at least 210 pounds in race equipment with ballast, if used.

Other methods of classification may be used. The track scales are official regarding all weight matters.

Experience:

League racing is only suitable for drivers with significant performance driving experience or performance driver training. A driver new to kart racing should attend a kart driving clinic or school prior to entering a race league event. Drivers new to our program must have driven at least three public karting race sessions in our karts on our track before entering a race league event. A race skills clinic can be arranged if not already available. Lanier Raceplex reserves the right to exclude at any time, including during an event, a driver considered insufficiently experienced.

Minimum Age:

Drivers must be at least 16 years of age. All drivers under age 18 must be accompanied by their parent when signing the required release and waiver of liability form. Drivers under age 16 may be considered on a case-by-case basis depending on their observed racing experience.

REGISTRATION AND CANCELLATION

Event Registration:

All league racing programs expect pre-registration of drivers at motosportreg.com. Registration priority is on a first-paid, first-served basis. Full season entries have priority over single event entries. Walk-up entries at the start of an event will not be accepted.

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Event Modification or Cancellation:

While every effort will be made to run all scheduled sessions on each event date, factors could arise requiring cancellation, rescheduling, or modification of the scheduled program. One such factor is inclement weather (such as rain or high winds).

Cancelled Event:

Lanier Raceplex reserves the right to cancel an event any time prior to the scheduled start time. Any event cancelled prior to drivers taking the track will be considered a Cancelled Event. Cancelled events will be rescheduled to run on the first available make-up date. Participants can choose to transfer their paid entry to the rescheduled event or request a refund.

Incomplete Event:

Defined as an event cancelled after the start of the program but prior to the completion of heat races. Since heat races have not been completed, no points will be awarded or counted toward the season championship (the season is reduced by one round). Participants will be given a partial refund based on the amount of track time received. Participants that are not present when an event is classified as incomplete will be considered no-shows and will forfeit their paid entry fee.

Abbreviated Event:

Circumstances could arise that dictate running an abbreviated schedule. In that case: qualifying might be eliminated and championship point standings may be used to set the race grid; the practice/qualifying session might be shortened; the race lap count may be shortened. Once completed, full points will be awarded, and the round will be included in the championship. No refunds will be issued.

Completed Event:

An event will be classified as complete following the completion of one round of any of the event races. Points will be awarded based on running order on the last completed clean race lap (per Race Director's discretion). For any races that have not started, points will be assigned based on starting grid position. Completed Events will be counted toward the championship. No refunds will be issued.

SAFETY REQUIREMENTS

Required Safety Equipment:

Drivers must wear a full-face helmet that is at least DOT certified or a Snell SA, M or K rating, or better such as SFI or FIA certification. Shoes must be closed toe. Shoulder-length or longer hair must be securely tucked inside the helmet, shirt, jacket, etc.

Restricted Area:

Defined as any area where the general public is not admitted. For example: the pits, track, infield, grid staging area, etc. 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 restricted areas. Any person under the influence of drugs or alcohol will be denied access to the event.

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PRE-LEAGUE PRACTICE

There will be no official pre-league event practice sessions scheduled. In some cases, the track may be open for public karting before a race league event. League participants may practice during that open time at their discretion and expense.

GENERAL PROCEDURES

Drivers Meeting:

All drivers are required to attend the drivers meeting. The drivers meeting will focus on matters specific to that day's event. The drivers meeting will not conduct a full reading of the rulebook or format at each meeting.

Supplemental Rules:

Supplemental bulletins or regulations may be announced during the Drivers Meeting. Adjustments to the event schedule or general procedures may be announced. Such announcements become included in the event rules.

Practice, Qualifying Sessions:

Each driver is expected to participate in a practice/qualifying session. A driver's single best lap time in the session determines the starting position for a race. Ties in laps times will be broken by second best lap time, etc. Note: ANY physical contact with other karts may result in an immediate disqualification of the faulted driver's qualifying times.

Missing A Session:

Drivers are responsible for driving in their assigned session/group/race. If a driver misses their assigned session, they will not be provided an alternate session. They will forfeit the time lost and will be classified as a DNS (Did Not Start) for the missed session.

