



The Florida Karting Championship Series – 2012

This document provides supplemental rules for the purpose of running the FKCS during the competition year. FKCS reserves the right to make changes or modify these rules without notice. Rules may be amended for particular events or tracks because of local ordinances or changes to rules from sanctioning bodies. Questions should be directed to active board members listed on the FKCS website @ www.flwkasprintseries.com

2012 Supplemental Rules & Procedures (Rev 1.2 2/13/12)

General:

The supplemental rules are applied as 'in addition to' and are not intended to supplant WKA rules. In the event a conflict exists between rules stated herein and WKA rulebook, the supplemental rule will apply unless stated otherwise.

- It is the responsibility of ALL drivers to understand the rules under which they will be subject to tech inspection. It is also the responsibility of ALL drivers to abide by the rules defined in this document and any amendments stated at the drivers meeting.
- The series consists of 6 races with 1 (one) drop.
- Bonus Points: 50 Points for running all 6 races. Total bonus possible is 50 points.
- Special Awards: Drivers participating in all 6 races for one class but NOT finishing in the top 5 of their class will be eligible for a special award.
- Racers are eligible for FKCS Championships by participating in the minimum number of races (5) for a specific class.
- All drivers with at least 5 races in one class receive a free ticket to the awards banquet. One ticket per driver (not per driver per class).
- The minimum number of karts for a class is 5. FKCS and Race Officials have the option of combining classes for the purposes of adhering to our daily race schedule.
- Classes that do not maintain at least 5 entries per race may be dropped from the schedule at the decision of the FKCS Board.
- In order to have a season championship for a class the average number of drivers per race must be 3.0 minimum (sum season entries for class / count of races).
- The race format is run under WKA Manufacturer Cup rules for 2-cycle classes. Tech inspection for classes is as follows (additional requirements may apply as defined in the FKCS Class Specifications):
 - Age, Weights & Tires = 2012 FKCS Class Specifications (on website)
 - WKA Classes = WKA 2012 Rules
 - Rotax = 2012 USRMC Rules
 - Shifters = WKA Rules
 - Clone = WKA 2012 Rules

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- Friday practice days are run by the hosting track and the track rules apply. Controlled Practice is by Groups Only.
- FKCS Officials, acting as mechanic / parent / guardian, for any competitor or competing themselves, will NOT be allowed to exercise their rights as an official for any class in which the competitor is participating. Officials will either replace or cover their "Officials" shirt when the competitor is on the track and not have access to the timing and scoring facility (excludes the Chief of Timing/Scoring and the Announcer or any designated timing/scoring runners).

Race Day Event Rules:

- **ABSOLUTELY NO OPEN FLAMES IN THE PITS (excluding BBQs)**
- **EVERY PIT MUST HAVE AT LEAST ONE FULLY CHARGED FIRE EXTINGUISHER THAT IS IMMEDIATELY ACCESSIBLE; NO EXCEPTIONS – SAFETY & INSURANCE RULE**
- Race day engine break-in is for BREAK-IN ONLY. Violators will start at the rear of the field in their heat race(s).
- Morning practice by groups: If a driver is found to be running out of their group they will start in the rear of the field for their heat race(s).
- NO SCRUBBING TIRES OR FUELING KARTS ON THE GRID IS ALLOWED!
- No fueling of karts with the driver seated is allowed.
- No golf carts, ATVs, skateboards, bicycles, rip-sticks, power-wings, hee-ies, etc are allowed to be used during the race event (pits included).
- Golf carts or other vehicles used by licensed drivers who are handicapped are permissible (see WKA rule).
- You CAN ONLY ENTER the racing surface with a valid kart registration sticker, event wristband, AND your kart has completed safety tech (safety tech sticker on kart).
- DO NOT DRIVE ON THE SCALES UNDER ANY CIRCUMSTANCE! Violators will start at the rear of the field in their next race.
- Foul language will not be tolerated. Verbal or physical abuse or threats to anyone will result in you being escorted off the property with no refunds.
- ALL TaG drivers must declare engine brand to registration (for scales). Not declaring the correct engine will result in a DQ.
- All drivers MUST keep at least one hand on their steering wheel at all times. Removing both hands from the steering wheel intentionally for celebrating or otherwise will result in the competitor penalized one or more positions.



