

# CENTENNIAL PARK MINI INDY -- Arrive & Drive Series 2010

## Rules and Regulations

Centennial Park Mini Indy, Toronto, ON

### General Competition Regulations

CLUB Contact Information:

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**1. ASN Canada FIA** is the sanctioning and governing body of the sport in Canada.

The Arrive & Drive Series is comprised of interested amateurs ranging in age from 8 to 80. The Arrive & Drive Series welcomes new members year round, promoting its introductory Arrive & Drive Series Classes where everything is provided from the helmet to the high performance racing kart.

Participants compete with a "spec" high performance racing chassis and 4-cycle engines. The Arrive & Drive Series Class is a great way for racing enthusiasts to get involved in a racing series with little to no experience and where everything is provided in a safe and organized environment. Centennial Park Mini Indy (CPMI) will make every effort to provide a friendly professional atmosphere and is dedicated to keeping the cost at an affordable level by enforcing the rules and regulations as written.

#### **2. SPIRIT AND INTENT**

No pretence is made of having designed a foolproof set of rules and regulations. Karting is a sport designed for the fun and enjoyment of the whole family. There have been attempts to test the rules by deviating from this purpose, for which the basic sport is intended. The spirit and intent of the rules is going to be the standard by which karting will be guided.

#### **3. DISCLAIMER**

The rules and regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for all racing and practice events. By participating in these events, all members are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from the publication or compliance with these rules and/or regulations. These rules can be modified without notice. These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against any injury, serious injury, death or otherwise to participants, spectators or others.

#### **4. MEMBERSHIP RESPONSIBILITIES AND REQUIREMENTS**

##### **MEMBERSHIP**

It must be understood that membership is granted as a privilege to members that participate within the rules set forth in this Rules and Regulations package. All participants must be members in good standing with CPMI. It is the responsibility of members to have knowledge and awareness of all rules and regulations set forth herein. Members of the Arrive & Drive Series are eligible to participate in rookie events. They can bring non-members who will be allowed to race, provided that they will be governed by these rules and regulations and they pay the appropriate pit-pass.

## **GOOD FAITH**

Members must promote in good the Arrive & Drive Series and the sport of karting, with the aim of increasing club membership, sponsorship, spectator numbers, positive public interest, support and awareness.

## **YEARLY MEMBERSHIP**

The membership year runs from April 2010 to November 2010.

## **TRACK REGISTRATION**

All participants must register with the facility they intend to compete at and pay all associated track fees before using the track for competition and/or practice daily.

## **RELEASE AND WAIVER**

All participants of Arrive & Drive events must complete the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement (by reading, signing and dating) before being allowed to use the track for competition and/or practice daily. By signing and dating the Waiver, all participants fully understand the risks involved and fully accept all conditions.

## **MEMBERSHIP AND LICENSING CARD**

All members will be issued a Membership and ASN Canada FIA Licensing Card for \$10 as part of their membership requirements. This card should be shown at registration and will indicate the member's racing class and license.

## **CONDUCT**

All members shall conduct themselves in an orderly manner. Physical violence or abuse of, or by, any individual, official, member, spectator, etc. will subject the offender to immediate ejection from the event site, disqualification from the event results and possible suspension of membership.

## **VERBAL ABUSE**

Verbal abuse or threats directed at, or by any individual (official, participants, etc.) will subject the offender to immediate ejection from the event site, disqualification from the event results and the infraction noted for a first offense. For a second offense the member may face a suspension. For a third offense, membership may be revoked for a period of one year.

## **PROHIBITED SUBSTANCES**

All members entering the restricted areas shall be sober and not under the influence of any substance that could impair their ability to participate in a safe and orderly manner. It is the responsibility of the member to withdraw from competition if they are taking medication that may display side effects capable of impairing one's ability of compete safely. If, in the judgment of the officials in charge, an individual is under the influence of alcohol or any controlled/uncontrolled substance during the period of an event, that individual may be ejected from the restricted area and/or event site immediately.

## **SAFETY**

Members must participate in a safe and competitive manner with the understanding and attitude of safety first – racing second.

