

2009
Washington Indoor Karting Challenge
(WIKC)

Official Rules and Regulations



Hosted By Apex Karting

Section 1: Schedules and Costs

1.0 Cost

1.01 WIKC Pre-Registration

Pre-registration is required before qualifying times may be set.
\$15.00

1.02 WIKC Event Entry

Event entry payment is due the day of the WIKC Event.
\$50.00

1.1 Schedule

1.11 Open Qualifying

June 15th-July 11th

1.12 WIKC Event

July 12th

1.2 WIKC Event Schedule

Track Opens at 10am
Walk the Track- 10am to 11am
Event Registration- 10am to 3pm
Practice- 11am to 3pm
Drivers Meeting- 3pm
First Heat Race- 4pm
First Pre-Final- 5:30pm
Open Practice (5 Minutes) Prior to Finale
Finale Qualifying- 6:30pm
Podium Ceremony- 7:30pm

Section 2: WIKC Formats and Procedures

2.0 Open Qualifying

Open Qualifying will run from Monday, June 15th through Saturday, July 11th. Once a driver has pre-registered for the WIKC, every normal 8 minute session in the normal direction may count as a qualifying run. Open Qualifying will determine each driver's run group, and in what position they will start. The top 50 drivers will qualify to compete in the WIKC Event.

The top 50 times will be on display both at Apex, and at apexkarting.com, to be updated every 48 hours if not sooner.

2.01 Time Adjustment

Each driver's qualifying time will be adjusted according to their weight, either by having time added or taken away, depending on where they are in relation to the 'zero weight'. Zero weight will be 200lbs, with time adjusted .007 second per pound. Drivers above zero weight will have time

taken off their qualifying time, while drivers under the zero weight will have time added. A max of .3 second will be added or taken away from any driver.

2.02 Submitting a Qualifying time

If a driver wants a standard session to count as a qualifying run, it is their responsibility to submit it to the Apex counter staff. A driver must be weighed at the front counter at the time of submission, and their print out initialed by the Apex counter staff before a time will be approved. All approved times will stay on file at the front counter.

2.1 WIKC Event

2.11 Practice

Drivers are limited to 3 sessions on the day of the WIKC Event to try and keep things more even between competitors. Practice will be run from 11pm-3pm. These can be purchased at your regular race cost of either \$16 for members or \$20 for non-members.

2.12 Heat Races

Up to 10 drivers will be entered into each heat race, with a maximum of 5 heat races scheduled. Drivers who qualified 1st-5th in open qualifying will start 1st in each of the heat races (provided there are enough entries to require 5 heat races), drivers who qualified 6th-10th will start 2nd, etc.

Each heat race will be 15 laps long with no pit stop.

2.13 Pre-Final Races

The top 20 finishers from the heat races will transfer into one of two pre-final races. Starting positions will be based on finishing positions in the heat races, and further by overall rank from Open Qualifying.

Each pre-final will be 20 laps long, with 1 pit stop required.

2.14 WIKC Finale (Reverse Direction)

The top 10 finishers from the pre-finals will transfer to the WIKC Event Finale. Starting positions will be determined by a 3 minute qualifying session prior to the Finale start. Drivers will drive the same kart they qualify in.

The WIKC Event Finale will be 35 laps long, with 1 pit stop required which can be made at any time when the pit lane is available. There will be 5 minute practice session prior to the 3 minute qualifying session so drivers can familiarize themselves with the track in the reverse direction.

2.15 Kart Selection

Kart selection will be done by random draw prior to each race, with drivers unable to get the same kart twice. In the event a driver draws the same kart

used previously they will draw another selection. If in the end, a driver can only draw a kart previously raced, the last two karts drawn shall be switched.

2.16 Ballast

Drivers will be equalized as much as possible during the WIKC Event via ballast added to either the kart, or the driver. Ballast amount will be determined by taking the max possible ballast amount, added to the lightest driver's weight. This will be done for each race, and will be the minimum weight required to carry per driver. For this event, the maximum weight that can be added to each kart is limited to 60lbs. Drivers that weigh less than 140lbs in full race gear will need to purchase a weight vest that will bring them up to at least 140lbs.