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- Intentionally driving to accumulate debris on kart tires is considered an attempt to add weight to a kart or otherwise. It is not within the spirit and intent of the WKA rules and will result in a DQ.
- **'No Hop' Rule. Drivers are not permitted to 'hop' the kart or 'hop' in the seat while racing. Infraction will result in a position penalty. (reinstated from 2011)**
- All registered drivers are required to attend the drivers meeting each day as indicated on the schedule. Absent drivers will be started at the back for their pre-final and lose the ability to file a protest.

FKCS Local Option Classes:

FKCS runs some classes as Local Options. These are subject to the rules as defined in the Class – Specifications posted on the FKCS website. It is the racers' responsibility to know the LO requirements.

FKCS Kid Karts:

Kid Kart class is for training and having fun! We want these young racers to be well prepared when they move up into the sportsman ranks and understand the basics required of them as a driver and competitor. Safety and having fun is the main focus. The class is also a learning experience for many parents just entering motorsports or karting. Understand that technical inspection is part of the requirements in any form of motorsports racing and the kid kart class is no exception. This will help you and your child learn what is required for moving into the next level of racing, karting or otherwise.

- Kid Kart drivers must know the flags and meaning of each. Please work with your driver to not only say what the flags mean but understand that ACTION is required on their part for each particular flag.
- Kid Karts will be inspected per WKA rules
- Fuel for Kid Karts must be purchased from the track, pump gas not allowed.
- Kid Kart class will be organized by the appointed FKCS Kid Kart Director. The Director will meet with the competitors before and after each session on the track to discuss various points that need improvement and any specific matters with which he/she is working on with the group.
- Kid Karts will be started using a rolling formation unless the Director recommends otherwise. Learning the rolling start is one of the most important skills to master before moving to the sportsman ranks. Starting procedures in this document do not apply to kid karts.

Scales & Technical Inspection:

Technical inspection is performed by the rules as previously stated in the General section of this document.

- No one, except Race Officials, is allowed in the scale house with the driver or prior to the driver entering the scales.

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- If a driver fails for weight they are allowed to re-weigh per WKA rules, HOWEVER the driver CANNOT leave the scale house and return to re-weigh. Once the driver leaves the scale house the weight recorded is official and is not subject to protest.
- It is the responsibility of the driver to know the weight they scaled. The Scale tech announces the driver's weight verbally and records them on the scale sheet. Underweight drivers are notified by the Scale tech and called in to the Race Director, Head Technical Inspector, and Chief of Timing/Scoring.
- Final Race: Top 4 finishers for all classes MUST go directly to tech with their kart after they have cleared the scales, no exceptions.
- Tech will indicate additional drivers/karts required for inspection as drivers leave the scale house. Random inspection is at the discretion of the tech officials.
- Sanctioning body rules governing technical inspection apply.

Rain Tires, Tires & Doping / Prepping

- Rain Tires, Seniors & Masters: Rain tires are run at the option of the driver unless the Race Director calls otherwise.
- Rain Tires, Juniors & younger age classes: Drivers will follow the direction of the Race Director with regards to rain tires. Driver option NOT allowed.
- WKA rules regarding tire prep apply. FKCS considers tire prep a serious infraction and will be utilizing the same detection equipment and methods employed by WKA. The tire tester is very sensitive to hydrocarbon compounds, it is strongly suggested competitors only mount tires using baby powder, simple green, windex or other non-petroleum based products. The following will apply in the event a competitor is found to have tires out of compliance:
 - The competitor will be disqualified, receive no points and no participation credit for the race.
 - The competitor will be placed on 1 year probation from the date of infraction and WKA notified. If the competitor is found to be non-compliant during the 1 year probation at any FKCS race, the competitor will be suspended from participating in any FKCS race for a period of 1 year from the 2nd infraction.