## **GOOD HEALTH**

It is the responsibility of all participants to be in good health, both physically and mentally, as to not hinder the safety of other competitors, and to allow the safe operation of a motorized vehicle.

## **SPONSORSHIP AND/OR ADVERTISEMENTS**

CPMI and the racetrack facilities that host Arrive & Drive events have the right to stipulate, refuse and/or demand removal of vehicle, trailer, helmet, clothing, etc. sponsorship and/or advertisements they deem inappropriate or offensive.

## **SELLING AND/OR SOLICITING**

No person(s) is permitted to sell or solicit on properties that hold events or practice without prior approval. No person is to use club documentation or/or information to sell or solicit to members without approval.

## **PAYMENT SERVICES**

All fees must be paid with cash, Debit, Visa and/or Mastercard. No cheques will be accepted without prior approval.

## **5. FEES**

ANNUAL CLUB MEMBERSHIP \$79.95 plus tax

Daily Racing Pit Pass Fees: \$50.00 including tax

Arrive & Drive Series Member (Arrive & Drive – kart provided) \$50.00 including tax

Arrive & Drive Series Non-Member (Arrive & Drive – kart provided) \$75.00 including tax

5.1 Entry fees will be adjusted as required for all special events.

5.2 Membership fees and/or pit pass fees will NOT be refunded for any reason once paid.

## 6. CANCELLATION POLICY

The Club/Series requires a minimum of 24 hours notice for all cancellations, which must be submitted by email to: [mini\\_indy@bellnet.ca](mailto:mini_indy@bellnet.ca).

Members must pay an amount equal to that of two (2) Racing Pit Passes up front (when choosing racing schedule) and on account before being able to compete.

Members must cancel dates on the 2010 Racing Schedule they will not be attending two (2) days prior to any scheduled date missed, or lose one (1) pit pass fee each time no cancellation is made – to a maximum of two (2) pit pass fees.

Members unable to attend a scheduled date must cancel by email only: [mini\\_indy@bellnet.ca](mailto:mini_indy@bellnet.ca). Please do not call the track.

Members not completing the season will forfeit their two pit pass fees on file, regardless if dates have been cancelled and/or if only one date has been missed.

The two pit pass fees will be returned during the off season by first class mail to all members not returning for the 2011 season in January of 2011. If not returning, must email [mini\\_indy@bellnet.ca](mailto:mini_indy@bellnet.ca) no later than January 1, 2011.

## 7. ARRIVE & DRIVE CHAMPIONSHIP CLASSES

### 2009 CLASS STRUCTURE

(Arrive & Drive Series – kart provided)

4 Cycle Class Requirements

Class & Age License Engine Spec Tire Weight

#### Rookie Junior

8 – 12

160 cc 4 cycle, No restrictor

450 + 650 slick rain + dry tires

Average Weight

#### Rookie Senior

19 +

200 cc 4 cycle, No restrictor

450 + 650 slick rain + dry tires

Average Weight

#### Rookie Teen

12 – 18

200 cc 4 cycle, No restrictor

450 + 650 slick rain + dry tires

Average Weight

#### Rookie Masters

35 +

200 cc 4 cycle, No restrictor

450 + 650 slick rain + dry tires

Average Weight

The supplementary rules herein are an integral part of this rule book and pertain to racing on all Arrive & Drive Series schedules at Centennial Park Mini Indy racing facility.

# Sporting Rules

**8. GENERAL STARTING LINE UP, QUALIFYING AND RACING RULES (the terms “feature race” and “finale” are interchangeable).**

### 8.1 REGISTRATION

Drivers must register and sign the insurance waiver in person before they will be allowed into the grid area for practice or racing. Minors must sign the waiver with a parent or guardian. Failure to register before entering the track or restricted areas may result in a penalty of last place starting position for all races for that day. Qualifying starts 2 hours before the scheduled racing time for the day.

### 8.2 RAIN OR SHINE

Racing will be scheduled rain or shine.

