



Little Eldora Speedway Rules of Conduct & Procedure

revised: 3/2/2015

A. GENERAL RULES

Acknowledgement of Risk:

Go kart racing involves risks and dangers; everyone entering the restricted pit area is required to become aware of them, and understand that the management of Little Eldora Speedway shall not be responsible for accidents/injuries/theft. The following guidelines have been established to provide for the orderly conduct of Little Eldora Speedway events. Officials of Little Eldora Speedway shall be empowered to permit minor deviation from any of the guidelines herein, or impose any further restrictions that, in their opinion, do not alter the minimum intent of the guidelines. In all instances, the decision of the Race Director shall be final.

Waiver of Liability:

1. All persons are required to read, understand and individually sign a Waiver of Liability prior to purchasing a pit pass.
2. Upon signing this document, and paying the applicable fee, a Pit Pass will be issued.
3. This Pit Pass is not transferable and must be properly displayed at all times.
4. Minors under the age of 18, along with a parent/guardian, will be required to complete an additional **annual** Minor Release and Consent form. <http://www.eldoraspeedway.com/wp-content/uploads/2012/08/minorrelease121.pdf>

Rules of Conduct:

1. All persons in the pit area and on the racing surface are expected to conduct themselves in a sportsmanlike manner. As such -
 - a. fighting and/or behavior threatening violence will not be tolerated
 - b. illegal drugs, drug paraphernalia, weapons, foul language and/or obscene gestures are not permitted
 - c. the use of alcoholic beverages and/or any controlled substance is not permitted
 - d. all signage on karts and pit boxes shall be in good taste - profanity and indecency will not be tolerated
2. The Little Eldora Speedway management reserves the right to suspend, disqualify, bar and/or fine (with payment as a condition of further competition) any participant who, in their discretion, is engaged in misconduct, and whose presence or conduct is deemed not to be in the best interest of Little Eldora Speedway and/or go kart racing.
3. The registered driver is responsible for the actions of his/her pit crew and those associated with his/her kart.
4. Persons that are asked to leave the property are not subject to refunds of any kind.
5. The scoring, registration, and flag stand areas are not to be entered by anyone other than Little Eldora Speedway officials at any time. Any questions regarding scoring or Race Director decisions will be answered in an orderly manner **when proper timing permits**.

B. EVENTS & ORDER

A typical race meet shall consist of the following

- a. Pit Pass Sign-In and Class Registration/Draw
- b. Driver Meeting
- c. Practice
- d. Heat Races
- e. B-Mains (as needed)
- f. Main Events

Registration:

1. All drivers must properly register, and pay the applicable entry fee, for a class prior to any on-track activity.
2. At the time of registration - the kart number and class must be declared, and a 'pill' drawn for line-up purposes.
3. Duplicate kart numbers are not permitted. If a requested number is already assigned, another number must be requested and approved, and that number must be clearly displayed on the kart, as required, with **contrasting and legible numbers**.
4. Once practice laps have begun class changes are not permitted and there will be no refund of the kart entry, for any reason.

Driver Meeting:

1. Prior to the start of any **race meet**, there will be a **mandatory** driver meeting.
2. The purpose of this meeting shall be to review the order of events, venue layout, race procedures and to announce any rule amendments.
3. In the event of a 'roll call', drivers not in attendance are subject to losing their 'drawn' heat race position in both rounds.

Practice:

1. All karts are to practice by assigned group(s) with no exception. If you miss your group, you cannot transfer to another group.
2. The number of sessions, number of laps and groups will be determined by the Race Director.

Heat Races:

1. All heat race line-ups are determined by the pill number drawn at registration.
2. Each kart will be lined up in two heat races - the starting line-up of the second heat race will be a total invert of the first heat **posted** starting order. Late entries must start at the tail of each heat race.
3. Once determined, the line-ups will be posted in the locations as announced at the driver meeting.
4. It is the driver's responsibility, at all times, to be aware of the order of events, line-ups, positioning, etc.
5. If a kart number is missing in the posted line-up, or positioning is in question, the driver is to approach the pit steward in a calm manner to resolve the issue.
6. When lining up, in the pits or on the track, if a kart is missing, the entire row moves forward—DO NOT CRISS-CROSS.
7. The number of laps, and number of karts within a heat race will be determined and announced by the Race Director.

8. The finishing position within a heat determines the number of points earned - i.e. first is 1 point, second 2 points, etc. Karts not starting their designated heat race will receive 15 points.
9. After the completion of the two heats, the six drivers with the lowest point totals will advance to the Main Event - the balance (if more than 12 entrants) will be lined up into 1 or 2 B-Mains. Ties will be broken via the pill number drawn at registration - lowest number receives the position.