Fuel & Spec Oil

- Fuel MUST be purchased from the host track (unless noted otherwise). Oil may be purchased from your choice of dealer. The following applies:
 - 93 Octane + Rotax Oil = Rotax classes only
 - 93 or 110 Octane + Burris Blend or Castor or Rotax Oil = 2-cycle classes
 - 93 Octane + Burris Blend or Castor = Kid Karts
 - 93 Octane = Box Stock / Clone

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Timing & Scoring / Points:

- Timing and scoring is per WKA rules
- Points are assigned per WKA rules
- No one, except Race Officials, designated runners, or competitors / mechanics called to timing for official business are allowed in the timing and scoring facility. **No exceptions. Competitors will be docked 1 position in their last completed race if this rule is violated.**
- All efforts are made to post points after each race in a timely manner to the FKCS website. Points will be made final for EACH race 21 days after each event. Discrepancies must be communicated to the appropriate class director, Chief of Timing / Scoring, and the FKCS President via e-mail within that period of time.
- FKCS reserves the right to make corrections to the points at any time in the case we find a calculation or data entry error on our part.
- Removing timing and scoring sheets from the posting board is **NOT ALLOWED** by anyone except Race Officials or the designated timing and scoring runners. **No Exceptions. Removing a timing sheet from the posting board will result in the competitor being docked 1 position in their last completed race.**
- MyLaps will be updated on-line as soon as possible following the race so all competitors' have access to the race information.

Protests:

Protests are a fact in racing and provide an avenue for a competitor to lodge a complaint or appeal the action of another driver or decision by a Race Official. Protests can sometimes be very time consuming to resolve, especially those which are based on opinions related to driving infractions. **Protests that are NOT OF A TECHNICAL VIOLATION (spec gearing, exhaust flex, etc.) will require a \$50 protest fee, in cash or check (made out to Victory Junction), to be submitted with the form or it will not be accepted.** If the protest is upheld, the fee will be returned to the protestor. If the protest is overturned, the fee will be forfeited. All forfeited fees will be donated to Victory Junction.

FKCS Protest Process Operates as Follows:

- FKCS defines the 'completion of the race' as when the last kart for the class has been provided the opportunity to cross the scales (some drivers may elect not to scale, therefore the use of the word opportunity).
- The WKA 30 minute time limit rule for filing protests starts when the race is recorded as 'complete'. The Scale Tech will record the time on the scale sheets and call it in to the Race Director and Chief of Timing / Scoring.
- Timing / Scoring sheets posted will be stamped with 'PRELIMINARY' if race has not been declared official.
- If no protest forms are accepted by the Race Director or Head Technical Inspector by the end of the 30 minutes, the race is declared official and the timing sheet will be stamped

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as 'FINAL'. No protests will be considered after the time period has expired. No Exceptions.

- When a protest is accepted by the Race Director or Head Technical Inspector, the Chief of Timing / Scoring will be notified and the posted scoring sheet will be stamped 'UNDER PROTEST'. The Race Director or Head Technical Inspector will note the time on the protest form when it is accepted or rejected.
- Upon resolution of all outstanding protests for a class, the timing sheet will be updated and reprinted (if required) and stamped 'FINAL' before reposting.

In Addition to the WKA Protest Rules the Following Apply:

- Only WKA protest forms will be accepted. Forms must be completely filled out correctly before submitting. Incomplete forms will NOT be accepted.
- If a protest form is rejected, the 30 minute time limit is not reset, the clock keeps running.
- Rejected protests may be resubmitted as long as the 30 minutes has not expired.
- A race under one or more protests and past the 30 minute time limit cannot be protested further.
- A protest cannot be filed against another protest.
- Scale equipment cannot be protested.
- Protests of another driver that are technical in nature (e.g. flex length, non-spec tires, etc.) must be per the sanctioning body rules (WKA, Rotax, SKUSA, etc).
- Protests, where the stated rule is not related to the nature of the protest, will be rejected.
- Final races with unresolved protests that do not affect the top 3 finishers and where the top 3 finishers have cleared technical inspection and all other requirements will proceed to the podium awards.
- Final races with unresolved protests potentially affecting the top 3 finishers will NOT have the podium awards until after all outstanding protests are resolved.

Black Flag Rule – Slow Traffic (ALL classes)

When it is imminent that a racer is going to be lapped, the race director or head flagman will black flag the driver and he will be removed from the racing surface as to not cause a safety hazard for the overtaking drivers or themselves. The driver will receive finish points based on their position on the last completed lap. **Mixed classes will not be black flagged for lapped traffic.**



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Qualifying

- Qualifying is per WKA rules.
- Drafting and bump drafting in qualifying will result in the lap not being counted.
- Maintaining spacing between karts is the responsibility of the driver and not Race Officials to get a clean lap. The Grid Steward will release karts to the racing surface for qualifying with several second gaps between them.
- Depending on the circuit length and class entries, the Race Director may choose to divide classes for qualifying.