2.2 Pit Stops

One pit stop must be made in both the Pre-Final and Finale races, and may be made any time after completing the first lap. Drivers must come to a complete stop in the pits, and wait for the 'lollipop' to be raised before they can leave the pits. Drivers will be held in the pits for 30 seconds before being released back into the race.

2.21 Pit Stop Procedure

When entering the pits, a driver must raise their hand in the air so the drivers behind know they are entering the pits. Drivers must enter the pits safely, meaning no sliding into the pit area, or making hard contact with any walls. Once a driver stops in the marked area, they must wait for the lollipop to be raised before they accelerate. Upon leaving the pits, drivers must stay to the far right of the track, next to the outside wall. Any maneuver to block traffic currently on track will be cause for a stop and go penalty.

2.22 Pit Area Closure

Only 1 kart is allowed in the pits at one time.

The pit area is open by default, but will close if either it is occupied, or the red flag is displayed.

2.3 Race Starts

Starts will be in a single file rolling start format, with no passing until after the first esses section.

2.31 Pace Laps

Drivers are required to stay bunched up with only a minimal gap (half a kart length) between each other, and stay in a single file row heading to the green.

2.32 Restarts/Red Flag

Restarts will be in the same format of the regular race start, with drivers unable to pass until after the first esses section. Grid will be set by the Race Director, basing the positions via last completed lap. Once the red flag is flown, all karts will be dropped down in power as to not allow passing from this point until the incident is fixed. If a pass takes place from the time the red flag goes up and the restarting of the race, the driver will be put back into the position they were originally in when the red flag went up.

If pit stops have already occurred at the time of a red flag, drivers who have completed those stops will be moved to the front of the grid, ahead of drivers yet to stop. No further pit stops will be required during the race (specifically those drivers that haven't made their required pit stop yet.)

Section 3: Flags

3.1 Flag Signals

Green: Start of the race. Used during starts and restarts.

White: One lap remaining.

Checkered: End of race. Drivers need to slow down and enter pits after a single cool down lap.

Crossed Green & White: Signals halfway point of race.

Yellow: Caution flag used for local incidents only. Drivers need to be aware of incident, and not pass while in its' proximity. This flag does not mean that drivers need to slow down, but must be careful when passing the incident.

Blue w/ Orange stripe: A standing blue will warn the driver that faster traffic is approaching behind; moving over is not yet required. A waving blue w/orange stripe flag signals that a driver is now required to move over and let the faster traffic by.

Red: Used to stop the race either for a significant incident, or a kart breakage. Drivers are to come to an immediate, yet safe stop, and not pass. The Race Director will re-grid the race, and prepare everyone for the re-start.

Pointed Black: Only given at the start/finish line, and may be accompanied with a sign informing the driver of the infraction. Warning only.

Black: A waving black will be given to a driver being penalized with a stop & go penalty. A driver must pull into the pits the next time they approach the pit unless the pits are closed. In this case, the driver must do another lap and try again each additional lap until the pit becomes free.

Pointed Blue and Black Flags (“let by“): Given to a driver being penalized with a position dock. Driver is to let one driver passed, and may not re-take the position for 3 corners. If a driver is letting someone by, a third driver may not also pass to gain position.

3.2 Flags in final 2 laps

In the final two laps only the white and checkered will be given at the start/finish line. The blue/orange flag will still be given around the circuit for slower traffic, but the blue/black let by flags will not be flown. Any offense that would normally be penalized will be dealt with after the race, either with position docking, or by having time adding to a drivers finish. This will be determined by the Race Director.

Section 4: Driver Etiquette and Penalties

4.1 Driver Etiquette

Clean racing is the name of the game. Intentional contact and/or on track retaliation for any reason whatsoever will not be tolerated, and will be reason for possible immediate disqualification. Excessive hard bumps, squeezing off, and bump passing/push passing will all be penalized. Blocking (looking behind to keep a driver behind), checker boarding (weaving back and forth), and reactionary defensive lines (defending more than one line) are not allowed, and will be penalized. This will be enforced extremely strictly. Remember to be sportsmanlike both on and off track.