Entering Wrong Session:

Drivers that enter the track in the wrong practice/qualifying session will not be timed or scored in that session. They will not be able to drive in their proper scheduled session and will be classified as a DQ (Disqualified) for that session. Drivers that go out in the wrong race session will be sent back to the pits and will start last in their race.

Equipment:

All karts, tools, fuel, spare parts, and timing equipment will be provided by Lanier Raceplex. Drivers will not be allowed to make mechanical adjustments or repairs to the karts. Any driver found making or attempting adjustments to the karts will be subject to penalty or ejection from the event, without a refund. Drivers will be financially responsible for any damage resulting from their tampering.

Kart Selection:

Karts will be randomly assigned by race officials. Drivers will only be allowed to switch karts if there is a mechanical problem with the kart assigned, which will be determined solely by the event mechanical staff.

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Driving Wrong Kart:

In practice/qualifying, drivers that enter the track in the wrong kart will not be timed and will be classified last in their session. For a race, drivers discovered to have entered the track in the wrong kart will be sent back to the pit area to obtain the correct kart before reentering the track, where they will start last in that race. The start of the race will not be delayed for such change. It is up to the driver to transition to the correct kart, with any required ballast, and to obey all pit lane rules in the process. If the race has started before returning, the driver may be held on pit lane for a suitable opening to insure a safe reentry.

Securing Ballast/Personal Items:

All items supplied by a driver (ballast, cameras, etc.) shall be labeled with their name and safely secured to their person during on-track sessions. Any personal item that leaves the kart or appears to be a safety concern may be grounds for a penalty. Cameras are treated as ballast. *Ballast may not be secured to the kart.*

Use of Radios:

Sprint race league: Any radio/phone communication driver to driver or driver to crew is prohibited during competition. Use of radios may result in confiscation of equipment, and further penalties.

Team Endurance race league: Radio/phone communication driver to driver or driver to crew is allowed during competition. Such communication may be used as part of team strategy in endurance racing.

ON TRACK PROCEDURES AND REGULATIONS

Grid Procedures:

Drivers are responsible for being in their assigned kart, with proper equipment (and any ballast) to start their session on time. For Practice/Qualifying, drivers will be released one at a time by an official at the head of the grid area. Drivers are to pull up to the race official and wait to be released. Once released, a driver must go immediately with no waiting.

For Race Sessions, all drivers will be released from the grid area where an official will have organized the starting positions. Drivers are to wait for directions from the official. If a driver has a problem on the race grid, they should briskly waive hands above their head to alert officials and delay the start. Any swerving or erratic/unsafe driving departing the grid or during the pace lap may be cause for a penalty.

Starting Procedures:

Single file rolling starts will be used in races. All drivers will be directed to their position on the grid and must remain in position during the pace lap. If a driver spins out on the pace lap, they must rejoin at the back of the field in last place. Do not try to return to the original qualifying position. Once the green flag is thrown, all drivers may begin accelerating but must stay in single file until after they are past the designated starting line. Drivers who are found to have jumped the start may incur a penalty. If a driver has a problem during the pace lap, they should briskly waive one hand above their head to alert officials and delay the start.

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Bad Starts:

In the case of a bad start, the Red and Yellow flags may be waived together around the track. Drivers will continue at moderate speed to attempt a good start. Extra pace laps count as race laps.

Re-Starts:

On restarts following full course a yellow or red flag condition, drivers must wait to accelerate after the green flag is displayed. There will be no passing allowed until after crossing the designated starting line.

FLAGS AND INFORMATION BOARDS

Flags are the primary method of communicating information about track conditions, on-course incidents, and other race related information to the driver. Information boards might be used to convey additional information. The driver is responsible for understanding the meaning of the flags and boards.

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.

Yellow Flag:

Warning of increased danger ahead. The driver is REQUIRED to exercise extreme caution in driving, including being prepared to slow or stop if necessary. Passing is prohibited until safely past the incident causing the yellow flag. Except, if safe spacing is available, you may carefully pass a kart that has spun out or is otherwise stopped on the track. In the event of a full course yellow flag condition, the speed of all karts will be electronically limited. Drivers must stop racing and stay in their relative position. The engine will misfire while speed is reduced. There is nothing wrong with kart. Karts will be returned to full speed when conditions are suitable to resume racing.

