



2021 Rental League Rules Book

1. Driver Eligibility

1.1 Minimum Age: All drivers must be at least 16 years of age as of the day of the event. Drivers under the age of 18 must be accompanied by their parent or legal guardian and must have a signed waiver. Drivers under the age of 18 will be considered on a case-by-case basis dependent on racing experience.

1.2 Physical: Kart racing involves high speeds and running in dense traffic situations with drivers of vary ability and speed. Kart racing can be a dangerous activity and can result in serious or fatal injuries. Drivers should be in generally good health and fully capable of handling a kart.

1.3 Experience: Any driver competing in a League at San Antonio Karting Complex must be able to complete 1 lap under a 48.000 second lap to qualify to race in the league session. San Antonio Karting Complex reserves the right to exclude, at any time, before, during, or after an event, any driver it considers insufficiently experience or unsafe.

1.4 Driver Classifications:

1.4.1 Lightweight: Any driver weighing less than 190 LBS in gear on San Antonio Karting Complex scale.

1.4.2 Heavyweight: Any driver weighing more than 191 LBS in gear on San Antonio Karting Complex scale.

2. Event Registration and Cancellation

2.1 Event Registration: Registration will be the day of the event at San Antonio Karting Complex, registration will be at the facility, and will close 15 min before the scheduled start time of the event.

2.2 Even Cancellation or Modification: While San Antonio Karting Complex makes every effort to run all scheduled-on track session on each scheduled event date, there are situations that require the cancellation or rescheduling of an event date or modification to the scheduled program. The most common situation is inclement weather (i.e. rain, high winds). There are four (4) different scenarios that events can be classified:

2.2.1 Cancelled event: San Antonio Karting Complex reserves the right to cancel any event any time prior to the scheduled start time. Any event scheduled where no track time is allowed, will be considered a cancelled event. Cancelled events will be rescheduled to run on the first available make-up date as published on the series schedule.

2.2.2 Incomplete Event: Event is canceled after the start of the event, but prior to the completion of at least ½ the races or race. Incomplete events will not be awarded points or counted toward the season championship.

2.2.3 Abbreviated Event: If an event starts late or ends early due to situations beyond San Antonio Karting Complex control, San Antonio Karting Complex reserves the right to run an abbreviated schedule. This may include any or all of the following options:

Eliminate Qualifying Sessions and use point standings to set the grid
Shortened Heat Race lap count
Shortened Main Race lap count

Once an Abbreviated Event is complete, full points will be awarded and the round will be included in the championship. No Refunds will be issued for an Abbreviated Event.

2.2.4 Completed Event: An Event will be classified as Complete following the completion of the more than ½ the races or race. Points will be awarded based on running order on the last completed clean lap (per Race Director's Discretion). For any Main Races that have not started, points will be assigned based on starting position. Completed Events will be counted toward the championship and no refunds will be issued.

3. Safety Requirements

3.1 Safety Equipment: The following safety equipment is required for all League Events:

Helmet – Full-Face coverage with face shield and Snell SA, M or K rating or better.

Shoes – Closed toed shoes are required

Hair – Hair must not extend past the shoulder of the driver, if hair extends lower than the shoulders driver must in a braided ponytail and tucked into shirt, jacket, or suit.

Neck Brace – A neck brace must be worn at all times when on the track

3.2 Restricted Areas: This term is used to describe an area where the general public is not admitted including, but not limited to: the pits, track, infield, and adjacent walkways. All persons wanting access to restricted areas must sign a waiver and release form. Children and pets are not allowed in restricted areas. Smoking is not permitted in the restricted areas. Alcohol is not permitted on the premises, and any person under the influence or drugs or alcohol will be denied access to the event.

4. Season and Event Schedules

4.1 Event Schedule: The facility will open at 5:00pm to the general public. There will be no official pre-league practice sessions. If participants wish to race during this time, it is at their own discrepancy.