B-Main:

1. The B-Main is lined straight up by points earned from the heat races. If more than one B-Main is scheduled, they will be staggered.
2. If there is one B-Main, the top six finishers will line up behind the six previously advanced karts, in the order of B-Main finish.
3. If there are two B-Mains, the top three finishers from each, will line up behind the six previously advanced karts, in the order of B-Main finish, with the two winners, in 5th and 6th, and so on.
4. The number of laps for the B-Main(s) will be determined and announced by the Race Director at the driver meeting.

A-Main:

1. The A-Main shall consist of 12 karts - six from the heat race point totals (low to high), and six from the B-Main(s) (in order of finish).
2. The number of laps for the A-Main will be determined and announced by the Race Director at the driver meeting.
3. All payoffs are based upon the finishing position in the A-Main. In the event of a disqualification, all positions are moved forward; with the disqualified kart(s) exempt from payoff. In the event of weather cancellation, if the A-Main had been posted, the total payoff for that A-Main will be distributed equally to the posted starters unless announced differently by the Race Director.

C. PROCEDURAL RULES

The interpretation of rules pertaining to race procedures or scoring positions by Little Eldora Speedway officials shall be final.

Race Starts:

1. When signaled by the corner flagman, the green flag will be displayed that lap. All karts are to remain side-by-side, nose-to-tail **from the designated acceleration point** through the designated starting point.
2. Karts passing before this **designated starting point**, or dropping out of line to 'slingshot' the start, will be considered to have jumped and will be penalized two positions on the next restart or at the finish, whichever comes first.
3. Two attempts will be made to start an event in side-by-side fashion. Subsequent attempts will be via a single file line-up of posted start.
4. A kart must take the initial green flag to receive a position within that event.
5. The only entrance to the racing surface, at any time, is via the announced staging area and only under the direction of the Pit Steward.

Race Re-Starts:

1. All restart line-ups will be single file.
2. When signaled by the corner flagman, the green flag will be displayed that lap. All karts must remain single file through the designated starting point. Advancing, or moving out of line, prior to reaching this starting point will result in a jumping penalty of 2 positions per advancement, which will be enacted on the next restart or at the finish, whichever comes first.
3. On all restarts, lapped karts will be moved to the tail.

Yellow Flag:

1. Any kart(s) that creates an incident to cause a yellow flag will be sent to the rear of the field on the restart.
2. If debris on the race track causes the yellow flag situation, and the offending kart(s) can be identified, it(they) must restart at the tail.
3. Karts involved in two yellow flag situations in preliminary events and three yellow flag situations in feature events will be sent to the pit area.
4. The first lap shall be a complete restart - karts involved will not be assessed any penalties.
5. Karts determined to have intentionally stopped to bring out a yellow flag situation shall be subject to a one-lap penalty.
6. The loss of a neck brace or a loose harness (caged karts) to bring out a yellow will not result in a position penalty.
7. If a muffler, bumper or nerf bar comes off, or becomes a safety hazard, kart will be disqualified **from that race**.

Red Flag:

1. When the red flag is displayed, all karts are to stop as safely and quickly as possible.
2. There is to be no work or repairs (other than restarting) to any kart. Any repairs are to be in the pit area and kart must restart at the tail.
3. Race will not be held up for karts making repairs in the pit area.
4. This 'pit rule' does not apply to heat races. In heat races, if a kart enters the pit area, it may not return to that event.

Black Flag:

1. A furled black flag pointed at a driver, is a rough and/or aggressive driving warning. **Two warnings within one race meet will result in disqualification from all further activity within that race meet. (per entered class)**
2. A full black flag displayed to a kart indicates that the kart is disqualified from that event.

Additional Notes.....

1. When entering and/or driving through the pit area, **or to the scale area**, drivers are to do so slowly and safely.
2. A race is considered to be completed when the leader receives the checkered flag. If there is a yellow or red flag situation after the leader receives the checkered flag, karts that crossed the line before the yellow/red came out will be scored in that order, with the balance placed according to the last fully scored lap; karts involved in the incident **will be** placed to the tail of the running order (lapped karts rule applies).
3. All positions are earned by the kart, not the driver. If there is a change of drivers, that kart must start to the tail of the affected event. Any positions earned from that point forward are then kept. Driver changes may not be permitted during a race.
4. Rough and aggressive driving will not be tolerated. If is clearly determined by the Race Director that a kart is spun through rough/aggressive driving, the kart spun will retain their position, while the aggressor will be moved to the tail of the field.
5. Lapped karts will be notified by the flagman of approaching karts. If a lapped kart fails to abide by the starter's direction and it results in an approaching kart to spin or lose position, the yellow appears and affected karts will be put back into position.
6. All used oil, lubricants, coolants, tires and trash must be disposed of properly. Everyone is responsible for maintaining a clean pit area.