

Junior League Rules 2023

1. Racing Format

- 1.1. Each week will run the same set of races: 8-minute Practice, 5-minute Qualifier, and 10-minute Main.
- 1.2. Drivers will be required to make TWO "stop & go" pit stops during the Main race only. This is done by entering the pits, coming to a stop inside the pit box, then exiting the pits after coming to a complete stop. Drivers cannot make any contact whatsoever with the pit walls.

2. Kart Selection

- 2.1. Karts will be assigned each week by random draw of pre-selected kart options. Driver will use that kart for all 3 rounds, unless there is a mechanical malfunction.
- 2.2. Kart mechanical failures will result in a driver being provided a new kart. However, "I don't like this kart" does not count as kart failure. Flat tires, broken steering components, faulty throttle components, etc. constitute a mechanical failure. If a driver suspects a faulty kart, they should immediately report it to a track worker.
- 2.3. All drivers must be aware that good luck and bad luck are part of racing, and that individual kart performance may slightly vary. Mechanical breakdowns are rare, but happen on occasion. If needed, a driver may make a pit-stop to switch karts (based on there being spares available at the time). Races will stop for a kart switch. All kart switches are subject to actual spare kart availability at that given time. It is the driver's responsibility to let race control know there is a needed kart switch. If a spare kart is not available, points will be given based on last recorded position for that round. A race will be added to account to use towards practice session in the future.

3. Event Starting Order

- 3.1. Main race starting order will be determined by inverting the Qualifying order. This means the fastest Qualifier will start at the back of the field. Karts will be gapped approximately 10-20 feet apart based on driver size.
- 3.2. If it is determined a driver is "sandbagging" during Qualifying in order to obtain last place Qualifying and a first place starting position for the Main, that driver will forfeit all Qualifying points earned for that week. Typically, this will occur if a driver turns a significantly faster lap time in the Main race compared to their Qualifying time (>.5 second difference). This call will be at the discretion of the league manager once races are complete.

4. Event Starts/Restarts

- 4.1. **Starts:** all events will start with a single file start in which there will be an approximate 10-20-foot gap between each kart. Karts will be stopped and grid along the front stretch and the red lights will be on. Drivers should fully accelerate once the green lights are activated.
- 4.2. **Cautions & Restarts:**
 - **Cautions:** In the event of a caution, lights will go red and the caution will be fixed as quickly as possible by Track Officials. Lights will then go back to green and racing shall resume. Drivers should come to a controlled stop as quickly as possible. Any kart seen continuing under Red light will be penalized accordingly.
 - If a single driver is involved in more than two cautions in a single week, that driver is disqualified and will receive the lowest points possible for that week.
- 4.3. **Final Lap:** Once the white flag has been given, signaling one lap remaining, the next flag will be the checkered flag. There will be no cautions or lights after the white flag. Keep in mind that if any driver is found guilty of rough driving on the final lap, officials will assess a penalty and the driver will be placed at the bottom of the finishing order for that portion of the event. No pit stops allowed on final lap.

5. **Proper Passing Techniques:** Full Throttle Adrenaline Parki th is like most tracks in that there is one true "race line", making passing very difficult under normal circumstances. A "racing line" is an imaginary line that, if followed exactly, would result in the fastest way to get around the track. Because you will not be on the track by yourself, and because there will be karts/drivers with differing speeds and lap times, passing must still occur throughout the race. **Only clean passes will be allowed. Any violation of these rules will result in a stop & go penalty for one or both drivers involved.**