### 8.3 STARTING GRID

Qualifying with transponders will determine the starting position in the race. The best time in qualifying will start on the pole.

### 8.4 DRIVERS RACING AND SAFETY EQUIPMENT

**a) Head and Face Protection:** A full coverage (full face) helmet with shatterproof protective visor meeting the requirements as follows is required:

**Snell Foundation Standards:** - including, K-98, M2000 (**not valid after December 13, 2014**), SA2000 (**not valid after December 13, 2014**), M2005, SA2005, K2005

**Snell-FIA Standards:** including CMS2007, CMR2007 (Children's Helmet)

**SFI Foundation Inc. Standards:** including SFI 24.1 (Youth Helmet), SFI 31.1A, SFI 31.2A, SFI 41.2A, SFI 31.1/2005, SFI 41.1/2005

**British Standards Institution:** including standard BS6658-85 Type A, Type A/FR. (**not valid after December 31, 2013**)

- Helmets should fit according to the manufacturer's specifications. Helmets must be worn and properly fastened during all track sessions. Damaged helmets may be refused at any time. The helmet visor must be in the down (closed) position any time a kart is in motion.
  - **Modifications:** No helmet may be modified from its specification as manufactured, except in compliance with instructions approved by the manufacturer and one of the FIA listed standards organizations, which certified the model concerned. Any other modification will render the helmet unacceptable for the requirements of the present article. The addition of devices, whether aerodynamic or other, to helmets is forbidden if they have not been homologated or approved for the helmet concerned.
  - **HANS** devices or similar devices are not allowed for kart racing.
  - **Maximum Weight:** The weight of helmets may be checked at any time during an event and must not exceed 1800 grams.
  - **Decoration:** Paint can react with helmet shell material and affect its protective capacity, therefore, where a manufacturer provides guidelines or restrictions on the painting or decoration of helmets, these must be followed, using only paint specified by them (air drying acrylic, polyurethane enamel or others) and preferably a painter having their approval. This is particularly important for injection moulded shells which are not usually suitable for painting. The shell being painted should be efficiently masked as paint penetrating the interior can affect the performance of the helmet liner. Paints requiring heat curing should not be used and any process should not exceed the maximum temperature of conditioning of the helmet in the standard to which it is approved. The manufacturer's instructions should also be consulted for any considerations on the use of stickers and transfers.
  - **Helmet Cushions:** Use of helmet cushions (neck collars or neck braces) is optional.
- b) Rib Protectors:** Unaltered rib protector devices, designed for motorsport use, are mandatory in all classes. They must fit properly and remain in place at all times when a driver is on the track.
- c) Driver's Suit and Apparel:** Drivers are required to wear racing suits designed for karting use for all events. CIK-FIA **Level 2** homologated racing suits are recommended. They must cover the whole body, legs and arms included. Abrasion resistant shoes and gloves that completely cover both hands are mandatory. Leather overalls complying with the standards defined by the FIM are authorized.
- d) Long Hair Protection:** If hair extends appreciably from beneath helmet level so as to present a safety concern in the opinion of event race officials, it is mandatory that participants wear a balaclava or head-sock to prevent hair from extending outside the helmet.
- e) Loose Clothing:** No apparel items such as bandanas, sweater hoods, loose belts, etc., are permitted.
- f) Pre-Race Equipment Inspection:** All driver personal safety equipment must be in good condition and may be subject to pre-race inspection prior to any on-track activities at each event and throughout an event.
- g) Rain Racing Driver Equipment:** Competitors may use a spinner type helmet visor device fitted to their helmet and visor, in addition to all normally required safety equipment. When a spinner is used, provided it is an accessory offered by the specific helmet manufacturer, the driver's face must be fully protected by a full-face shield. Fully protected means that debris from the air can't enter the helmet.
- h) Use of Driver's Racing Equipment:** During all on track sessions drivers must at all times wear the required driver's racing equipment as defined in these regulations.

### 8.4 QUALIFYING

Extreme caution must be exercised during qualifying with no wheel-to-wheel racing. Slower karts will yield the right of way. During qualifying, karts will only pass on the inside.

