COMPETITION REGULATIONS

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Point Pelee Karting Club (PPKC) is an ASN Canada FIA affiliated kart club. PPKC follows the ASN Canada FIA Canadian Karting Regulations. The following are supplements to both rule sets (sporting and technical) and are to be used in all organized PPKC events. The PPKC schedule is available on the club's official website at www.pointpeleekarting.com All PPKC events are sanctioned by ASN Canada FIA.

COMPETITION REGULATIONS

1 **GENERAL**

1.1 Sanctioning Authority

a) The Board of Directors of the Point Pelee Karting Club (referred to as PPKC hereafter) has drawn up these Regulations.

b) PPKC is the sole authority and shall render all decisions concerning these Regulations;

• determine eligibility for participation in competitions;

• appoint Officials; issue or withdraw memberships;

• apply penalties for violation of these Regulations;

• Do any and all things deemed in its judgment to be in the best interests of the conduct of the Karting sport.

1.2 Zero Tolerance Policy for Physical and Verbal Abuse – Point Pelee Karting Club

The mission of the Point Pelee Karting Club is to provide a safe, fair, positive, and respectful environment where all drivers, families, officials and spectators can enjoy the sport of racing. The racetrack must be free of negative factors, such as abuse, discrimination, intimidation, hateful words and deeds, and physical violence in any form. The Point Pelee Karting Club will not tolerate:

• Violence of any kind

• Harmful, threatening or actual acts of violence

• Verbal abuse of any form

• Any activity which places the safety of drivers, officials, or spectators at risk of personal injury

The Point Pelee Karting Club Executive Board will ensure that:

• All members of the Point Pelee Karting Club receive a copy of the “Zero Tolerance Policy”

• Officials respond appropriately, without delay and in a consistent fashion when dealing with an incident

• There are serious consequences for any individual who is in violation with this policy, including, but not limited to:

- **Disqualification** for a **heat** resulting in **zero points** for the **heat**
- **Disqualification** for the **race day** resulting in a **DQ**, which **cannot be** dropped from seasons points, for the race day
- **Suspension** from the **next race day**
- **Expulsion** from the Point Pelee Karting Club for the **remainder** of the season

• Repeat offenders will be dealt with more severely and violation with this policy may result in permanent expulsion from the Point Pelee Karting Club.

• **The purpose of this policy is to:**

•Reduce the incidents of verbal and physical abuse

• Provide opportunities for officials to develop the skills necessary to handle incidents of verbal and physical abuse in a consistent manner.

• Promote long-term prevention of verbal and physical abuse and violence by preparing individuals to manage themselves in non-abusive way. Point Pelee Karting Club begins the 2009 racing season with this zero-tolerance policy.

• As a member, official or individual associated with the Point Pelee Karting Club we expect you to do your part and set the example by complying with this policy.

1.3 PPKC Competition Regulations

a) PPKC will use ASN Canada Sporting and Technical Regulations and ASN Briggs and Stratton LO206 Canada Engine, Class Rules for all four stroke classes except where amended, supplemented, or superseded herein

b) PPKC will use Rotax Max Challenge Technical rules and regulations, WKA technical rules and regulations, and ASN Canada Sporting Regulations for all two stroke classes, except where amended, supplemented, or superseded herein.

c) The headings used in these Regulations are not to be read into the Regulations.

d) PPKC reserves the right to alter these Regulations at any time.

e) PPKC bulletins or supplemental regulations become part of these Regulations.

f) Redundant worded ASN Canada, Karting Sporting and Technical Regulations shown herein are for expediency and emphasis.

g) These Regulations have been prepared in English text, which shall prevail in terms of meaning and intent.

1.4 Knowledge of These Regulations

Every person, body, group of persons, etc., participating in a competition or event, by and upon applying for an agreement, sanction or permit or license of any kind from PPKC shall by doing so be deemed to and recognize that: a) They have acquainted themselves with these Regulations.

b) They have submitted themselves without reservation to the consequences resulting from the application of these Regulations.

c) Have renounced, under pain or disqualification, the right to have recourse to any arbitrator or judicial tribunal not provided for in these Regulations.

d) Have agreed to exonerate and keep indemnified all bodies; sponsors and their agents, racetrack owners, race organizers and their agents, PPKC and its directors, officers, officials and its subsidiaries, agents and associate members, from and against all liability whatsoever to any such person or body or group of persons respectively in respect of, or in connection with any meeting, competition, or event held under these Regulations, from whatever cause arising or alleged to arise and not withstanding that the same may have been contributed to, or occasioned by, the negligence of the said bodies, their agents, officials, servants, or representatives

e) In the case of entrants and drivers in events, have agreed in the circumstances to exonerate and keep indemnified all and any other competitors, their servants and agents, from and against any liability whatsoever, including direct liability, to such entrants or drivers in connection with the driving of karts or any other act, omission, or occurrence during the course of a competition or official practice.

f) Have agreed as set out in this Regulation with each and all the persons and the bodies referred to in those Regulations and so that each and any of those persons or bodies shall be entitled to the benefit of such agreements.

1.5 Acknowledgment of These Regulations

a) Every driver, entrant, official, promoter, organizer or other participant in a PPKC-sanctioned event, and every person who is issued a PPKC membership agree, without reservation, to conduct themselves in accordance with these Regulations.

b) In case of a disagreement or dispute regarding the meaning or application of these Regulations, the interpretation and application by the PPKC official present at the event shall prevail.

c) In order to promote the sport of kart racing and to achieve prompt finality in competition results, all PPKC members expressly agree that decisions by PPKC officials as to the applicability and interpretation of these Regulations are not subject to litigation.

d) PPKC members and license holders covenant that they will not initiate or maintain litigation of any kind against PPKC or anyone acting on behalf of PPKC, with the intention of reversing, modifying or obtaining relief from such decisions.

e) If a member initiates or maintains litigation in violation of this covenant, the member agrees to reimburse PPKC for all the costs of such litigation, including attorney's fees if the proceedings are found in the favor of PPKC

1.6 Entry Fees

A membership fee of $150 is required after the Annual General Membership for the race year
The race day entry fee for each PPKC event is $90.00 per class for registered members and $100.00 per class entered for non PPKC members. Should a non-member wish to become a member after three races, $10.00 for each paid Race Day will be applied to the cost of membership (which is $150 after March 31ST).
Annual practice memberships are available through Point Pelee Karting (track). Please contact track for pricing.
Pre-payment of all race days will entitle a registered member one free race day Entry fees will apply to all entries.
Payment will be by Cash or Cheque only

Cheques should be made payable to the Point Pelee Karting Club.
Payment by cheque is a privilege not a right.
An Administration Fee of $50.00 each will be charged for NSF cheques.