Black Flag:

A driver receiving a waving black flag directed at them is REQUIRED to report to the pits immediately. The black flag will be used for mechanical issues and for rules violations. The driver will proceed to a race official in the pit area and be given an explanation about the black flag. In a Sprint race, drivers who receive a black flag will not be allowed to rejoin the race. In a Team Endurance race, depending on circumstances, the driver may be allowed to rejoin the race.

Rolled Black Flag:

A furred or rolled black flag may be directed at a driver that is close to a rules infraction for driving in an improper manner. This is considered a courtesy flag and the driver is not required to pit. A driver will be allowed no more than one rolled black flag in a session before being issued a penalty.

Waving Black Flag:

Waving black flags by multiple track official locations indicates the session is being stopped. All drivers are REQUIRED to quit racing, safely reduce speed, and return to pit lane. No passing is allowed under black flag conditions except that you may carefully proceed past a kart that has spun out or is otherwise stopped on the track. Drivers should stay in their karts in pit lane until further instructions are given by a race official.

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Red Flag:

A red flag at the start/finish line, or from multiple track official locations, REQUIRES all drivers to safely reduce speed, come to a complete stop on the side of the track, and stay seated in the kart until otherwise instructed by a race official. No passing is allowed under a red flag except by instructions from a race official.

Red and Yellow Flags Waving:

Will indicate a bad start. Drivers shall hold position and continue around the track at moderate speed for another attempt at a proper start. The extra pace lap will count as a race lap.

Blue Flag:

The blue flag is an alert that a quicker driver is approaching to overtake. The driver being overtaken is expected to not make any sudden or erratic changes and to allow the quicker driver to easily overtake. Be predictable and aware of the situation while maintaining decent pace. It is up to the passing driver to make a clean pass. Both drivers are to make every effort to avoid contact.

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.

Checkered Flag:

Indicates the session is completed. All drivers must stop racing, safely reduce speed, and enter pit lane.

PIT LANE PROCEDURES

Pit Lane Entry Procedure:

Drivers entering pit lane should do so from the off-line area of the racing surface while maintaining speed until near the pit entrance. Drivers are asked to show a raised hand to signal they will be leaving the track. Unsafe entry into the pit lane may be subject to a penalty.

Traversing Pit Lane:

Racing in or through pit lane is prohibited. Pit lane speed is limited to a jogging pace. Pit lane may have marked designated places along its length at which the kart must come to a complete stop.

SPORTING CODE

Driver Code of Conduct:

All competitors are expected to exhibit good sportsmanship at all times. Every driver is expected to behave according to principles of fairness, observe all rules, show respect for other drivers, drive on the track without touching or endangering the vehicles of fellow competitors, and accept victory or defeat graciously. Drivers must be aware they are responsible for their conduct and conduct of their guests and may be penalized for any unsportsmanlike behavior by themselves, or their guests.

Inadvertent Contact:

Occasional incidental contact between karts on track is a reality of racing. The judgment of when incidental contact is deemed to be deliberate pushing, bumping, crowding, nerfing, blocking, etc. is

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solely at the discretion of the Race Director and officials. Repeated contacts by a driver with other karts will be deemed deliberate rough driving and will receive a penalty. Repeated contacts with course boundary barriers may be deemed improper kart control and will receive a penalty.

Deliberate Contact:

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

Advantage by Contact:

Any contact that results in a driver gaining an advantage, or resulting in a position gain, may be penalized. A driver may be able to avoid a penalty by letting the other driver back by in a show of good sportsmanship.

Overtaking, Dominant Position:

An overtaking driver is expected to obtain dominant position prior to the entry area of the upcoming corner. Dominant position is defined as the nose of the overtaking kart being on the inside line and alongside the steering wheel position of the kart being overtaken prior to the turn-in point.