## **8.5 DRIVERS MEETINGS**

A driver's meeting will be held on race day. The Race Director may establish special conditions and/or regulations at that time. All drivers must attend or they may be penalized.

## **8.6 PIT AREA**

The pit area is a restricted area of the track and is under complete control of assigned officials. Only drivers being called onto the grid by officials may enter that area.

## **8.7 ACCESS TO RESTRICTED AREAS**

Persons entering the grid and/or restricted areas must comply with all insurance regulations and registration procedures. Failure to do so or entrance by fraud, deceit, or passage into the area except by designated gates will subject the individual to immediate removal from the restricted area and possible suspension of membership privileges.

## **8.8 GRID**

When you are called to the grid you are under the Grid Marshall's control. It is your responsibility to check the board for your starting position and line up accordingly. Each class will enter the track upon being instructed to do so by the grid marshal. Drivers will exit the grid and enter the track in their starting position order. If a driver breaks down on the grid, a new kart will be supplied and the driver must join and start at the back of the field. Drivers must be on the racing circuit prior to the green flag being displayed or they will not be allowed to participate in that heat.

## **8.9 HOT LAPS**

All classes will complete one warm up lap, in single file and per grid order – NO PASSING. The warm up lap will be run under full track yellow. Drivers breaking down, spinning out, involved in an incident or passing during the warm up lap may be placed at the back for that race if they are able to continue. Towards the end of the warm up lap, karts will slow down and proceed to the starting grid for the standing start.

## **8.10 PACE LAP & OFFICIAL START**

Once your class has started the warm up lap, you are under control of the Start/Finish Marshal. The Start/Finish Marshal is responsible for ensuring safe and fair starts and relaying information to the racers through the use of the various flags. No one is to approach this marshal during racing unless summoned for a consultation.

## **8.11 WARM UP LAP**

It is the responsibility of the front kart to follow the marshals' instructions during the warm up lap. No one may pass on the warm up lap. No tire scrubbing – any kart found weaving or scrubbing tires during the pace lap may be put to the back of the field, or disqualified from the race.

## **8.12 RESTARTS**

If a kart spins or an incident occurs, the race director may call for full course yellow flags. At the discretion of the Race Director anyone causing and/or involved in an accident may be placed at the back for the restart or disqualified from the race. If a race is restarted because of an accident or blocked track, drivers involved may be directed to the pit area or to rejoin at the last position. Racing will begin again when drivers are instructed to accelerate and the Start/Finish Marshal displays the green flag. The same rule applies in regard to passing; no passing before the designated passing cone on the track.

## **8.14 PASSING**

After the green flag has been waved, participants may not pull out of line, change lanes or pass until the designated first passing zone is reached. Typically the first passing zone will be indicated by the position of a passing pylon. The race director will provide this information during the drivers' meeting.

Karts may pass on the inside during qualifying and on the right or left during racing. Caution must be exercised when overtaking another kart. It is the responsibility of the overtaking kart to pass in a safe fashion. There must be no contact made on a passing maneuver in the corners or on the straightaway. Contact may result in a penalty. All karts must be alert to overtaking traffic and maintain a constant path on the track. Karts entering a corner together have equal rights to the corner. Any time your rear wheels are broken (passed) by another kart's front wheels, you must give the other driver room to race. If contact is made, you may be penalized or disqualified from the session or race. Should contact be made when overtaking, it could be judged by race officials that both drivers were not being good sportsmen and both

could be disqualified from the session or race and penalized. The Race Director may designate certain portions of the track as NO PASSING zones.

#### **8.15 RED FLAG INCIDENTS**

A race will be "red flagged" if a kart goes upside down (flips) or at the discretion of the Race Director. If a red flag situation occurs, drivers must stop racing immediately, slow down and proceed in single file and at very slow speed to the start/finish line. Drivers may be instructed to STOP on the track at any time and must obey instructions from race officials and marshals at all times.

#### **8.16 LAPPED KARTS**

Participants about to be lapped by faster competitors are responsible for being aware of the approaching faster karts and must yield the racing line until the faster karts have passed. Lapped karts will observe the blue flag and yield to leaders or subject themselves to a disqualification.