Heat and Final Race Starts:

FKCS utilizes a rolling start for all classes except shifter kart classes. Rolling starts are governed by the following rules. The Race Director will meet with shifter kart drivers at the end of the driver meeting for each event to cover the starting procedures for the particular track.

Mixed Classes: Mixed classes will be placed on the grid in the heat and final races based on the qualifying or finishing times for each kart. Scoring will be by class.

Kart Numbers: It is the responsibility of the driver to use the number for their kart with which they have registered. On-line registration entries have preference to their declared number based upon the date and time they registered. Subsequent competitors registering with the same number in a class will have to change their number. Timing and scoring will work with registration to determine any duplicate numbers and notify affected competitors for the need to change their number. **Karts that do not change their number or show up to the grid with a number that does not match the grid sheet will be started at the back of the grid.**

Grid: The Grid Steward will insure the karts are in the correct position on the grid based on the prior finishing order, excluding qualifying.

Driver Responsibility and Formation Lap: Once the class is released to the track, if a driver drops out of formation prior to the start and after the warm up lap (if one is provided), the karts directly behind the absent driver will move forward to fill the void.

During any warm up lap the drivers may be out of position. Once the formation lap starts, as indicated by the Race Director and Head Flagman along with corner workers waving yellow flags or providing a slow signal, the karts will form up into their grid positions. It is the each driver's responsibility to maintain their proper grid position.

Drivers starting late or trying to catch-up to the group (within WKA rules, aka 90 second rule) who cannot reach the formation BEFORE the group heads onto the straightaway to the acceleration and starting line, MUST join the formation at the BACK row. No Exceptions.

Waving Off the Start: If a driver is out of position prior to the acceleration line, a following driver has the right to 'wave off the start'. The following driver MUST move CLEAR of the formation line to the right or left, not the middle of the formation, and wave one arm high. If the front row has passed the acceleration point the start cannot be 'waved off'.

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Pole Position and Pace: The pole position driver will control the pace of the formation lap. The pole driver will maintain a slow pace upon entering the straightaway to the start/acceleration line or from the point as described in the driver's meeting. The pole position driver always sets the pace and the P2 driver must maintain a position equal to or slightly behind the pole driver until the green flag.

Starting Lanes: FKCS will utilize starting lanes for all tracks unless the track does not contain adequate markings. Drivers must stay within the confines of the starting lanes (no tires over the lines) until they pass the head flagman. A 10 second penalty will apply if a driver violates the rule with 3 or 4 tires out, a 3 second penalty for 1 or 2 tires out.

Acceleration Line: The Race Director will designate an acceleration line for each circuit. The acceleration line can be marked by a line, cones, or both. The group formation cannot accelerate until this point and the pole position driver has the sole responsibility to maintain the pace leading to this point. Once the pole driver passes the acceleration line he/she can begin to smoothly and slowly increase the pace. It is expected that the following karts accelerate at approximately the same rate. The acceleration line is NOT THE STARTING LINE! The race is not started until the Head Flagman is satisfied the group is aligned straight, grouped tight and following the starting procedures.

Blown Starts & 'Games': Depending on the circuit length, ability to short chute the starting group, and other factors, the Race Director may elect to include blown starts in the lap count of the race. It is the groups' responsibility to execute the start correctly. **Drivers who play games on the start such as brake checking, giving slow indicators to following drivers, dropping back, holding back in attempts to rush the start, and other obvious 'games' to disrupt the start will be moved to the rear of the field or docked positions in their finish depending on the severity of the infraction.**

Podium Awards:

FKCS encourages ALL racers and their families to attend the podium awards. This is an opportunity to celebrate the accomplishments of our racers. They appreciate the applause. As a rule FKCS requires the following:

- Drivers on the podium MUST be in their driver suits. Remember you are representing yourself, your family, your sponsors and FKCS as a member. Be proud of your win and show it!
- We encourage you to bring your helmet for display and of course if you want a few pictures with your family, friends or otherwise please make sure they are nearby.
- You must pick up your trophies at the race. FKCS does not ship or mail trophies unless we have to correct a plate or have a broken trophy due to our mistake.