1.7) Race Day Format

Race format will be announced and/or posted on the day of the event

2. DRIVER COMPETITION MEMBERSHIP

2.1 Driver Membership

a) The holding of a Kart Driver Membership is a privilege and not a right. It is a privilege granted to an individual by PPKC. A driver's membership may be withdrawn or suspended at any time.

b) Participation in a PPKC event is restricted to members of the club. Visiting members are permitted to participate in a maximum of three (3) events in a calendar.

c) **Members under the Provincial/State Age of Majority**
Such members must have completed and submitted a current year Parental (Legal Guardian) Consent Form in order to compete.

d) **Providing Information**
Falsification of a competitors age or any information required on the membership application form, will subject the member to disqualification and/or suspension of membership privileges.

2.2 PPKC Driver Qualifications

a) **Junior Age**
The minimum racing age is 7 years old. A driver who turns 7 during the calendar year of competition may begin to race when 7th birthday is completed. A valid birth certificate must be available at all times and is required to be shown to the Race Official if requested. Junior drivers competing at the Club or Regional level who achieve the age of 16 years during the calendar year of competition must apply for permission from their Club or Region if they wish to retain their Junior status for the remainder of the calendar year. It is the responsibility of the driver to apply for permission to retain their Junior status. A driver 15 years of age who has applied for and received Senior Driver status can never race again as a Junior.

b) **Senior Age**
All drivers shall be at least 15 years old. A driver 15 years of age who has applied for and received Senior status can never race again as a Junior**.** A valid birth certificate must be available at all times and is required to be shown to a Race Official if requested. License category can be changed by the club if "exceptional status" is recognized.

c) **Rookie**

A "Rookie" is a driver of any age, having 3 or less race events of experience. Rookies must mark an **"X "**on the number panel at the rear of the kart and start at the back of the grid. After 3 race events, a rookie may be granted a proper starting position at the discretion of the Race Official.

2.3 Illnesses and Disabilities

List of illnesses and disabilities incompatible with the practice of motor sport or requiring a medical assessment by a physician, approved by PPKC.

a) Incompatible illnesses and disabilities
• Epilepsy with behavior effects, or under treatment
• Amputations, except in the case of fingers where the gripping function in both hands is unimpaired
• Orthopedic appliances, if the functional result is not equal or near to normal
• Free movement of the limbs impeded by more than 50%
b) Illnesses or disabilities requiring a medical assessment provided to PPKC signed by a medical Doctor:
• Insulin-dependant diabetes, on condition that a document is provided to PPKC signed by a medical doctor specializing in diabetes or internal medicine proving the regular supervision of the party concerned and of their treatments.
• Myocardial infarction and myocardial ischemia, vascular disease or other abnormal cardiovascular conditions
• functional limitation of the articulations of the hand superior to 50% and affecting two or more fingers of the same hand
• Orthopedic appliances allowing the party concerned to recover normal or near normal functional activity
• Psychiatric conditions

3 DRIVER'S RACING EQUIPMENT

3.1. Head and Face Protection

a) A full coverage (full-face) helmet designed to SNELL Foundation, SFI, BSI or FIA standards is required; acceptable designations are shown in ASN Sporting Regulations, section 5. Helmets must 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.

b) **Modifications** – No helmet may be modified from its specification as manufactured, except in compliance with instructions approved by the manufacturer and 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.

c) **Maximum Weight**
The weight of helmets may be checked at any time during an event and must not exceed 1800 grams or 1550 grams for juniors.

3.2. Helmet Neck Collars

Unaltered collar-type neck collars designed for motor sports use are mandatory in all classes. Neck collars must fit properly and snugly and remain in place at all times when a driver is on the track. Failure to use a neck collar will result in a technical black flag.

3.3. Rib Protectors

Unaltered rib protector devices, designed for motor sport use, are mandatory in all classes. They must fit properly and remain in place at all times when a driver is on track.

3.4. Drivers Suit and Apparel

Drivers are required to wear either a racing suit designed for motor sport or denim pants with leather jacket, for use in all events. Abrasion resistant gloves and shoes are mandatory

3.5. Long Hair Protection

If hair extends appreciably from beneath helmet level so as to present a safety concern in the opinion of race event officials, it is mandatory that participants wear a balaclava or head sock to prevent hair from extending outside the helmet.

3.6. Loose Clothing

No apparel items such as bandanas, sweater hoods, loose belts, etc., are permitted.

3.7. Pre-Race Equipment Inspection
All driver personal safety equipment must be in good condition and is subject to pre-race inspection prior to any ontrack activities at each event and throughout an event.

4 ENTRANTS AND DRIVERS

4.1. Conduct of Participants

a) Participants in a PPKC sanctioned competition shall conduct themselves according to the highest standards of behavior and sportsmanship, particularly in relations with other competitors, officials, sponsors and their products, and in manner that shall not be prejudicial to the reputation of PPKC, promoters, sponsors, organizers, or to karting sport in general. Class Champions will be asked to participate in off season activities which they will be expected to promote the club and the sport of karting. Failure to do so will result in penalties.

b) Entrants or drivers are at all times responsible for the conduct of their crewmembers and guests. A violation of these Regulations committed by an entrant, driver, crewmember or guest may be directly chargeable to the entrant or driver and result in penalties that may ultimately affect the outcome of a competition.

4.2. Alcoholic Beverages

Participants at an event shall not consume alcoholic beverages during the performance of their duties at the racetrack. The same applies to crewmembers and guests. Failure to comply with this rule will result in suspension of all people and persons involved. The penalty applied by the Race Official is not subject to appeal.