#### **8.17 RACE COMPLETE**

A race will be considered complete when all laps have been completed or at the discretion of the Race Director. Once the race has started, all yellow flag laps will count as one completed lap.

#### **8.18 EXITING TRACK**

Once the checkered flag has ended your race, you must continue around the entire track in the proper finishing order. The winning kart will not be allowed to complete one additional victory lap with the checkered flag.

#### **8.19 COURSE MARKINGS**

Pylons or other markings designed and placed by race officials must be observed. If in the opinion of the Race Director, a participant is intentionally ignoring course markings, the participant may be subject to disqualification from that race. Karts are to be kept on the paved marked course at all times; karts are equipped with a "grass switch" that may shut down the engine if a competitor leaves the racing surface.

#### **8.20 SPORTSMAN-LIKE DRIVING**

The spirit and intent of sportsman-like racing competition is to proceed on the track without touching or endangering the karts of fellow participants. Also give racing room. Inadvertent contact is a reality of racing; however, if in the judgment of the race officials, a participant is bumping, crowding, chopping, blocking, or pushing other participants, that participant may be penalized.

#### **8.21 DIRECTION OF TRAVEL**

It is mandatory that all competitors strictly observe the direction of travel around a track. Failure to do so, by driving or pushing a kart opposite to normal direction of track, unless specifically directed by a race official, may subject the participant to disqualification and/or suspension.

#### **8.22 STOPPING ON COURSE**

If for any reason a competitor is forced to stop on or near the course during practice, qualifying or racing, it is the responsibility of the competitor to assist in removal of the kart to a safety zone as quickly as possible. If a competitor is forced to stop on the racing surface during practice, qualifying or racing, the competitor must raise one hand as they slow down and raise both hands when stationary, to signal approaching competitors that they are stopped.

#### **8.23 RE-ENTRY TO COURSE**

When a competitor leaves the course other than to a designated pit lane during the practice, qualifying or racing, they will re-enter the racing surface at a point as far from the racing "line" as possible. They may not enter at another point on the course that will provide them any time or distance advantage. Any kart that has entered the pit after the green flag has been displayed will be DQ and will not be allowed back into the race. Drivers must abide by the directions of the officials in charge.

#### **8.24 SLOWING ON COURSE**

When a kart slows from racing speed on course, the driver must signal such to approaching competitors by raising a hand high enough to be clearly visible from behind. This requirement includes raising a hand when slowing to enter at the pit entrance during an event or a full course yellow.

#### **8.25 DRIVER OF RECORD**

To be considered the driver of record for an event, a competitor must qualify their kart (if applicable) and/or complete at least 1 lap of an event. There are no driver substitutions or relief drivers permitted.

#### **8.26 DISCUSSION WITH THE RACE DIRECTOR**

Discussion with the Race Director - means the verbal exchange of ideas. Race directors are more than willing to listen to anyone's point of view when it is discussed in a mature civilized manner. This means no cursing, screaming, threatening, or physical actions. Any of these actions will be subject to loss of points

and/or suspension.

**8.27 NOT COMPLYING**

Any member not complying with the above guidelines may be disqualified and subject to further disciplinary action.

**9. QUALIFYING, SEASONAL CHAMPIONSHIP POINTS AND AWARDS**

**EARNING POINTS**

Only members are entitled to accumulate seasonal championship points and monthly awards.

**RACE DAY EVENT**

All events will consist of qualifying (encompassing all classes with only 1 class on the track at any time unless otherwise instructed by the CRKC and only when both classes being combined are similar), plus one feature race. Race distance is to be determined by race officials.

**DNS AND/OR DNF**

Any driver scheduled to compete will receive points for that day. Failure to take the green flag will result in last place finish for that race.

**DISQUALIFICATION (DQ) BLACK FLAG**

Any driver receiving a black flag during practice, qualifying or racing may be penalized. Any driver receiving a black flag during the feature race will automatically finish last.