- 5.1. The best way to make a pass is using a proper pit strategy. If stuck behind a group of slower drivers, taking your pit stop allows you to possibly come out of the pits with a clear track ahead of you. However, keep in mind if you wait until the end of the race to complete pit stops, you risk there being a caution and losing any gap due to a re-grid.
- 5.2. A strategy for passing while racing, if done cleanly, correctly, and with respect for fellow drivers, is the "Push & Run". The "bump & run" is a strategy used in many forms of motorsports, including open-wheel karting. However, in order to avoid officiating a bump that is legal and a bump that is too rough, we only use the "push & run". Performed correctly means that entering the corner, you slightly **push** (not bump) a driver out of the preferred racing line. In order to do this, you must already be touching bumpers prior to the driver in front of you braking (proving the driver in the back is faster). Driving into a corner and hitting another kart is not legal. Our track marshals will determine if a pass is legal or not. Once a legal "push & run" has been completed, it is both drivers' (overtaking and overtaken) responsibility to maintain a race line respectful of one another into the following corners. No pinching into barriers and/or steering into one another will be tolerated. This is especially true coming around the Monster Energy can turn.
- 5.3. It is illegal to take an unconventional racing line into a corner to scare another driver out of their racing line. In other words, a kart who is behind another kart may not take an inside line into a corner at full speed in order to lock up the brakes and cause the other driver to swerve to the outside to avoid being hit.
- 5.4. A "ricochet" is also prohibited. This is when a chasing kart intentionally drives too fast into a corner and uses contact with the lead kart to make the pass.
- 5.5. Any time an illegal pass is made, the driver breaking the rules will be signaled to give that position back. This will be shown as a pointed Black flag and pointed blue flag with hand motions to swap positions back. This signals you have made an illegal pass and you have 1 full lap to give the position(s) back. If you have not given the position back before you reach the flag stand where you originally received the Blue/Black flags, a stop & go penalty will be enforced using a waved black flag. We suggest picking an area of the track where you can give a single position back and avoid being passed by multiple karts. However, there will be instances where a driver loses multiple positions when giving a position back. That is why we strongly encourage clean passes only, to avoid being penalized.

6. Blocking/Defensive Driving

- 6.1. The following rules do not mean in any way the lead kart is expected to move over for faster competitors. It only means no type of defensive driving will be permitted to hold a position. You are allowed to run the normal race line and force the other driver to get around you cleanly.
- 6.2. Defensive driving only causes your lap times to significantly increase and allows additional karts to catch up to you. If a kart is on your bumper, it means that driver is running faster than you. The longer you try to protect the one position, the more opportunity you provide to the rest of the karts to catch you. If track officials notice several consecutive lap times significantly higher than your overall best lap (indicating defensive driving), or if a driver is sliding/drifted and creating a hazard for other drivers behind them, a blue flag will be used.
- 6.3. Blocking and/or defensive driving of any type will not be tolerated. Examples of blocking and defensive driving include, but are not limited to, the following: repeatedly looking over your shoulder, pinching passing drivers into barriers, steering into other karts, brake checking, and running unconventional race lines. Penalties for rules infractions can range from receiving a blue flag (minor infraction), stop & go pit penalty (medium infraction), to disqualification (major infraction/retaliation).
- 6.4. If the chasing kart's front wheels are even with or past the lead kart's back wheels, the lead kart must respect the racing line of the chasing kart, leaving the chasing kart room to race. It is the lead kart's responsibility to know when a chasing kart is in a position to make a pass. Any driver who intentionally pinches a passing kart will be given a stop & go penalty. Unintentional pinches will result in the violating driver being shown the Blue/Black flag combo and will be required to give up their position.