4.3. Narcotics and Drugs

The use of any narcotic or illegal substance, as defined in law, or the improper use of legal substances, by any participant is prohibited. Race Officials may prohibit participation if it is suspected that any substance has been consumed. Such action is not subject to appeal. Refusal of testing will result in a suspension.

4.4 Submission to Testing

PPKC reserves the right to require any participant to submit to and complete; breath, blood, urine, or other tests designed to determine the presence of alcohol, narcotics, dangerous drugs, illegal substances or the inappropriate use of legal substances. Such action is not subject to appeal.

5.0 ENTERING EVENTS

PPKC Class Structure: ***SEE CURRENT SEASON CLASS STRUCTURE FOR ADDITIONAL CLASSES***

Junior class eligibility

Once moved from Cadet to Junior Light driver cannot move back to Cadet.
Once moved to Junior Heavy driver cannot move back to Junior Light
Once moved from Junior to Senior driver can not move back to Junior
A Driver that weighs 170 lbs (with-out Race equipment) can run the Briggs L206 with a black slide in the Junior Class with a minimum Race weight (Kart and Driver) of 360 lbs.
Please see supplemental regulations for class weight, engine classifications, specified tires and fuel requirements.

5.1. **Event Entry**

At an event, drivers may not use the track unless they are officially entered for the event. There may be only 1 entry per class per driver in any event. Any entry for a class will be refused after the first heat race for that class has officially begun. Pre-entries may be required for some classes.

5.2. Insurance Waivers

All individuals entering the Restricted Area of the event must sign and execute all insurance-related documents prescribed for that event. Failure to do so will subject the individual to exclusion from the event.

5.3. Entry Fee

Failure to pay registration, entry and/or pit fees, will submit individual to disqualification from the event.

5.4. Returned Cheques
If a cheque is presented by a person for payment of entry fees and is not honored by the bank, a penalty of $50.00 will be applied. Competition privileges will be suspended until payment of the amount owing and the penalty is made.

5.5. Falsification of Entry An entry containing a false or incorrect statement shall be null and void and the entrant may be deemed in breach of these Regulations and the entry fee shall be forfeited.

6 EVENT REGULATIONS

6.1. Unauthorized Practice

During a competition the Organizer shall not permit any entered driver or kart, nor shall the driver or kart participate in, the use of a marked racetrack at any time other than during the scheduled track sessions for the competition entered. The only exception shall be for specific safety reasons and only with the approval of the Race Officials.

6.2. Number of Karts on the Racetrack

a) The total number of karts on the track for practice, qualifying or racing is 40.

b) Karts may be split into groups of approximately equal size for practice, qualifying or racing at the discretion of the Organizer of the event.

6.3. Combining Classes

Juniors and Seniors **are not permitted to** race together on the track at any time. The Organizer of the event may combine entrants into groups according to driver experience, lap times or other factors. Race Officials may conduct events restricting certain races to certain classification of drivers or total number of entries.

6.4. Flags and Signals

a) Only the flags specified in these Regulations are to be used during competitions. Any other flag signals that may be used at other facilities will not be used during PPKC competitions.

b) The Starter shall display to the race leader a “white flag” indicating the driver has started the last lap and it shall be displayed to each successive kart during that lap.

6.5. Timing, Scoring and Results

a) For all races, the timing and scoring shall not commence until the starting signal is given by the Starter.

b) In the event of failure of a timing mechanism, a manual backup scoring system must always be used.

6.6 Race Winner

a) The display of the CHECKERED flag means the race is finished.

b) The winner shall be the competitor that covers the scheduled distance of a race in the least time, or the greatest distance within a scheduled time for a race, and at that point receives the CHECKERED flag.

c) The CHECKERED flag normally shall be displayed first to the winner completing the scheduled distance or time of the race, and then to the other finishers as they cross the finish line.

d) Should the CHECKERED flag be displayed before the scheduled distance or time has been completed, the official number of laps or time shall be as at the time the CHECKERED flag is first displayed.

6.7. Dead Heats

a) In the case of two or more karts crossing the finish line at the same time with no perceptible portion of one kart ahead of the others, it shall be declared a dead heat and the competitors shall share equally the higher finishing position concerned.

b) When utilizing a transponder timing system, and two karts have their transponders record the exact same time at the finish of the race, a dead heat shall be declared, and the competitors shall share equally the higher finishing position concerned.

c) The official finishing position of the competitors in a dead heat shall be listed as being the same in the results, and the next position shall not be awarded. The Championship points for each of the competitors involved in a dead heat shall be the average of the points involved.

6.8. Weighing Scales

The Organizer shall provide, on level surface, certified scales able to weigh one kart at a sitting. Such scales shall be the official event scales and the only scales that shall be used and shall be ready for use at an area set aside for Technical Inspections, at the commencement of the scheduled Technical Inspection period and remain available during the entire schedule of an event. The only kart weights allowed to be used for official purposes shall be those recorded by the Scale Officials. The weigh scale will be closed to all competitors once qualifying sessions or racing starts except for official checking as part of the Technical Inspection procedure. The weigh scale official shall record the weight of any competitor that does not conform to these regulations. The Organizer must be informed immediately so a penalty can be issued. The penalty for a weigh scale violation is exclusion from the qualifying session, heat or race in question. It is the driver's responsibility to push the kart to the scales. Mechanic/parent cannot aid in this process. Each driver will have the opportunity to make weight if deemed under weight. A total of 3 attempts is permitted.

7 CONDUCTS OF RACE EVENTS

7.1. Practice Before an Event

a) If a driver does not participate in the official practice session for an event, the Organizer may elect to start the driver at the rear of the grid.

b) PPKC is not responsible for any accident or injury occurring during any pre-event practice or testing.

7.2. Driver's Meeting

a) At all race events it is mandatory to conduct a Driver's Briefing. It is mandatory for all drivers (and parents/guardians where applicable) to attend.

b) Failure to attend a mandatory Driver's Briefing will waive the competitor's right to protest for that event. Roll call may be taken and penalties may be issued.

c) Special conditions and/or regulations for the race event may be established by the Organizer at the Driver's Meeting.

d) Driver' Meeting to be held before heat races begin. During multiple day events, a meeting is to be held each day of event.

