



2024

KARTPLEX RULES



2024 KARTPLEX SPECIFIC RULES

ALL OF THE FOLLOWING RULES APPLY TO ALL KARTPLEX EVENTS

CHAMPIONSHIP POINTS REQUIREMENTS

Racers must start a minimum of 6 races to qualify for the year-end championship.

A racer's best 8 finishes (of 12 races) will count towards their championship points total (in the event the season is shorter than 12 races, drivers will count approximately 70% of the total number of races, rounded to the nearest full race).

There must be an average of 2 drivers per season for a class to be awarded end of season championship awards.

Racers must be present at the awards banquet to receive year-end awards.

POINTS TABLE

Points will be awarded to all classes that complete a race or official session. The points are based on the table below plus 1 point for every kart in the class.

Position	Base Points
1	200
2	175
3	150
4	140
5	130
6	120
7	110
8	100
9	90

10	80
11	75
12	70
13	65
14	60
15	55
16	50
17	45
18	40
19	35
20	30
21	27
22	24
23	21
24	18
25	15
26	12
27	10
28	8
29	6

30	5
31	2
32	1
33	1
34	1
35	1

DISQUALIFICATION (DQ)

A disqualification will result in 0 points. A disqualification can be used as a drop unless the DQ is for unsportsmanlike behavior or code of conduct violation.

PAST CHAMPION RULE

The reigning champion in Ignite Senior may only compete in a maximum of 6 Ignite Senior races throughout the season following their championship year. After this 1-season restricted schedule, the past Ignite Senior champion may return to racing a full season in Ignite Senior. We highly encourage the Ignite Senior champion to consider participating in our SuperComp series.

AGE REQUIREMENT GUIDELINES

The following guidelines should be followed as a general requirement with the exception of extraordinary circumstances.

A racer's competition age is determined by the age of the driver on the first scheduled Kartplex race day of the season. If a driver ages out of a class before the first scheduled Kartplex race day of the season, they are required to move up to the older class. If a driver will attain an age into an older class during the course of the

Kartplex race season, they may choose to stay in their current class or move up to the older class (at any time, including the start of the season). Once a driver has raced in a class, they may not move back to a younger class. Upon request, the competition committee may choose to issue an age exception for a driver whose birthday falls after the completion of the Kartplex race season but within the calendar year.

Per 2021 updates to Ignite Karting rules, if a driver moves to an older class (specifically from Kid Kart to Rookie, Rookie to Junior, or Junior to Senior) at any level of **Ignite competition**, it will affect their eligibility in all other levels of Ignite competition – once they move up, they cannot move back. This covers club races such as the Kartplex's Ignite Series, all Ignite Challenge events, and all Major races.

Note: Your "competition age" is relative to the individual racing series. It is legal to run one age class in Ignite and a different one in SuperComp with the exception of all Ignite 100 classes as they fall under Ignite rules.

Possible extraordinary circumstances that would justify an age waiver exception:

- If, at the sole discretion of the competition committee, in the interest of safety for the driver, as well as the other competitors, if a driver has not shown adequate race craft or maturity to advance into the next age-appropriate class they will be asked to remain in their current class for another season, or until they show necessary improvement to warrant moving up to the next age-appropriate class.
- All drivers shall demonstrate their driving ability to the satisfaction of the race officials during a mandatory practice period before being fully allowed to compete in the next age-appropriate class. Preferably by appointment, Tuesday- Friday. The Gateway Kartplex reserves the right to allow drivers to participate in a one-class race day "move-up" session, to assess their readiness for promotion to the next age group. Following the race day, should the officials determine that the driver is not yet ready for advancement, they will be asked to remain in their current class until they show the necessary improvements.
- At the discretion of the competition committee and the driver's parents, a young driver that has shown the required driving competence, may be invited to move into the next age-appropriate class before they qualify by rule. The qualities used to evaluate this competence include general kart control, on-track racing patience, consistently high finishing positions, and conducting themselves with general maturity both on and off the racetrack.

NOVICE DRIVERS

A novice driver is defined as having no experience at the Kartplex and/or limited karting experience elsewhere. For at least the first 3 events a novice driver competes in at the Kartplex, they must start at the back of the field for each practice, qualifying and race session. Such drivers must also display a clear and visible "X" on the back of their helmet as well as on their rear bumper. Painter's tape will be available at tech or inside the Speed Center for any drivers who need an "X." The completion of 3 races does not guarantee the removal of a driver's "X." The Race Director and Kartplex Management have final discretion to determine when an "X" may be removed, as well as any waivers of novice driver restrictions based on performance or previous experience.

90 SECOND RULE

Once the track is clear and starting grid is ready for release, the grid will be held for a maximum of 90 seconds to accommodate any racer that is unable to make it to the grid on time or has a mechanical issue. This applies to all competitive on track sessions.