Registration Opens: 5:00pm

Registration Closes 6:45pm

Drivers Briefing 7:00pm

On-Track Activities begin at 7:15pm

5. Event Formats, and general procedures:

- 5.1 **Drivers Meeting:** All drivers are required to attend the Drivers Meeting. The drivers Meeting will focus on addressing issues specific to that day's event and will not go through a full reading of the rulebook and format at each event. Failure to attend will result in a last place start for the first race in the event.
- 5.2 **Supplemental Rules:** San Antonio Karting Complex may publish supplementary bulletins and make announcements during the Driver Meetings. These bulletins and announcements carry the full weight of the rules.
- 5.3 **Event Format:**
- 5.3.1 **Heats:** 1 Lap Qualifier, 10 Lap Heat, 8 Lap B-Main (if needed), 25 Lap Final
- Team Endurance:** 1 Lap Qualifier per team, 60 Min Main (1 Kart swaps Mandatory, and 3 Driver changes Mandatory during event, Kart swap and driver swap cannot be completed at the same time)
- 5.4 **On Track Sessions:**
- 5.4.1 **Qualifying:** Each driver or team will get a 1 Lap Qualifier. All drivers for that session will be in Qualifying and will be released from pit road at the same time. It is up to the drivers to separate themselves. Drivers will exit pit road and have that lap as a flyer, once they cross the Start/Finish Line for the first time that will start their flying lap. After crossing the Start/Finish Line for the second time qualifying will be over. All drivers are asked to stop on the track before turn 2 to be placed in the proper order for the race. Note: Any contact may result in an immediate disqualification and/or the withdrawing of that driver's posted qualifying time.
- 5.4.2 **Heat Race:** Starting position for the Heat race will be based on the Qualifying session. The race will feature a double file rolling start. The race will start by the pole leader between the two starting box cones.
- 5.4.3 **B-Main:** Starting position for the B-Main will be based on the Heat Race session. The race will feature a double file rolling start. The race will start by the pole leader between the two starting box cones.
- 5.4.4 **Main:** Starting position will be based on both the Heat Race results and B-Main Results. The race will feature a double file rolling start. The race will start by the pole leader between the two starting box cones.
- 5.4.5 **Endurance:** Starting Position will be based on the Qualifying session. On Team events the driver that qualified will be the starter. The start of the race will be a LeMans running start. Karts will be lined up on the front stretch based on Starting Position with engine running. The drivers will line up on the opposite side of the track and when the Flagger waves the green flag the drivers may run across the track to their karts. Seat Belts Must Be Fastened Before Turn 1. And driver that does not have their Seat Belt fastened after Before Turn 1 will be given a 10 Second Stop-and-Go Penalty, where no driver or kart swap can take place.
- 5.5 **Missing A Session:** Drivers are responsible for driving in their assigned session/group/race. If a driver misses their assigned session/race, they will NOT be moved to another one and will forfeit the time lost and classified as a DNS (Did not Start)