7.3. Starting Positions

The pole position shall always be as follows;
• When the first turn after the start is to the right, the pole position shall be on the right.
• When the first turn after the start is to the left, the pole position shall be on the left.

7.4. Layout of Starting Grid

a) **Rolling start grids** shall be formed on the basis of;
• Two parallel lines. Kart must stay within the control line until it passes the start/finish line
• Two kart widths separating the parallel lines.
• No touching or pushing of another kart is permitted at any time.

b) Standing start grids shall be formed on the basis of;
• Two parallel lines.
• Two kart widths separating parallel lines.
• 15 feet separating the rows, 5-foot stagger on each row.
• No touching or pushing of another kart is permitted at any time.

7.5. General Race Start Procedure

Step 1
Karts will be lined up on the Pre-Grid in their starting order. When drivers leave the Pre-Grid, they are under "Starter's Order's" and race conditions apply.

Step 2
On the warmup lap(s), all drivers must stay in formation in rows of two, retaining their original grid positions. It is the responsibility of the front row of the grid to pace the field at a reasonable and steady rate of speed. Drivers are prohibited from doing a "burnout" or any other similar actions at any time. No weaving from side to side or "tire scrubbing" is allowed. The Starter will not allow any additional formation laps to allow drivers who lose their positions to regain their place. If a driver stops for any reason on the formation lap(s) they will not be allowed to try and start again until they have been passed by the entire field. The driver must remain at the rear of the field for the start of the race. Drivers are forbidden to use any route other than the official track configuration to regain a place.

Step 3
Karts may move up in their own row to vacant places ahead of them on the starting grid. Karts may not move to an adjacent row to fill a vacant space. Drivers who are out of position on the formation lap(s) or who are deemed to have caused a restart may be placed at the back of the grid. Failure to obey this rule will result in the offending competitor being shown the Black Flag and the competitor may be excluded from the results. Drivers and crewmembers, which demonstrate a lack of compliance with race starting procedures, are subject to penalty. Penalties applied regarding violations of the starting procedure are not subject to protest or appeal.

7.6. Race Starts

Rolling Starts

All classes will use a rolling start for all heats, pre-finals and finals unless specified otherwise in these Regulations or Event Supplementary Regulations.

Rolling Start Procedure

On signal from the Starter, the drivers will leave the Mock-Grid and do one warm-up lap. Drivers who fail to maintain their official grid position during the warmup lap(s) are permitted to regain their grid position prior to arriving at the marked starting position on the track. Drivers who fail to do so must drop back to the rear of the field for the start of the race**.** At the completion of the warmup lap(s), if the Starter is satisfied with the formation, the Green Flag will be shown, signaling the start of the race.

7.7. Racing Commences at Green Flag Signal

a) Karts are to be separated by a cone(s) placed in the middle of the track. Acceleration cones to be placed at the side of the track near the Start/Finish line. When the karts reach the acceleration cones they can begin accelerating. The Race Director will ensure that the front two karts are in line, only then, turning over the start to the Starter. Passing is only allowed once racers have passed the start finish line.

b) Any driver leaving the formation of the grid before the Start/Finish line shall be considered to be jumping the start and shall be subject to a penalty. Such penalties are not subject to protest or appeal.

7.8. Re-starting Karts

If a competitors engine stops on or adjacent to the course, it may be only re-started by the driver, if no external starting device is required. Juniors may receive assistance from marshals to restart their kart. However, are not obliged to do so. If a kart experiences a dead engine or loss of drive on or adjacent to the track during a heat or final and is taken to the pits, it may not be restarted in the pits and return to that race.

7.9. Stopping/Re-starting a Race

a) **Re-starts**
If the official determines that the start was improper after the Green Flag has been given, both the yellow and red flag will be waved when the karts next pass the start line, indicating a complete restart will be held. Yellow flags will be displayed at all corners with Marshals. Karts will resume their original grid positions. Drivers deemed to have caused the improper start may be penalized and placed in a revised position on the grid for the re -start.

b) **Complete Re-start after a Red Flag**
If less than 2 laps of the race have been completed, a new start will be given. The length of the new race will be the full original race distance. The original start will be deemed null and void.

c) **Procedure to Stop a Race**
Should it be necessary to stop a race due to an accident or on the grounds of safety or any other reason, the Red Flag will be shown by the Starter, at the start/finish line. All Corner Marshals will display a Yellow Flag to indicate caution and no passing. All drivers will stop racing immediately, raise one arm in the air and stop safely at the side of the track, or as directed by a Race Official. The kart may not be worked on by the driver or by the crew when it is stopped during a red flag situation, regardless of its stopped position. Drivers must stay with their karts unless directed otherwise by an official. Crew members may not be within 10ft. of a stopped kart during a red flag situation without approval of an official. If repairs to a kart are required on the basis of safety, in order to continue the re-start, these repairs may be authorized by the Race Official, but the kart must then start from the back of the grid or from the pits at the back of the field. Drivers may take refreshment during a red flag only after receiving permission from an Official.

d) **Red-Flag Re-Starts**
If a Red Flag is issued during a race, and the race is to be restarted, the driver(s) causing the red flag occurrence may be penalized. If the Race Official determines, by the information available, that the red flag incident was deliberately caused by 1 (or more) entrant(s), either to create a re -start or to inflict penalty to another entrant(s) involved, then the entrant(s) causing the red flag incident will be excluded. If more than 2 laps have been completed the re-start order will be according to positions on the previous complete lap in single file formation.

e) **Scoring a Stopped Race**
A race, regardless of status, that is stopped after 50% of the scheduled laps have been complete, for any reason, is considered complete. A race that is stopped by the Race Official before 50% of the scheduled laps have been completed, for any reason, can be declared complete. If the race is stopped by a red flag due to a crash, and is not restarted, the race order will be scored according to all positions on the previous complete lap. The driver(s) causing the red flag occurrence may be penalized. If the Race Official determine, by the information available, that the red flag incident was deliberately caused by 1 (or more) entrant(s), either to inflict penalty to another entrant(s) involved, then the entrant(s) causing the red flag incident will be excluded. If the race is stopped by a red flag for weather or other reason excepting crash, the race will be scored for points according to the positions on the previous complete lap.