GRID LINE UP PROCEDURE

During all sessions except practice, drivers will line up and release based on the following:

Qualifying – Line up based on fastest practice lap and release one at a time.

Race 1 – Line up based on fastest qualifying lap.

Race 2 (if applicable) - Line up based on fastest lap from Race 1.

GRID RELEASE CONDUCT

ALL DRIVERS MUST OBEY GRID MARSHALL ORDERS. ANY DRIVER THAT LEAVES GRID WITHOUT THE DIRECTION FROM GRID MARSHALLS WILL BE SUBJECT TO A PENALTY.

TRANSPONDERS

Transponders must be on for ALL on-track sessions including all practice sessions.

TRAM LANES

At all starts (with the exception of standing starts), all drivers are to stay fully within their tram lanes. Once the green flag has dropped, racing has begun, and drivers can then move out of the tram lanes.

Tram Lane Penalties:

- **2 tires out of the tram lanes will be a 1 position penalty**
- **4 tires out of the tram lanes will be a 2 position penalty**

ROLLING START - START ZONE

The pole sitter shall approach the start zone at a reasonable and maintained pace, roughly at 15 mph. The speed shall be constant until the pole sitter reaches the start zone which is defined by a set of cones. The Flagman will start the race at their discretion within the defined zone.

If a competitor goes before the green flag is waved, it will be considered a jump start and is subject to penalty. No driver may lead the pole sitter out of the start zone. If another driver has led the pole sitter out of the start zone and the race is started it may be considered a jump start and may be subject to penalty at the Race Director's discretion.

BLIND TUCKS ARE PROHIBITED

Blind tucks are prohibited, as driver must maintain eye contact with their surroundings at all times. Any driver seen in the blind tuck position will be black flagged immediately. The black flag may be rolled or waving at the discretion of the Race Director.

RESTARTING ENGINES AND EXITING THE KART WHILE ON TRACK

Competitors are not to exit their karts while on track unless directed to by a corner worker or race official. If a competitor can safely restart their kart without getting out of their seat, they may do so. Corner workers and race officials are also permitted to restart motors. Any competitor who has restarted their motor must ensure they rejoin the race traffic in a safe manner.

RE-ENTERING THE TRACK

During any official session, **once you exit the track to the pit lane or scales, your session is complete.** You may not re-enter the track during that session or in the next group (if there are multiple groups for your class).

ENGINE CLAIMING

At the Race Director's discretion, the Kartplex may "claim" a competitor's engine at any time. The track will supply the competitor with a new, factory-sealed engine in direct exchange for the competitor's "as raced" engine. If the competitor fails to comply with the claim request, the competitor will be excluded from participating in Kartplex races for one calendar year and will forfeit all points acquired to date.

TECH INSPECTION/TECH AREA

The only personnel allowed in the Tech building are competitors and race officials. Crew and family members are prohibited from entering the Tech building at any time without permission from race officials or Kartplex Management. During the race program, **no one is permitted to approach or interact with a kart/driver in pit lane or the Tech area until after that driver has gone across the scales.** This includes a prohibition on passing any items to or from a driver prior to weighing.

No adjustments to a kart are permitted until after karts are released from impound.

All karts need to be shut off before entering the Tech building. **ABSOLUTELY NO DRIVING ONTO THE SCALES!** A race official will be available to assist drivers as needed.

The Tech Director or the Race Director may require any competitor to submit to technical or safety inspection at any time. **Failure to submit to an inspection will result in loss of all points and awards for all classes run at that event and will also result in a suspension from the following FOUR race events at the Gateway Kartplex. Any competitor that fails to submit to an inspection a second time will incur in a one year suspension from any race event at the Gateway Kartplex.**

REPLACEMENT OF ENGINE, TIRES AND CHASSIS

Engine Repair or Replacement:

Approval may be granted by the Tech Director and the Race Director to repair damage only, not for maintenance. The burden for demonstrating damage rests with the competitor. If an engine change is approved, the competitor will start in the rear of the next competition session. Unauthorized or late engine replacement shall result in a disqualification.

Tire Replacement:

Approval may be granted by the Tech Director and the Race Director in the case of a damaged tire. If approved, one tire may be changed. If a competitor changes 2 or more tires after qualifying or before any race sessions, the driver must start in the rear of the next session.

Chassis Replacement:

In the case of a chassis replacement, approval must be granted from the Tech Director and the Race Director. The Competitor will start in the rear of the next session.