- 5.6 **Entering a Wrong Session:** Drivers that enter the track in the wrong session will NOT be timed or scored in that session but will be able to complete the session. They will NOT be able to go out in their scheduled session and will be classified as a DQ (Disqualified). Drivers that go out in the wrong race session, will start last in the next round.
- 5.7 **Equipment:** All karts, tools, fuel, spare parts, and timing equipment will be provided by San Antonio Karting Complex. Drivers will not be allowed to use their own equipment (except safety gear) or make any mechanical adjustments or repair to the equipment provided by San Antonio Karting Complex. All mechanical work will be done exclusively by one of the San Antonio Karting Complex's mechanics in the designated area. Any driver caught adjusting the equipment will be subject to penalty or ejection from the event. Drivers will also be financially responsible for any damage resulting from their adjustments, repairs, or tampering.
- 5.8 **Kart Selection:** The random kart selection process will be completed by race officials prior to the drivers meeting. Officials will draw numbered poker chips blindly to determine which kart drivers will be assigned to. Drivers will not be permitted to drive the same kart twice in the event. Drivers will not be permitted to voluntarily change karts. Drivers will only be allowed to switch karts if there is a mechanical defect with the kart that they were assigned, which will be determined by the mechanical staff.
- 5.8.1 **Getting in the Wrong Kart:** In qualifying, drivers that enter the track in the wrong kart will NOT be timed and will be classified last in their session. In a heat race or main, drivers that enter the track in the wrong kart will be sent back to the pit area to receive their correct kart before re-entering the track, where they will start last. The start of the race will not be delayed. It is up to the driver to get into the correct kart and obey all pit lane rules in the process. Drivers may be held on pit lane once the race has been started to insure a safe re-entry.
- 5.8.2 **Endurance Kart Change:** No Driver changes are permitted during a kart swap. The driver will pull into pit road and select one of two lanes, then the lane that they pull into they must get the kart at the front of that lane. The driver must stop safely in the lane, once stopped they may get out of their kart and proceed to the kart at the front of the lane. Once the driver is in the kart and buckled up, they can leave pit road and return to the track.
- 5.9 **Weight Ballast:** The San Antonio Karting Complex League is not weight ballasted.
- 5.10 **Other Personal Items:** All items supplied by a driver, such as a camera, must be labeled with their name, and safely secured to their person. Any personal item that either leaves the kart or appears to be a safety concern may be grounds for a penalty.
- 5.11 **Use of Radios:**
- 5.11.1 **Non-Endurance Leagues:** All radio communication from either driver to driver, or driver to crew is not allowed during competition. Use of radios may result in confiscation of equipment, and further penalties.
- 5.11.2 **Endurance Leagues:** Radio communication between driver and crew will be allowed during competition. Improper use of radio communication (i.e. talking about blocking, hitting another driver, or other) may result in penalties.

6. On Track Procedures and Regulations

6.1 Grid Procedures.

- 6.1.1 **Driver Preparedness:** Drivers are responsible for being in their assigned kart, with proper equipment to start their session on time.
- 6.1.2 **Qualifying:** Drivers will be released one at a time by an official at the head of the grid. Drivers are to pull up to the official and wait to be released. Once released drivers must go immediately with no waiting. After the checkered flag all drivers must stop before turn 2.
- 6.1.3 **Race Sessions:** All drivers will be stopped on the track after qualifying. An Official will order the karts in the proper gridding order. Drivers swerving or erratic / unsafe driving in the gridding procedure may be cause for a penalty.

6.2 Starting Procedures:

- 6.2.1 **Standing Start:** All drivers will be directed to their grid spot and remain there until the green flag. Once the green flag is thrown, drivers may begin accelerating and overtaking immediately. Drivers who are found to have jumped the start or are found revving their engine prior to releasing the brake, may incur a penalty. If a driver has an issue on the grid, they should waive both hands in the air to alert officials and delay the start.
- 6.2.2 **Rolling Start:** The lead driver will set the pace of the start, but if too fast the Race Director reserves the right to attempt a restart. The lead driver will be able to start the race at their discretion between the designated starting cones. If the lead driver does not start accelerating before the last cone the Official will start the race with the green flag. Once the leader has started accelerating and the green flag is thrown, overtaking may start.
- 6.2.3 **Bad Starts:** In the case of a bad start, such as too quick of a start, the red and yellow flags will waive around the track, and drivers will continue around to the staging area and stop. Drivers will re-grid, and try again, but the lap will count. If the start is due to too fast of speed the pole driver will be given a warning, if it happens 2 times, the pole driver will swap spots with the driver behind and 1 more attempt will be made. If the drivers are unable to safely perform a rolling start, a staggered standing start will be used.
- 6.2.4 **Re-Starts after a Red Flag:** in the event red flags are displayed at any point around the track, the field will be brought to a stop on the start finish straight. Once all karts are present, drivers will prepare of a single file, rolling start. Drivers must wait to accelerate until between the designated starting cones, and the green flag is displayed. There will be no passing allowed until after turn 1.