7.10 - Point system

a) The PPKC Race season consists of 12 races where the best 10 of 12 races will determine the class champion.

b) Heat #1 and #2 uses a different point system from the feature points listed below.

c) The points accumulated from heats #1 and # 2 will be used to set-up the Final starting grid. In the event of a tie in heat points, the finishing position from the heat #1 will determine starting order.

d) Points are awarded by the finishing positions as follows:

PPKC Points

Heat 1&2	Points
1st	10
2nd	9
3rd	8
4th	7
5th	6
6th	5
7th	4
8th	3
9th	2
10th	1

Feature	Points
1st	25
2nd	18
3rd	15
4th	12
5th	10
6th	8
7th	6
8th	4
9th	2
10th	1

a) Only PPKC members in good standing will receive points, during regular PPKC Points Events, in accordance with accumulated event total points shown above.

b) The total event points consisting of two heat races and one feature race will be recorded and championship points will be posted on the PPKC website at http://www.ppk.com. Drivers are responsible for checking their points standing and notifying the secretary in writing or by email of any errors. Unless the error results from an unresolved appeal, the club will not be obliged to correct any errors that are notified after the day of the event.

c) A waving black flag issued during a heat race will cause the offender to start at the rear of the grid for the next session. Further penalties may be assessed. A black flag issued during a final heat will cause the loss of points for that event. That event may not be used as a drop. Further penalties may be assessed. A driver who is disqualified during post-race technical inspection will lose all points for that event and may not use that event as a drop.

d) A black flag with orange disk issued during a heat or feature race (for technical on-track safety infraction) will require the driver to exit the track immediately. The driver will receive points coinciding with the position in which he/she finished.

e) The competitor accumulating the greatest number of points for his best 10 race events will be named the class champion.

f) In the unlikely event of a tie, PPKC will use the procedure described in ASN Sporting Regulations to determine order.

g) PPKC reserves the right to designate any senior class as a "demonstration only" class, if three (3) or fewer competitors are entered in any event. Competitors in demonstration classes will not earn points and will not receive awards.

Podium Procedure and Dress Code

Drivers who achieve a podium finish must wear their driver suit to the award ceremony and bring their helmet. The suit must be worn as designed, and not tied around the waist. Sponsor caps may be worn in addition to normal racing attire. Driver's not wearing their driver suit or not attending the podium or award ceremony may be subject to penalty, including monetary fines, loss of awards, loss of points or exclusion unless prior notice is given to an event official or the event organizer that they are unable to attend.

7.11. Rain Race Procedure

a) If the Race Official declares the race to be a WET RACE, all karts will be allowed 15 minutes to change to wheels with WET TIRES mounted. Karts may make whatever chassis adjustments that can be completed within the 15-minute period

b) If a race is started in the DRY, and it starts to rain on all or part of the course prior to the completion of 50% of the scheduled race length, the Race Official is empowered to use the procedures for Stopping/Re-starting a Race in these Regulations. If the race is to be re-started, 15 minutes shall be allowed for changing to wheels with rain tires mounted. Karts may make whatever chassis adjustments that can be completed within the 15-minute period.

c) If the rain has stopped, and the Race Official declares the race to be a DRY race, all karts on wet tires will be allowed 15 minutes to change to change to wheels upon which dry tires are mounted.

d) Karts may make whatever chassis adjustments that can be completed within the 15-minute period.

7.12. Procedure at the End of a Race

No person, except Officials, may approach a driver or kart for any reason until the driver and kart has passed across the scale. Penalty of 3 positions will be applied. If a driver requires assistance, permission must be obtained from an Official. Permission must be requested every time it is required. Failure to request permission may result in a penalty being issued.

8 FLAG SIGNALS

These flag signals are used at all PPKC race events.
GREEN – Used by the Starter to start all track sessions and races, and also used by Corner Marshals to indicate that the track is clear.

YELLOW – Any YELLOW flag is a signal of danger of any nature at or beyond the station displaying the flag. **YELLOW MOTIONLESS –** Take care, Danger, Slow Down. NO PASSING FROM THE FLAG UNTIL PAST THE EMERGENCY AREA.
YELLOW WAVED – Great Danger, Slow Down. Be prepared to stop. NO PASSING FROM THE YELLOW FLAG UNTIL COMPLETELY PAST THE EMERGENCY AREA(S).
RED FLAG AT START/FINISH AND YELLOW AT ALL CORNERS – Should a decision be made to stop any track session, including a race, because of accident or an incident, a RED flag will be shown at the Start/Finish line and simultaneously each corner will display a YELLOW flag. It is the responsibility of all drivers to stop racing immediately, slow down, exercise extreme caution, and be prepared to stop.
BLUE FLAG YELLOW STRIPE MOTIONLESS – A faster competitor is approaching to lap you, very quickly. **BLUE FLAG YELLOW STRIPE WAVED –** A faster competitor is now trying to lap you.
WHITE FLAG – Last lap of the race has begun.
BLACK FLAG ROLLED – Warns the driver of unsportsmanlike or unsafe conduct and that a penalty may be pending. Flag will only be used once per driver per on-track session.
BLACK FLAG WAVED – Informs the driver to complete the current lap and then proceed to the pits, due to a penalty.

BLACK FLAG WITH ORANGE DISC – Informs the driver of a mechanical problem likely danger and to reduce speed and stop in the pits.

Two Rolled Flags- Indicates 2 laps remaining

CHECKERED FLAG – Racing has ended and all drivers must slow down, complete the remainder of the lap and return to the pits.

9 RULES OF THE PITS, PADDOCK, AND GRID

9.1. General

a) During any PPKC event, the pit lane must be absolutely clear at all times. No signaling to drivers by crewmembers is allowed during races.

b) All crewmembers working in the pit area must be fully clothed at all times during any track sessions.

c) Animals of any kind are not permitted in the hot pit areas or on the marked racetrack. Animals in the pit area must be restrained.

d) Smoking is not permitted at any time in the pre-grid or grid areas.