TIRE TREATING & ADDITIVES

ANY ALTERING OF THE MANDATED HOOSIER TIRE THROUGH PREPPING, DOPING, CHEMICAL TREATING OR CUTTING IS EXPRESSLY FORBIDDEN. ANY COMPETITOR FOUND TO BE ALTERING THE TIRE OR ATTEMPTING TO ALTER THE TIRE FROM THE AS-SUPPLIED CONDITION WILL BE IMMEDIATELY DISQUALIFIED, EJECTED FROM THE FACILITY, BANNED FROM THE FACILITY FOR THE PERIOD OF ONE YEAR AND WILL FORFEIT ALL SERIES POINTS. NO REFUNDS WILL BE GIVEN FOR PREPAID ENTRIES. POSSESSION OF TIRE PREP, DOPING COMPOUNDS OR OTHER TIRE TREATMENTS IS CAUSE FOR EXPULSION AND BANNING FROM THE PREMISES. TIRE WARMING BLANKETS, HOTBOXES, OR OTHER WARMING DEVICES ARE PROHIBITED. TIRES MAY ONLY BE CLEANED WITH WATER. TIRES MAY BE SUBJECT TO LAB TESTING BY THE RACE DIRECTOR OR TECH OFFICIALS AT THEIR DISCRETION. A COMPLIANCE FORM WILL BE ISSUED TO THE RACER TO SIGN. THEN, A SAMPLE WILL BE SEALED TO BE SENT TO THE LAB FOR TESTING. COMPLYING RACERS WILL RECEIVE A REPLACEMENT TIRE AND WILL BE BILLED ACCORDINGLY. IF THE LAB TEST COMES BACK NEGATIVE, A FULL REFUND FOR THE REPLACEMENT TIRE WILL BE ISSUED TO THE RACER. FAILURE TO COMPLY IS CONSIDERED A VIOLATION OF OUR TREATING AND ADDITIVES POLICY. VIOLATION OF THIS POLICY IS NOT EXCLUSIVE TO INTENT. WE WANT TO BE VERY CLEAR THAT TIRE ALTERING OF ANY KIND IS EXPRESSLY FORBIDDEN AND WILL NOT BE TOLERATED UNDER ANY CIRCUMSTANCES.

WEIGHT BALLAST

Non-structural weights added to meet minimum kart/driver weight requirements must be bolted securely to the kart using bolts at least 5/16" in diameter. Weights in excess of 7 lbs. must use two or more 5/16" bolts. All bolts must be cotter-keyed, safety wired or double nutted. All bolt-on weights must be white in color for visibility. It is the driver's responsibility to make sure weights are securely fastened. Losing a weight during any on-track session is considered a safety issue and may result in a penalty or disqualification at the Race Director's discretion.

The use of lead shot as ballast in any tube on the kart is strictly prohibited and will result in an immediate disqualification and a one-year suspension.

BODYWORK FAILURE

Bodywork that comes apart from its original mounting location during the course of any on-track session is subject to penalty or disqualification at the discretion of the Race Director.

HELMETS AND HELMET-MOUNTED CAMERAS

Helmets must meet one of the following ratings: Snell M 2010, SA 2010, CMR 2016, CMS 2016, M 2015, SA 2015, SA 2020; SFI Youth 24.1 2010, 2015 or 2020; SFI 31.1 2010, 2015 or 2020; SFI 41.1 2010, 2015 or 2020.

The use of helmet-mounted cameras is prohibited.

DOUBLE FEATURE QUALIFYING FORMAT

The qualifying session will determine the starting grid for Race 1.

The Race 2 starting grid will be determined by a driver's fastest lap in Race 1.

INCOMPLETE RACES AND INCLEMENT WEATHER DURING RACE PROGRAMS

In the event of inclement weather in the middle of a race program, we will evaluate the situation (including the severity and likely duration of weather, as well as estimated time until competition could resume). If the race program is stopped for the day, the event will be considered complete and full points will be awarded to any run groups that have completed qualifying sessions and/or races. Classes that do not complete qualifying and/or a race will not receive any points.

If it is not possible to complete a race for reasons of time, weather or other extenuating circumstances, the Race Director may act upon their discretion. If none of the scheduled race laps have been completed and the race is called, the official finish will be determined by qualifying times. The finishing order of races completed due to a red flag or completed under a full course yellow will be the running order of the last completed green flag lap. Competitors held responsible for the red or

yellow flag will be scored at the rear of the last completed lap they were running or be disqualified.

CODE OF CONDUCT

Gateway Kartplex requires all competitors, family members, crew, spectators, sponsors and guests to abide by a code of conduct and behave in a respectful, orderly manner. Penalties may be assessed for inappropriate actions on or off the track and can be incurred by anyone required to abide by this code of conduct. Drivers are responsible for the control and actions of their pit crew and family members. Unacceptable actions of crew or family members may subject a driver to penalty or disqualification from an event.