7. Flags:

- 7.1 **Flag Descriptions:** Flags are the primary method of communicating information about track conditions, on-course incidents, and other race-related information to the driver.

- 7.1.1 **Green Flag:** The green flag signifies the start of qualifying, or race session, or the resumption of racing on a restart.
- 7.1.2 **Yellow Flag:** Indicates an area of possible 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.
- 7.1.3 **Red Flag:** A red flag at the start/finish line, or from any of the track officials Requires all drivers to slow their pace considerably and report to the front straight immediately, unless otherwise instructed. No passing is allowed under a red flag. Drivers should stay in their karts until further instructions are given by a race official.
- 7.1.4 **Red and Yellow Flags:** following a Race Start. Signals a bad start. Drivers are to slowly continue around the track without passing, until the staging area, where they will be re-gridded and set for another attempt.
- 7.1.5 **Blue with Stripe:** This flag will be used to alert lap traffic drivers of quicker drivers who are approaching to overtake. The lapped driver is expected to move off the racing line without making any sudden or erratic changes in direction or speed to allow the quicker drivers to overtake more easily. Do not stop on the track for any reason; instead, be predictable and aware of the situation while maintaining decent pace.
- 7.1.6 **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.
- 7.1.7 **Crossed Flags:** Will typically be White and Green. This signifies that the race is half-way over. The crossed flags are courtesy flags and may not always be displayed during the race.
- 7.1.8 **Checkered Flag:** Indicated the completion of the session or race. All drivers should slow and enter the pits.
- 7.1.9 **Black and Checkered Flags:** Finish result is not official and is under review. All drivers should slow and enter the pits.
- 7.1.10 **Black Flag:**
 - 7.1.10.1 **Rolled Black Flag:** A furled or rolled black flag maybe given to a driver close to a rule's infraction. This is considered a courtesy flag, not a penalty, and the driver is not required to pit. A driver will see no more than one polled black flag in a session before being issued a penalty.
 - 7.1.10.2 **Waiving Black Flag:** A driver receiving the 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 be greeted by a race official in the pit area and explained the black flag. Drivers who receive a black flag may not be allowed to rejoin the race. During LeMans events a driver who receives a black flag must swap drivers.

8. Pit Lane Procedures and Regulations:

8.1 Pit Lane Entry Procedures:

8.1.1 **Non-Endurance Events:** There is no hot pit during qualifying and heat sessions of the event, once a driver has entered the pit lane after the green flag has flown, they will not be allowed to rejoin. Drivers entering pit lane must do so from the far outside part of the track, while maintaining speed until offline and near the pit entry. As a courtesy, drivers are further asked to raise a hand before heading into the pit area to signal their intent. Unsafe entry into the pit lane may be subject to a further penalty.

8.1.2 Endurance Events:

8.1.2.1 **Driver Swap:** The pits will be considered HOT during the race. Drivers entering the pit lane must do so from the far outside part of the track, while maintaining speed until offline and near the pit entry. As a courtesy, drivers are further asked to raise a hand before heading into the pit area to signal their intent. Unsafe entry into the pit lane may be subject to a penalty. There will be a stop box on pit lane before entering the pits, drivers must come to a complete stop fully within the box or be subject to a penalty. Once the driver has completed the stop box, they may enter the HOT pits, using lane one (1) drivers will pull into the designated stop box and be allowed to exit the kart, once the driver is out of the kart the next driver may enter the kart. Once the seat belts are fully secured the driver may leave the pits. While re-entering the track, the driver on the racetrack has the right of way, if the driver leaving pit road causes the driver on the track to make avoiding action, the driver leaving pit road will be black flagged, the proceeding driver swap will NOT count to the total required driver swaps.