9.2. Pit Lane Speed Limit

Drivers must always drive at reduced speed and use extreme caution when driving in the pit entry or exit lane, or when approaching the scale area. Burnouts or practice starts are not permitted. Any driver deemed to driving with excessive speed by an official will be issued a penalty.

9.3.1 Refueling in Pit Lane Refueling in the pit lane is prohibited during any track sessions. Karts are to be refueled in the pit area only. Karts may not be refueled on the grid or mock-grid. During refueling, engine must be stopped and the driver must vacate the kart.

9.4. Oil Containment

It is mandatory that competitors changing engine oil or mixing fuel/oil have a drip pan to retain lubricant while in the pits. Spillage cleanup will be the responsibility of the competitors creating the spill.

9.4. Personal Vehicles

Vehicles for personal transportation, machine or human-powered are restricted from the restricted pit or paddock areas. Penalties will be issued.

9.5. Grid Area

Access to the grid area and pit lane is only available to participants when their class is running. One mechanic is allowed on the grid with each driver.

9.6. Penalties

Penalties applied for violation of regulations in this section are not subject to protest or appeal.

10 COMPETITION CONDUCT ON THE RACETRACK

10.1. Driver Conduct on the Racetrack

a) No kart or other vehicle is permitted on the marked racetrack at any time during an event without permission from the Race Organizer.

b) Drivers entering the racetrack from the pit lane shall first receive permission to do so from the pit exit marshal (or obey the pit exit lights if used) and be prepared to slow significantly or stop if requested. Notwithstanding having received permission to enter the track from the pits, drivers shall keep to the side of the track from which they are entering and must satisfy themselves that the track is clear of oncoming karts before entering the main path of race traffic, and shall yield the right-of way to oncoming traffic, and not interfere with the path of other karts. Before entering the track from the pits, the driver must signal by raising an arm.

c) It is not permitted to drive a kart, at any time, in the opposite direction of race traffic without the permission of the Race Official. Infractions of this Regulation may mean immediate exclusion.

d) If a driver is forced to stop on the track it is the driver's duty to place the kart as far as possible off the traveled portion of the track to cause the least obstruction to other competitors, and preferably on the side of the track least used by race traffic.

e) The driver of a stalled kart must raise one or both arms to indicate that the kart will not move until the track is clear.

f) Only the marked racetrack surface and any curbing may be used by drivers during any track sessions.

g) Drivers shall drive in a manner compatible with general safety respecting at all times the right of competitors to space marked on the racetrack.

h) It is the responsibility of all drivers to avoid physical contact between karts on the racetrack.

i) Drivers shall follow the marked track during a competition and shall not gain an advantage from an off-course excursion.

j) Any driver who goes off the marked track with all four wheels must respond so as to regain control of the kart, stop if necessary, and, without driving against the direction of the racetrack, rejoin the track at the nearest point to that where the exit occurred, compatible with safety, and obey the directions of the track marshals in the area.

k) A driver who goes off the marked track, in the presence of track marshals or not, and attempts to return to the track and in doing so causes a disadvantage to another competitor is subject to penalty.

l) The repetition of serious mistakes or the appearance of a lack of control over the kart may entail exclusion or other penalty of the driver involved.

m)The Race Organizer may, during any practice, qualifying or race session, order any kart removed from the racetrack which, in the opinion of the Organizer constitutes a hazard to other competitors because of insufficient speed, fluid spilling, or any other reason. Such action is not subject to protest or appeal.

n) All major bodywork components shall remain in the normal position throughout the competition. Loss of bodywork may result in a kart being shown the BLACK FLAG with ORANGE DISC.

o) Drivers must keep at least one hand on the steering wheel at all times while the kart is in motion.

p) A driver may not improve or maintain a race position by entering or traversing through the pits, regardless of whether or not a stop is made.

10.2. Passing Other Competitors on the Racetrack

a) Corners and curves, as well as the entry and exit zones thereof may be negotiated by drivers as they wish, within the limits of the marked track.

b) The responsibility for the decision to pass another kart rest with the overtaking driver. However this will not relieve the overtaken driver from the responsibility for safe passing of another kart. The overtaken driver must not block.

c) Drivers are obliged to heed the flag signals displayed around the track. Failure to respond to a flag signal is a serious violation of these Regulations.

d) Any driver driving in a manner which, even if unintentionally, appears to hinder or discourage another driver seeking to pass, or appearing to ignore the BLUE FLAG, may be given the Black FLAG. Systematic or repeated offences may result in the exclusion of the offending driver.

e) The penalty inflicted for ignoring the BLUE FLAG shall be applied to the drivers who obstruct part of the track, shall range from monetary fines to exclusion. The same penalty shall be applied to drivers who swing from one side of the track to the other side of the track in order to prevent other competitors from overtaking.

11 VIOLATIONS OF REGULATIONS

11.1. Assessment of Penalties

PPKC may suspend of terminate for a definite period of time, the racing license of a competitor or the membership of any individual upon finding of a violation of any rules and regulations, or for any other just cause, if such action is determined to be in the best interest of the club.

11.2. Breach of Regulations
In addition to any other offences, the following offences shall be deemed to be a breach of these Regulations;

a) Bribery or attempt to bribe anyone connected with the competition and the acceptance of or offer to accept a bribe.

b) Any action having as its objective participation in the competition of a person or kart known to be ineligible.

c) Any fraudulent proceeding or act prejudicial to the interests of PPKC or of motor sport in general.

d) Refusing to cooperate with, interfering with or obstructing the action of an official.

e) Abusing another competitor or official.

f) Unsportsmanlike conduct.

g) Driving infractions as defined in these Regulations.

11.3. Repeated Violations

a) Repeated breaches of these Regulations are subject to an increase in severity of the penalty imposed for each subsequent occurrence.

b) In cases of incidents that involve multiple violations, consecutive penalties may be imposed.

c) Combinations of penalties may be assessed.