It is always our goal to have clean, safe and fair racing, and we are more than happy to listen to any questions, concerns or complaints. Certain actions, however, are not appropriate. Physical violence, verbal abuse, threats, intimidation or excessive foul language will be subject to immediate disciplinary action by the Race Director or Kartplex Management. Such disciplinary actions may include disqualification and expulsion from the event, removal from the facility, suspension from the track, permanent ban from the facility or other penalties.

As we frequently remind drivers and race attendees, race officials and approved personnel are the only individuals allowed to approach the Main Flagstand/Timing and Scoring or step onto the track during the race program. Photographers and videographers must obtain prior approval from the Race Director, management, and corner workers in order to access the racing surface. Race officials need to focus on what is happening on track. Individuals who disrupt race officials may be subject to penalty. If you have a question, concern or complaint, please address it to either the cashier or the grid marshal, who will radio the appropriate person and should provide either an answer or an indication of when and where someone will be available to address your matter.

SOCIAL MEDIA CONDUCT POLICY

When differences of opinion arise regarding Gateway Kartplex rules and regulations, decisions by race officials, Kartplex policies, or between the competitors (and/or their charges), communication and discussion of these differences are best handled privately and directly between the parties involved. Attacking parties on social media sites like Facebook or Twitter is unacceptable and may result in disciplinary action if race officials or Kartplex Management determine that the communication is

not in the best interest of the Gateway Kartplex and its series. Resulting penalties may be disqualification, ejection from the event and possibly from Gateway Kartplex until further notice.

PENALTY PROCESS

During a race program, race officials are in constant communication. If there is an incident on or off the track, it is up to the Race Director and/or Kartplex Management to determine if there will be any penalties, and if so, what those will be. Such decisions are not taken lightly and are discussed prior to being levied. Videos and photographs from competitors will not be considered as evidence in on or off track calls or penalties unless requested by the Race Director. **DO NOT ATTEMPT TO SUBMIT VIDEOS OR PHOTOS THAT WERE NOT REQUESTED BY THE RACE DIRECTOR.** The Race Director/Kartplex Management may assess penalties at any time post-event completion after further discussion with race officials. All decisions by the Race Director and/or Kartplex Management are final and not open to appeal.

FLAGS

Green Flag

The green flag is used during practice and the race to indicate that the track is clear. It is used to start a race and to restart a race after a yellow or red flag.

Yellow Flag

The yellow flag indicates an unsafe condition on the track. Under the yellow flag, drivers are to reduce speed and proceed with caution. Passing is not permitted. In sprint racing, when a yellow flag is displayed in a corner, it may only pertain to that corner.

Red Flag

The red flag indicates that all drivers are to stop as quickly and safely as possible at the point designated by the race officials. Drivers may not race back to the start/finish line. Disobeying the red flag will result in immediate disqualification. All karts are to proceed slowly to a place on the track or grid as designated by the Race Director or Flagman.

Blue Flag

The blue flag tells a driver that he or she is being lapped and must yield the racing line to allow lapping karts to pass. Failure to obey the blue flag will result in disqualification.

Black Flag

The waving black flag is used to tell a driver that he or she has been disqualified due to an on-track infraction such as bumping, pushing, blocking, rough driving, or other unsafe or unsportsmanlike activity. If it is given during qualifying or a pre-final, the driver will start at the rear of the next round of competition. If it is in the final, the driver will receive zero points for the race. Based on the severity of the infraction, the Race Director will inform the driver immediately if further penalties are being assessed. Failure to leave the track within two laps after receiving the black flag may also result in additional penalties. When the black flag is displayed, scoring will cease as of the lap on which the flag is first displayed. A rolled black flag is a warning regarding unsafe or unsportsmanlike driving. Ignoring a warning will result in the use of a waving black flag.

Meatball Flag (Black with Orange Circle)

A waving black flag with an orange circle is known as a meatball flag. The meatball flag is used during practice, qualifying, and racing to signal the driver of a technical or mechanical infraction (i.e. missing neck brace, broken muffler, loose bodywork, etc.). It should be displayed along with the offending kart's number. Failure to leave the track within two laps after receiving the meatball flag on two consecutive laps may result in disqualification or suspension. When the meatball flag is displayed, scoring will cease as of the lap on which the flag is first displayed. If the flag is displayed for a technical violation that could potentially improve performance (e.g. muffler falling off), and the violation occurred during qualifying or the pre-final and the violation can be corrected, the driver will start at the rear of the next round of competition after exiting the track.

Crossed Flags

Crossed flags indicates the race is half over. Use is optional.

Two Rolled Flags

Two rolled flags indicates two laps remaining in the race. Use is optional.

White Flag

Indicates that one lap remains in the race. The white flag is a courtesy flag and its use is not required.

Checkered Flag

The checkered flag is used in practice to indicate that practice laps are over. When displayed in a race it indicates that the race is complete, and drivers are to proceed to pits or scale/impound area. If the white flag is used, the checkered flag must follow the white flag.