8.1.2.2 **Kart Swaps:** The pits will be considered HOT during the race. Drivers entering pit lane must do so from the far outside part of the track, while maintaining speed until offline and near the pit entry. As a courtesy, drivers are further asked to raise a hand before heading into the pit area to signal their intent. Unsafe entry into the pit lane may be subject to a penalty. There will be a stop box on pit lane before entering the pits, drivers must come to a complete stop fully within the box or be subject to a penalty. Once the driver has completed the stop box, they may enter the HOT pits, using lanes two (2) or three (3), they will drive up to the kart ahead and must stop completely and safely before they can swap karts. Once the driver has stopped, they can get out of their current kart, and proceed to the kart at the front of the lane they are in. Once the seat belts are fully secured the driver may leave the pits. While re-entering the track, the driver on the racetrack has the right of way, if the driver leaving pit road causes the driver on the track to make avoiding action, the driver leaving pit road will be black flagged, The proceeding driver swap will NOT count to the total required driver swaps.

9. Sporting Code / Penalties

9.1 Driver Code of Conduct:

- 9.1.1 **Good Sportsmanship:** It is the spirit and intent of these rules that all competitors drive exhibiting good sportsmanship; that is, every driver is expected to behave according to principles of fairness, observe all rules, show respect for other drivers, proceed on track without touching or endangering the vehicles of fellow competitors and accept victory and defeat graciously. Drivers should also remember they are responsible for the conduct of their guest as well, and may be penalized for any unsportsmanlike behavior by them, or their guests.
- 9.1.2 **Inadvertent Contact:** Occasional contact between karts on track is a reality of racing. The judgment of the point at which inadvertent contact becomes deliberate pushing, bumping, crowding, nerfing, blocking, etc. is solely at the discretion of the Race Director and officials.
- 9.1.3 **Overtaking:** the overtaking driver is expected to obtain “dominant position” prior to the entry of both drivers into the upcoming corner. “Dominant position” is defined as the nose of the overtaking kart surpassing the imaginary bisecting line of the kart being overtaken (considered to be the steering wheel of the kart being overtaken) prior to the turn-in point.
- 9.1.4 **Racing Room:** Drivers are expected to give ample racing room, and not force other drivers into a situation where they may make contact, either with other drivers or walls, or where they force another driver off course. Not leaving enough room may be grounds for a penalty, depending on severity. This is the responsibility of all drivers, whether being passed, or passing.
- 9.1.5 **Crowding:** Drivers that do not give ample racing room, or room for another driver to maneuver may be crowding. Drivers may be penalized for crowding, even if it does not directly result in position loss.
- 9.1.6 **Deliberate Contact:** Deliberate contact, bumping, nerfing, pushing, etc., will be grounds for penalty, up to and potentially including ejection, depending on severity. Deliberate contact includes “Bump Drafting”.
- 9.1.7 **Gain from Contact:** Contact that results in a driver gaining an advantage and resulting in a position gain may be penalized. A driver that gains from contact, albeit unintentional, may be able to avoid a penalty via letting the other driver back by in a show of good sportsmanship.
- 9.1.8 **Cutting the Course:** Any driver leaving the course or cutting the apex of the corner is subject to penalty or disqualification at the discretion of the Race Director
- 9.1.9 **Re-Entering the Track:** A driver who has gone off the racing surface will re-enter the racetrack as far off the racing line as possible allowing all other competing karts sufficient room to avoid any possibility of contact with the re-entering kart. A driver must re-enter the track only at a point that will provide no advantage in time, distance, or position relative to competing karts. Any penalties assessed will be at the discretion of the Race Director and can range from Time Penalty to Disqualification.