We’re all here to have some friendly competition and fun, so let’s not lose sight of what the main goal is. If a driver’s friends or family are present, they must also conduct themselves in an orderly fashion. Drivers may be penalized for disorderly conduct whether by themselves or their party. This includes unsportsmanlike acts such as inappropriate hand gestures.

4.2 Passing

To make a legal pass, you (your front bumper) need to be next to the other driver at least halfway so that they can see you, and you must make only minimal contact during the attempt. Diving in late and forcing a pass, even with minimal contact, may be reason for a penalty if deemed unsafe. If you are passing or being passed, give the other driver room so as to not squeeze them off, either into an apex or wall at the exit of the corner. This does not mean that you need to give up the position. Always be aware of your surroundings, and what other drivers are doing around you. If you are letting drivers pass, make sure to do so in a way that does not cause further incidents.

If the attempt is deemed illegal, the blue and black 'let by' flags will be used to instigate a driver let by. A severe loss of position or time caused by a pass attempt may result in a stop & go penalty determined by the Race Director.

4.21 Contact during passes

Some side to side contact is allowed, given it is not severe. Any contact that visibly changes another driver's line mid-corner will be deemed excessive. This will be interpreted and enforced by all track officials. Remember, while side-to-side contact will be legal, getting the driver sideways, or squeezing them off will be penalized.

Any passes that stem from front to back bumper contact will be illegal. A bump pass is a bump pass, whether you meant to or not. Never capitalize on contact, even if it is unintentional, or is from a chain reaction.

4.22 Defending Position

A defensive line is legal, but only one move will be allowed. If a driver makes 2 or more moves to defend his position, they will be forced to give the position up via the blue/black let by flags.

Example- A driver deciding to defend the inside line may do so, as long as they stay in that straight line, and do not move back to the outside to take the corner.

4.3 Penalties

The following penalties will be given either during or after a race to promote clean racing and good sportsmanship. The rules and penalties are in place to protect the drivers and the karts.

4.31 In Race Penalties

Incident- bump pass, push pass, pinch-off, excessive contact during pass
Penalty- rolled blue & black flags (let by)

Incident- contact that makes driver lose significant positions or time, ignoring blue flags, excessive contact during race, repeat blocking
Penalty- waving black (stop & go)

Incident- blocking, illegal defensive move
Penalty- a single warning (rolled black), then blue & black flags (let by)

Incident- on track retaliation
Penalty- waving black (Disqualification, and removal from race)

Incident- Unsafe driving such as excessive sliding or spinning out
Penalty- Varies, but may result in removal from race (waving black)

4.32 Post Race Penalties

Incident- Failure to do pit stop

Penalty- Time added to finish; twice the length of average pit stop

Incident- Failure to heed black flag

Penalty- If seemingly done blatantly, or unable to fix during race, then the driver will be disqualified.

Incident- bump pass, push pass, pinch-off, excessive contact during pass (in last 2 laps)

Penalty- Driver docked to right behind affected driver's position

Incident- contact that makes driver lose significant positions or time, ignoring blue flags, excessive contact during race, repeat blocking (in last 2 laps)

Penalty- Driver docked to right behind affected driver's position

4.33 Preventing Penalties

It is still up to each driver to let the other driver back by if they suspect there has been too much contact (within a lap of the pass). Let bys should be done in a way that doesn't cause further incidents, and an obvious signal, such as a point by, should be given to the driver behind them to do so.

Do not take advantage of another drivers' good sportsmanship. If two drivers in front are driving recklessly and an opening appears, take the opportunity. However, if contact is made and one driver attempts to let the other by, do not take advantage of the situation. A driver may not gain position via someone else's let by.

4.4 Protests

There are no protests. The decisions of the Race Director are final.