



Basic Driver Rules

The track is operated by Baker's Creek Kart Club to promote the sport of kart racing. All drivers are expected to follow these rules.

- 1) [Fees and waiver](#) must be complete before entering track or pit area.
- 2) [Buddy system](#) is used. Supervision is present whenever the track is used, and no one drives all alone at the track.
- 3) [Paved areas](#) are for running karts, not for pedestrians.
- 4) [Safety gear](#) is required, including racing helmet, neck brace, gloves, shoes, and long sleeved protective clothing. The kart must be in safe mechanical condition.
- 5) [Prohibited items](#) include alcoholic beverages and firearms during any time drivers are operating on the track. No individual is to drive while under the influence of any substance that interferes with alertness.
- 6) Racers are expected to conduct a [Clean Start](#), to avoid [Contact](#), and to avoid [Unsafe Maneuvers](#).
- 7) [Loss of control](#) of the kart includes putting two or more wheels off the paved surface. Drivers must regain control safely and must give right of way to any approaching kart before re-entering the track or resuming racing.
- 8) [Flags and other instructions](#) from race officials must be followed.
- 9) [Unsportsmanlike conduct](#) harms the family atmosphere we want to maintain, and will not be tolerated.
- 10) [Sanctions](#) are imposed to promote safety, and may range from warning to expulsion from track activities.

Driver Rules Explained

Fees and waiver must be complete before entering track or pit area.

Anyone in pit area must sign a waiver, pay the pit pass fee (\$10 for Members and Non-Members), and wear the pit pass armband.

In addition, visiting drivers not members of Bakers Creek Kart Club (BCKC) must pay \$60 track fee daily or race fee. The fees support the track and help pay for improvements. **The track fee is not charged if a guest is driving a member's kart for the first time for the purpose of introducing the guest to karting.**

Buddy system is used. No one drives on the track all alone, and a Track Supervisor must be present and in authority whenever the track is in use.

Paved areas are for running karts, not for pedestrians. This applies both on the track and in the pits.

Safety gear is required, including racing helmet, neck brace, gloves, shoes, and long sleeved protective clothing. These will be inspected on race day, but are required always.

The kart must be in safe mechanical condition. Tech inspections are conducted on race day, but at all times the mechanical safety of the kart is the responsibility of the driver.

Prohibited items include alcoholic beverages and firearms during any time drivers are operating on the track. No individual is to drive while under the influence of any substance that interferes with alertness. This goes without saying, but is said anyway.

Clean Rolling Start Procedure

- 1) Racers line up along the hash marks in the pre-grid area, in proper order for the race, and drive onto the track in single file on the signal from the Grid Steward. If a kart cannot start or has any problem preventing it from moving promptly, the other karts move onto the track in turn, and the stopped kart may enter at the back of the field if it is able to be started before the race begins.
- 2) One warm-up lap is taken with no passing.
- 3) After the warm-up lap, the pole-sitter slows and maintains a constant, reasonable speed from the red line painted on the back straight, all the way around the carousel turn, **until the acceleration cones are reached.**
- 4) All other karts form behind and beside the pole-sitter in two-by-two formation. Karts are to hold formation with regard to the white painted line in the carousel turn. Karts are not to cross this white line in the pre-start formation.

- 5) Once the entire formation exits the carousel, the pole-sitter maintains a constant rate of speed until reaching the acceleration cones, at which point the kart on pole may begin acceleration. The pole kart may not accelerate before the acceleration cones. The off-pole kart may not accelerate before the pole kart. All other karts may begin acceleration following the pole's lead. For a green flag to occur, the formation of karts must be maintained for the entire field with the pole-sitter and the off-pole kart being side by side before and after the acceleration cone, until the green flag is waved. Once the green flag is waved, karts may break formation and pass prior to the Start/Finish line.
- 6) A green flag will not occur if the flagman sees any of the following:
 - a. too fast a speed prior to the acceleration cones.
 - b. pole and off-pole not side by side at acceleration cones.
 - c. any karts that advanced their position not due to formation failure by another driver.
 - d. crossing the white formation line in the carousel turn or breaking formation prior to the green flag.
- 7) Any kart responsible for breaking the formation - whether by speed or steering - can be black flagged and moved to the back of the field. All other karts would then move up and reform in their new order, filling in the vacancy.
- 8) Racers are required to take proper account of the increased traffic at the first turn.

Contact between karts is unsafe, and must be avoided as much as possible. It is almost impossible for a driver to be injured in this sport, except through contact with another kart. Damage or injury becomes far too likely when contact occurs, however.

Every driver is responsible to avoid contact with any kart that the driver should be able to see. A driver should be able to see any kart extending into the 180 degree field of vision from the driver's helmet forward. The front nose of a kart pulling alongside another driver's helmet should be able to be seen and avoided. The kart behind is entirely responsible for avoiding contact when the nose has not yet reached the leading driver's helmet.

Deliberate contact is forbidden, except for a minor bump from behind to let a driver know you are there. Any other form of deliberate contact is not tolerated.

Contact between karts that resulted from other [unsafe maneuvers](#), or from an attempt to gain advantage in a race, is considered to be *avoidable* and not unlike deliberate contact.

Incidental contact will be monitored, and a pattern of occurrence can bring sanctions.