- 9.1.10 **Blocking:** Any reactionary move made by a driver to impede the progress of another driver, or multiple moves upon entering a corner may be considered blocking by officials. Drivers are to pick a line, stick to the line, or only make a single non-reactionary move to maintain position.
- 9.1.11 **Passing Under Yellow:** If a driver improves their position under a yellow flag condition, they will be given one lap to give 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.
- 9.1.12 **Ignoring a Penalty Flag:** Any driver that fails to report to the pits after being shown the black flag for two consecutive laps will be disqualified and can face more penalties.
- 9.1.13 **Potential Damage:** If a race official suspects that a kart may have damage or a mechanical issue making it unsafe to drive, the driver may be issued a black flag for subsequent safety inspection.
- 9.1.14 **Tire Warming:** Drivers are not to swerve back and forth to warm tires prior to the start, or re-starts. Drivers may be penalized for this action by either a time or position penalty. This does not warm the tires and potentially damages the steering components.

9.2 Penalty Procedures:

9.2.1 Black Flag Penalty:

- 9.2.1.1 **Non-Endurance Events:** A driver receiving the 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 be greeted by a race official in the pit area and explained the black flag. Drivers who receive a black flag may be allowed to rejoin the race, depending on the situation.
- 9.2.1.2 **Endurance Event:** A driver receiving the 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 be greeted by a race official in the pit area and explained the black flag. The driver given the black flag must exit the kart, a new driver must enter the kart. A driver change under a black flag will not count to the total number of required pit stops.
- 9.2.2 **Post-Race Position Penalty:** If a position is gained illegally in the final two laps and a proper penalty cannot be displayed, then a position penalty may be issued.
- 9.2.3 **Post-Race Time Penalty:** In the scenario that a driver receives a penalty flag of the final two laps of the race and does not report to serve the penalty, a post-race time-penalty will be assessed to that driver's results.
- 9.2.4 **Race Disqualification:** Race officials may opt to disqualify a driver from any given session if a particularly egregious, deliberate, or flagrant violation occurs. Disqualification will result in an automatic zero points being awarded for finishing position.
- 9.2.5 **Event Ejection:** The Race Director reserves the right to eject any driver from the event for major violations described in section 9.1 of the Driving Regulations code.

- 9.2.6 **Post-Event Sanctions:** The Race Director and San Antonio Karting Complex reserve the right to impose probation, suspension or a facility ban for major violations described in section 9.1 of the Driver Regulations code.
- 9.2.7 **Video Review:** The use of video to review incidents may be used during, or after the conclusion of an event. If an incident is found that was not penalized during the event, a penalty may be assessed to the driver at fault post event. The full range of penalties may be used in the case of video review.

10. Mechanical Failures and Damage Liability:

All Karts are professionally prepared and tested prior to every event for equality and proper operation. The kart you are assigned each session will be yours for the session unless officials deem it unable to continue. Drivers will not have the option to switch karts voluntarily. When you take possession of the kart at the beginning of a session, everything will be in working order. However, parts can fail over the course of the event due to poor manufacturing, driver abuse, or regular wear and tear. Below describes how these issues will be handled.

- 10.1 **Mechanical Failures:** Should your kart experience a mechanical failure through no fault of your own, it will be repaired at no cost. Drivers who experience a mechanical failure will be credited with points based on their last time across the start/finish line, minus two (2) spots
- 10.2 **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 the failure occurred. The driver will not be credited with any points beyond their presumed last place finish and will be required to pay the damage bill before their next on track session.
- 10.3 **Kart Change for Mechanical Failures:** In the case of a mechanical failure prior to, or during a qualifying session, a new kart will be provided, and the driver will be given another attempt at a qualifying lap. In case of a mechanical failure prior to the start of a race session, whether in pit lane or on the grid, a replacement kart will be given to the driver, with their starting position retained. In case of a mechanical failure during a LeMans style session, the driver will be given a new kart and laps will be added back to get the driver onto the same lap as they were before the failure.

11. Authority:

San Antonio Karting Complex and the Race Director reserve the right to alter the event rules and regulations to suit any special or unforeseen situation. All decisions by the Race Director are Final and are not subject to appeal or protest. These general rules may be modified in part to suit a particular race.