11.4. Technical Infractions

a) Impounding of Racing Equipment

Any kart, racing equipment or materials or components or driver safety equipment may be impounded at the event when a technical disqualification occurs.

b) Jurisdiction of PPKC Technical Delegate
Decisions made by the PPKC Technical Delegate are final for all technical infractions.

12. PENALTIES

12.1. Scale of Penalties
- Penalties may be inflicted as follows in order of increasing severity;
- Reprimand (blame)
- Position penalty
- Time penalty
- Distance penalty
- Exclusion
- Suspension
- Disqualification

12.2 Technical Penalties

a) For all on-track technical infractions including those described in ASN Sporting Regulations, section 18.11, penalties will be assessed as loss of points for the track session in which the infraction occurred (disqualification for the session) and the competitor will be allowed to drop that event total from his point's accumulation if prudent.

b) Scale penalties will be assessed as loss of points for the track session in which the infraction occurred (disqualification for the session) and the competitor will be allowed to drop that event total from his point's accumulation if prudent.

c) Fuel samples may be taken at any time during an event and tested in accordance with ASN regulations and procedures. Fuel penalties will be assessed as loss of points for the session in which the infraction occurred for the heat races. A post race fuel infraction will result in loss of all accumulated event points. No competitor will be allowed to drop a race in which he receives a technical infraction for a fuel violation.

12.3. Disciplinary Action

a) Participants who display a disregard or repeated disregard for these Regulations, or who by their Conduct display unsportsmanlike conduct are subject to disciplinary proceedings.

b) PPKC at its discretion may commence a disciplinary action at a competition.

c) The results of a Disciplinary Action are final, and any orders or penalties applied to a competitor are binding upon the parties.

13. PROTESTS

13.1. Verbal Inquiry

Entrants are encouraged to make a verbal enquiry of the Race Official of the event within (15) minutes of the completion of the heat, race, post-race technical inspection or announcement and/or posting of official results in question, to ensure that the facts are known and there is a need to protest, prior to submitting a Protest Form.

13.2. The Right of Protest

a) The right to protest lies solely with the entrants and drivers who may consider themselves aggrieved by any decision, act or omission of a promoter, organizer, official, entrant, driver, or any other person connected with any competition in which they are taking part, except that there shall be no right to protest against refusal of an entry, nor where otherwise expressly prohibited by these Regulations.

b) The onus is at all times on the entrant or driver, as the protestor, to establish the exact terms of the protests.

c) The right to protest shall be predicated only on a protest being well-founded. The Race Official shall review submitted protests and deem them well-founded or not.

d) A well-founded protest is defined as being reasonable, logical, based on relevant facts and supported by relevant evidence.

e) Protests that are deficient in reason, logic, facts or evidence may be deemed as not well-founded, and may be denied by the Race Official and the protest fee may be retained.

f) Hearsay, conjecture and unsupported opinion may be considered vexatious. Vexatious is defined as; of little or no significance or importance, annoying, disturbing.

g) Protests that are deemed not well-founded may also be vexatious and may be denied. In such instances the protest fee shall not be retained, and further penalties may be applied.

h) Drivers must remain at a competition and be easily contacted until any protest period relating to their competition has elapsed. No substitute representation is permitted.

i) Participants involved in a dispute or protest shall remain at the racetrack for the protest period, and for any reasonable period of time beyond as requested by the Race Official. Competitors, who do not comply or cannot be easily contacted, are subject to judicial proceedings and penalties being applied in their absence. In such cases where penalties are applied, the possibility of appeal is forfeited. Any penalty applied shall remain in force.

j) Nothing in this Regulation shall affect or prejudice the right and duty of any official to take such action as deemed proper in any circumstance, regardless of whether a protest has been lodged.

k) Decisions of any Judge of Fact are not subject to protest.

l) Decisions of the Race Official are not subject to protest, only to appeal.

m) It is the protestor's responsibility to understand and comply with these Protest procedures, and no claim for misunderstanding of any kind will be accepted.

13.3. Time Limits for Protests

The Race Official may extend a time limit but only for reasons of force-majeure. Otherwise, for a protest to be considered it must be lodged with the Official in accordance with the following time schedule;

13.4. Protesting the Eligibility of a Kart

a) When the alleged ineligibility of a kart, or a component of a kart is apparent; within 15 minutes after the end of the track session in which the alleged infraction is observed.

b) When the alleged ineligibility is not apparent, but it is alleged that the kart is performing in a manner, which suggests that, it is ineligible; within 15 minutes after the end of the track session in which the infraction is alleged to have occurred.

Protesting On-Track Conduct

A protest against any occurrence or irregularity while a practice, qualifying or race session was in progress; within 15 minutes of the end of the track session in which the infraction is alleged to have occurred.

13.6. Protesting Results

a) A protest concerning the results of a qualifying session; within 15 minutes of the posting of the results of the session.

b) A protest concerning the results of a race; within 15 minutes of the posting of the results of a race.

13.7. Videotape Evidence

a) If a competitor wishes to submit videotape of an incident in support of a protest, it shall be surrendered in its original, unedited format to the Race Official, within 15 minutes of the end of the session in which an incident is alleged to have occurred.

b) If a competitor wishes to submit videotape of an incident in defense of a protest, it shall be surrendered in its original, unedited format to the Race Official, within 15 minutes of the notification of the protest to the competitor.

c) Competitors submitting videotape shall provide at the same time the means to view the videotape or the videotape shall not be allowed as evidence.

d) Should a videotape be considered as valid evidence the competitor and/or entrant involved shall be allowed to view the videotape, only in the presence of the Race Official or a designate.

13.8. Protest of a Kart

a) Only entrants and drivers entered in an event in the same class may protest the eligibility of another kart. A protest can only be submitted by an individual and cannot be collective.
b) In such cases the protestor shall clearly state the exact Regulation(s) alleged to have been violated and shall additionally stipulate the component(s) that are to be inspected.

c) Such inspections shall be performed under the supervision of the Technical Delegate.

d) If a decision based on the inspection gives rise to an appeal by either party to the protest, the protest fee shall be retained until a final decision is made.

e) If the kart is found to be in conformity, the protestor will forfeit the protest fee to PPKC.

f) Failure of the entrant and/or driver of a protested kart to allow inspection under the terms of this Regulation shall result in immediate exclusion or other penalties.

g) A protest under this Regulation may be reduced in scope by the protestor, but not added to, at the time the fee is paid. Once the fee is paid, the stipulated inspections must be completed, except if entirely or partially withdrawn by the protestor before the inspection begins.

h) If a protest under this Regulation is withdrawn completely by the protestor prior to the commencement of the inspection, the Race Official shall return the protest fee to the protestor less $50.00.