Racing Room:

Drivers are expected to leave ample racing room for other karts. They will not force other drivers into a situation where they would contact other drivers or boundary barriers. Not leaving ample room may be grounds for a penalty. Leaving adequate room is the responsibility of all drivers, whether being passed, or passing.

Crowding:

Drivers that do not give ample racing room for another driver to maneuver may be deemed to be crowding. Drivers may be penalized for crowding.

Re-Entering the Track:

A driver who has gone outside the course boundary layout will re-enter the racetrack as far off the racing line as possible allowing other karts sufficient room to avoid contact. A driver must re-enter the track at a point that does not provide an advantage in time, distance, or position. Any penalty assessed will be at the discretion of the Race Director and can range from a black flag to disqualification.

Blocking:

Blocking is not allowed. Any reactionary move made by a driver that impedes the progress of another driver, or multiple moves when entering a turn, may be considered blocking. Drivers are to pick a driving line and stay with the line, or only make a single defensive move to maintain position.

Passing Under Yellow:

If a driver improves their position under a yellow flag, they will be allowed 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.

Ignoring a Penalty Flag:

Any driver that fails to report to pit lane for a black flag after two laps will be penalized. Any driver that fails to report to the pits after being shown the black flag two consecutive laps will be disqualified.

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Potential Damage:

If a race official suspects that a kart may have physical damage or a mechanical issue making it unsafe to drive, the driver may receive a black flag for subsequent safety inspection.

Tire Warming:

Drivers are not to swerve back and forth attempting to warm tires. Drivers may be penalized for this action by either a time or position penalty. Swerving creates an unsafe condition for other karts, can induce spinouts, can damage steering components, and does not substantially warm tires.

PENALTY PROCEDURES

Black Flag Penalty:

A driver receiving a waving 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 proceed to pit lane and report to a race official for an explanation for the black flag. For Sprint League races, drivers who receive a waving black flag for driving violations will not be allowed to rejoin the race. They will be awarded last place points.

Post-Race Position Penalty:

If a position is gained illegally in the final two laps of a race and a proper penalty flag cannot be displayed, then a post-race position penalty may be issued.

Post-Race Time Penalty:

In the event a driver receives a penalty flag in the final two laps of a race and does not report to serve the penalty, a post-race 30 second time-penalty will be assessed to the driver's results.

Race Disqualification:

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

Event Ejection:

The Race Director reserves the right to eject any driver from the event for violations of these Rules & Regulations.

Post-Event Sanctions:

The Race Director and Lanier Raceplex reserve the right to impose probation, suspension, or a facility ban for a major violation of regulations.

Video Review:

If available, video may be used to review incidents during or after the conclusion of an event. If an incident is observed that was not penalized during the event, a penalty may be assessed post-event to the driver at fault. The full range of penalties may be applied.

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MECHANICAL FAILURE AND DAMAGE LIABILITY

All Lanier Raceplex karts are professionally prepared and tested for proper operation. The kart you are assigned will be yours for that session unless officials deem it unable to continue. Drivers will not have the option to switch karts voluntarily. However, parts can fail over the course of an event due to normal wear, manufacturing factors, or driver abuse. The following points describe how these issues will be handled.

Mechanical Failure:

Should your assigned kart experience a mechanical failure through no fault of your own, it will be repaired at no cost. Drivers who experience a mechanical failure during a race that eliminates them from the race will be credited with points based on their last time across the start/finish line minus two positions.

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 it occurred. The driver will be credited points for a presumed last place finish. The driver will be required to pay the estimated damage bill before their next on-track session. If actual cost is different, an adjustment will apply after repairs are completed.

Mechanical Failure:

In the case of a mechanical failure prior related to a practice or qualifying session, a replacement kart will be provided for the driver to go back on track. If the driver does not get sufficient qualifying time during their session due to mechanical failure, they will be moved to the following qualifying session if one is available. In the case of a mechanical failure prior to the start of a race, whether in pit lane or on the grid, a replacement kart will be provided to the driver with their starting position retained.

AUTHORITY

Lanier Raceplex and the Race Director reserve the right to alter event rules and regulations at any time to suit any special or unforeseen situation. All decisions by the Race Director are final and are not subject to appeal or protest.