7. Driver Conduct

- 7.1. Kart-to-kart contact during any race is not allowed. However, within the tight confines of indoor kart racing, the occasional unintentional bumping and touching may be inevitable. Be respectful of your fellow drivers on and off the track. During a race, penalties may be enforced, karts may experience mechanical trouble, and any number of other upsetting or unexpected situations may arise. In such situations, participants MUST remain calm at all times and refrain from any overaggressive behavior on or off the track. Any retaliation against other drivers will result in automatic disqualification for that week and subject to future disqualifications. Any driver removing their hands from the steering wheel as a result of an incident will be assessed a stop & go penalty.
- 7.2. Bumping as a result of over-aggressive or irate driving (at official's discretion) may first result in a rolled black flag. If not acknowledged, an additional penalty will be enforced, up to and including driver disqualification if necessary. Based on the severity of any violation, a penalty may be given with no previous warning. A disqualified driver may be cleared to race in the next event, but will be under close observation.
- 7.3. Race officials will be on site to interpret acceptable racing versus actions that may deserve reprimand or penalty, and will enforce penalties accordingly. Drivers should be aware that unforeseen situations and circumstances may arise which will require on-the-spot rule interpretation and decisions. In such cases, officials reserve the right to decide on which course of action to take. Our race officials are no different than a basketball or football referee or a baseball umpire...we will make mistakes and miss calls but will do our absolute best to ensure fairness. Decisions will be based on common sense, promoting fairness, and preserving the smooth flow of the racing schedule. All decisions and penalties enforced are final, unless...
- 7.4. Agitated or upset drivers will receive additional penalties if there is irate behavior (by driver and/or parents/family of drivers) in response to a call made by race officials. Any driver and/or parent/grandparent/etc. guilty of not setting a positive example for the kids will be asked to leave and the driver will forfeit all points for that week. Do not argue an official's decision; do not confront any driver or parent of another driver; no cussing, no yelling, and no causing your kid or any other person not to have fun. You will not be welcome back as a spectator if you exhibit this type of behavior.
- 7.5. While we encourage parents and families to work closely with their driver in regard to strategy and driving techniques, FTAP will not tolerate any form of disparaging remarks to any driver. Only constructive, encouraging remarks will be tolerated.
- 7.6. Participants will be financially responsible for any damage they may cause to karts, equipment or areas of the racetrack facility as result of anger, rage, aggressive driving, or irresponsible behavior.

8. Pit Stop

- 8.1. Drivers will be required to make TWO "stop & go" pit stops during the Main race only. This is done by entering the pits, coming to a stop inside the pit box, then exiting the pits after coming to a complete stop. Drivers cannot make any contact whatsoever with the pit walls.
- 8.2. There will NOT be an Official in the pits to assist or to signify a proper pit stop. If any part of the pit stop does not meet these guidelines (driver hits wall on entry or exit, does not come to a complete stop, misses the pit box, etc.), the driver will be shown a black flag upon returning to the track. Driver must pit again the same lap.
- 8.3. The pit box is the area in the pit staging lane between the 2 white lines. This box is used for Pit Stops and for Stop & Go penalties. When entering the pit area for any reason, you cannot touch the black plastic barriers at ANY time from when you are entering the pits until you exit.
- 8.4. Drivers must enter the pits then come to a complete stop with all 4 wheels in the marked pit box. Once you come to a complete stop, accelerate out of the box and back onto the track.
- 8.5. No kart can enter the pit box until the kart in front has exited the box.
- 8.6. Proper control of the karts in the pits will be strictly enforced. If you hit any barrier in the pit, you must pit again. All decisions made by race officials are final!

- 8.7. Upon re-entering the track area, drivers are not allowed to cross the white blend line or merge into traffic until they are at full speed. Any driver who crosses the blend line or interferes with oncoming traffic will be given a Blue flag, stop & go penalty or disqualification if there is intent to block an oncoming kart.
- 8.8. Pit stops can only occur during green light. If you are already in the pits when a red light occurs, your pit stop does count but you must start at the back of the field. No kart may enter the pits under yellow or red light.
- 8.9. Pits will be closed after the white flag is given. NO PIT STOPS ON FIRST OR FINAL LAP.
- 8.10. Drivers may practice pit stops during the first 4-minutes of each Practice race. After that, please do not enter the pit area as we will be loading other divisions into their karts.

9. Points

- 9.1. Each of the drivers is competing directly against all other drivers in their division for Driver Championship. The Driver Championship points are individually assigned to each driver.
- 9.2. Heat races do not count towards points. Mains count for points. Drivers score points in races based on the points scale below.

9.3. Points Scale

- Qualifier: 1st (11), 2nd (9), 3rd (8), 4th (7), 5th (6), 6th (5), 7th (4), 8th (3), 9th (2), etc.;
- Main: 1st (30), 2nd (29), 3rd (28), 4th (27), 5th (26), 6th (25), 7th (24), 8th (23), 9th (22), etc.
- CHAMPIONSHIP STANDINGS: drivers may drop their lowest weekly score total, leaving their best 5 weeks applied towards the championship standings
- Trophies will be awarded to the winners of each division in the Championship Standings at Banquet.
- Tiebreaker will be the most Main-race wins.