Unsafe maneuvers are forbidden, and are to be avoided.

Forceful bumping is any contact to the rear of a kart that causes a loss of traction. Occasional minor bumping is permitted, to let a driver know you are there.

Blocking is repeated lane changing or swerving, in attempt to prevent another driver from pulling alongside or passing. One lane change is permitted to defend a chosen line, but a second lane change between corners is blocking. Competitors do not respect blocking, and it may bring sanctions.

Chopping is turning into a competitor who is alongside on a straight section of the track. Most often this occurs in completion of a pass, but it might occur to prevent a pass. When chopping can bring tire-to-tire contact and launching, it is especially to be avoided.

Cutting in turns is like chopping, but on a turn. It involves one kart turning into and making contact with another. Most often this occurs when the kart on the outside hits a kart on the inside as they both go for the apex. It is important to remember that each driver is responsible to avoid contact with any kart the driver sees or should see.

Diving into turns is an unsafe passing technique. If a driver initiates a pass attempt just as the other driver starts to turn, then the attempt is called a dive. Because the leading driver does not see the attempted pass until after committing to a line through the turn, contact often results. A driver attempting to pass should pull alongside the leading kart at least to the driver's helmet before the turn-in point, in order to pass safely.

First turn incidents result from drivers failing to leave sufficient distance for braking with traffic ahead. Drivers are cautioned to account for the "accordion effect" when the entire field arrives at the first corner of the race.

Brake checking is any slowing in attempt to disrupt racers behind. It is detected by the disruption behind and is considered dangerous.

Slowing without signaling with raised hand is rude and dangerous. Even if you do not think another driver is close behind, it does no harm to signal, and it shows consideration.

Pit lane speeding is a hazard to the crews. Speed limit in pit areas is 5 mph.

Loss of control of the kart is not necessarily unsafe. If the driver follows safety procedures, most occasions of loss of control are uneventful. Putting two or more wheels off the paved surface is more potentially dangerous than many drivers realize, however. It should be considered a loss of control, and the only consideration of the driver at that time should be *safety*. Any duel with another racer should be surrendered, and the driver should back off the throttle until safely and smoothly regaining the pavement.

Occasionally, a driver must leave the pavement in order to avoid contact. Under no circumstances may a driver gain advantage by leaving the pavement. Sanctions can be avoided by promptly giving back any position gained by leaving the pavement.

In event of a spin or other loss of control leaving the kart on the pavement, the driver is to closely inspect oncoming traffic before resuming any movement. Do not leave the kart until directed, or until certain that no karts are approaching. Corner marshal's direction must be followed if one is present. In any case, the priority is to allow all nearby karts to pass safely, and then move the kart to safety or resume racing.

Flags and other instructions from race officials must be followed.

Crossed yellow and green: Pace lap, line up for start.

Green: Race conditions. Go.

Yellow: Caution. Do not pass until the flag is passed and the incident drawing the flag is passed.

Red: Race halted. The entire field is to stop gradually at the start/finish line.

Blue: Faster traffic approaching from behind. Allow them to pass.

Black: Go to pit and stop. Pit steward will give further instruction and may allow re-entry into the race after a pause, depending on the infraction.

Rolled black: Warning. Do not repeat infraction.

Crossed green and white: One half of the race is completed

White: One lap to go.

Checkered: Race or session is finished, return to pits.

Race officials also give instructions verbally in many circumstances. All instructions from race officials must be followed immediately, including those of corner marshals, the pit steward, tech inspectors, and the race director.

Unsportsmanlike conduct includes hitting, shoving, threatening, cursing, and obscenity in word or gesture. It spoils the atmosphere that we want to maintain, so it will not be tolerated. Any individual witnessing unsportsmanlike conduct may intervene informally. Formal sanctions will be imposed if necessary.

Drivers share responsibility for the conduct of their pit crew.

Sanctions are imposed to promote safety.

Unsafe maneuvers, incautious reentry into racing after a loss of control, and deliberate or avoidable contact may bring prompt attention from the Race Director or the Track Supervisor. Sanctions must be obeyed immediately and cannot be appealed.

Sanctions may range from warning to suspension from track activities.

Warnings are given for isolated minor infractions, generally attributable to lack of experience or driving skill. A rolled black flag is shown in warning during the running of a race. Verbal warnings or written warnings may be given after a race incident.

The black flag is given for repeated minor infractions, for isolated infractions that threaten safety, and for safety related equipment problems.

Suspensions are given for repeated infractions that threaten safety, or for isolated incidents that are either deliberate or severe.

Warnings:

Rolled black flag

Verbal warning

Written warning

Black flag sanctions:

Stopped momentarily (Stop and go penalty)

Stopped for one minute (approximately 2 laps)

Stopped for remainder of heat (generally for equipment problem)

Disqualified from heat or race (no points earned)

The race director can implement Black flag sanctions retroactively, by recalculating the finishing positions with a time penalty imposed on the offending driver.

Retroactive stop and go penalty is 30 seconds.

Retroactive one-minute penalty is 90 seconds.

Retroactive disqualification strips all points earned from the heat or race.

Suspensions:

Suspended for remainder of day

Suspended for remainder of event (for multi – day events)

Suspended for one or more future events

Suspended for remainder of season

Suspended for next season

Suspended indefinitely