**Arrive & Drive Series Seasonal Championship Points Chart – Race day seasonal championship**

QUALIFYING		FINISH	
Finish Points		Finish Points	
1	20	1	40
2	18	2	36
3	16	3	32
4	14	4	28
5	12	5	24
6	10	6	20
7	9	7	18
8	8	8	16
9	7	9	14
10	6	10	12
11	5	11	10
12	4	12	8
13	3	13	6
14	2	14	4
15+	1	15+	2

**DAILY AWARDS**

The top 3 finishers in each division will receive medals to recognize their accomplishments at the completion of every race date. Series organizers reserve the right to substitute the awards provided.

**CHAMPIONSHIP TIES**

In the event of a tie in year end Seasonal Championship Points, the driver with the greatest number of feature wins will be the Points Champion. If there is still a tie, 2nd place finishes will be count, etc.

**YEAR END AWARDS**

The Year End Awards Banquet will be held on Friday November 26, 2010.. At the Awards Banquet, trophies and awards are handed out to all participants in attendance at the Banquet.

To receive your award(s) you must be present at the Awards Banquet and have participated in more than 75% of scheduled events. Members not purchasing a Banquet Ticket will not be eligible for any Awards (No Exceptions). If you are not able to attend the Banquet and you purchase a Banquet ticket, your Award may be picked at the track following the Banquet. Actual awards and premiums may vary from year to year, and shall be determined by the Series organizers.

**10. OFFICIAL FLAGS**

**GREEN**

(Start Race or Track Clear for qualifying) Used to start the race, or qualifying sessions.

**YELLOW**

(Slow Pace and Hold Position, Full Course Yellow) Slow down, use caution, and hold your position, no passing. The moment you see a yellow, stop racing. Do not slam on the brakes, but continue around the course at medium speed and stay in your position (no passing) until the start/finish marshal indicates otherwise. Yellow laps count as completed laps. Any driver scrubbing tires while under full yellow will be placed at the back.

#### **RED**

Drivers must stop racing immediately, slow down and proceed in single file and at very slow speed to the start/finish line. Drivers may be instructed to stop on the track at anytime and must obey instructions from race officials and marshals at all time.

#### **BLACK**

(Driver Disqualification)

The Black Flag means that you have been disqualified for a driving problem and must exit the track. Do not question this flag. Usually there has been several radio conversations, between club officials, regarding your driving. After the race is over, an official will explain why you received the black flag. Club rules will apply for any penalties to be assessed for the offense.

#### **BLACK – ROLLED**

(Driver Warning)

If you see a rolled black flag pointing at you; this is a warning that your driving technique is bordering on disqualification and that you're driving is being questioned by officials. If you continue to drive wildly or erratically, it will likely escalate to a full black.

#### **MEATBALL**

(Driver Disqualification)

The Meatball Flag (black field with orange circle) means that you have been disqualified for a mechanical reason. Usually there have been several radio conversations between officials regarding the mechanical condition of your kart. After the race is over an official will explain why you received the meatball flag.

#### **BLUE**

(Being lapped)

This is a signal that you are about to be lapped or passed by a faster kart, or karts.

It is your responsibility to make room for the karts that are passing or lapping you. Clear a lane and signal/point to which side the lapping karts must pass.

#### **WHITE**

(Last Lap) Means you are on the last lap. One lap to go until end of race.

#### **CHECKERED**

(Race Over) This means that the race or qualifying session is over. Slow down and continue to the track exit.

## **11. RACE OFFICIALS**

### **RACE DIRECTOR**

The official in charge of all activities while karts are on the track. In the event that a Race Director is not present at the track, the Start/Finish Marshal will assume the duties of the Race Director.

### **GRID MARSHAL**

The official in charge of the pit and grid areas, including all competitors and other officials in these areas.

### **START/FINISH MARSHAL**

The official in charge of making flag signals to drivers via contact with the Race Director.

### **CHIEF SCORER**

The official in charge of scoring.

### **CORNER MARSHALS**

The officials posted around the course to assist the Race Director in safe and orderly conduct of the event.