13.9. Lodging a Protest

The protest must be submitted on a Protest Form provided by the Organizer of the event. All protests must be submitted to the Race Official. Every protest shall be made in writing, and;

a) Specifying which part(s) of these Regulations, considered to have been violated and by whom,

b) Providing names of witnesses, if any

c) Providing videotape evidence if involved

d) Signed by the entrant or driver making the protest

e) Accompanied by the required protest fee payable to PPKC

f) Delivered to the Race Official within the time limit specified within these Regulations.

13.10. Hearing of a Protest

a) The Race Official(s) shall hear all protests. All parties concerned shall be given notice of the time and location of the hearing.

b) The Race Official(s) shall determine if the protest was submitted in full accordance with these Regulations. Failure of the protestor to comply with all these conditions shall result in the return of the protest without hearing and the retention of the protest fee by PPKC.

c) Protestors at a hearing shall themselves state their case in person and are entitled to call witnesses and shall be responsible for the prompt availability of any witness called.

d) In the absence, or undue delay in attendance, of any party to a protest, judgment may proceed by default.

f) Every effort must be made to handle protests at the event where witnesses can present evidence pertaining to the protests. The Race Official(s) must deal with protests prior to the posting of the results.

13.11. Protest Fee (CASH ONLY)

a) The fee for a Technical Protest is $300, which must be submitted at the time of submitting the protest. Should a Protest be upheld, $150.00 will be returned.

b) The fee for a Driver Conduct (on track infraction) is $250, which must be submitted at the time of submitting the protest. Should a Protest be upheld, $125.00 will be returned.

d) If the protest is deemed to be not well-founded, the entire fee will be retained by PPKC.

e) If the protest is deemed vexatious the protestor shall be deemed guilty of a breach of these Regulations, shall forfeit the protest fee, and may be further penalized for this breach.

14. APPEALS

14.1. Request for Appeal

a) Except where excluded in these Regulations, an entrant or driver may submit a Request for Appeal of a decision that was rendered by a Race Official.

b) The fee for Request for appeal is $500.00, which must be submitted at the time of filing a Request for Appeal.

c) In all cases a minimum of $250.00 of the Appeal fee will be retained by PPKC. If a decision is in favor of the appellant, or the Request for Appeal is not allowed the balance will be returned to the appellant.

d) A Request for Appeal does not mean the Appeal will be allowed automatically. e) Appeal proceedings of PPKC are designed to expedite sporting disputes in a timely and efficient manner and do not necessarily follow practices or formalities normally associated with those of the legal profession.

f) It is the appellant's responsibility to understand and comply with these Appeal procedures, and no claim for misunderstanding of any kind will be accepted.

14.2. Grounds for Appeal Requests

The grounds for a Request for an Appeal are any of the following allegations;

a) The Race Official has dealt with the case using improper procedures.

b) A Request for an Appeal, signed by the appellant, must be submitted in an absolutely clear and legible form otherwise it may be denied without further action.

c) A Request for an Appeal may be withdrawn with agreement of PPKC. If the appeal is withdrawn a minimum of $50 of the appeal fee will be retained by PPKC.

d) New substantial evidence and/or expert testimony relating to the case that could not have been readily available at the time if the application of the original decision by the Race Official.

e) An Appeal will not be granted for a repeat presentation of the original protest.

14.3. Time Limit

a) The Appeal process may not begin until 24 hours after the completion of the event, or 24 hours after a Notice of Penalty is received by the competitor. Upon notification of exclusion, suspension, termination or penalty, an individual shall have the opportunity to request Appeal proceedings', providing such a request is made in writing within 5 days of the notification date of exclusion, disqualification, suspension, termination, or penalty.

b) A Request for an Appeal may be withdrawn with agreement of PPKC. If the appeal is withdrawn a minimum of $50 of the appeal fee will be retained by PPKC.

SUPPLEMENTAL TECHNICAL REGULATIONS (BOOK 1)

15.0 New Tires Procedure

All race day tires must be installed for use at the start of the race day and must at minimum, take the green flag for both heats and final. Tires will be marked PRIOR TO THE FIRST HEAT and inspected as a tech item. Tires must be used for 3 consecutive race days.

If new tires are used on the second race day of our tire cycle

- Competitor will be required to run both practices with new tries. Start both heats from the rear of the field. Competitor will then start feature as earned.

If new tires are used on the third race day of our tire cycle

- Competitor will be required to run both practice sessions with new tires. Start both heats from pit lane. Feature race, competitor will start at the back of the grid.

If new tires are used on the second day of our tire cycle when qualifying

- Competitor will be required to run both practice sessions with new tires. Run all of qualifying. Start pre-final from the back of the field. Competitor will then start the feature as earned.

If new tires are used on the third race day of our tire cycle when qualifying

- Competitor will be required to run both practice sessions with new tires. Run all of qualifying. Start pre-final from the back of the field. Competitor will then start the feature from the rear of the field.

Used tires not used during Race Day cycle

- Competitor will need to present tires to the Technical Director prior to the start of the practice sessions. It will then be decided how you will be gridded for the day.

1. **Tires for use in Dry Track conditions.** see official published PPKC Class Structure.

2. **Tires for use in Wet Track conditions.** All Classes - Open

3. **Tires for Championship Points** a) **TAG Jr** and **TAG Sr** will use **Vega Blue** tires in order to qualify for **PPKC**

season **Championship points**. b) **TAG Masters,** will use **Vega Blue** in order to qualify for **PPKC** season **Championship points**.

4. **Rear wheel protection** Rear wheel protection is required if the Kart was Homologated with it. All others are to follow current ASN regulations for bumpers and materials.

Note: Rear Wheel Protection may be required by other series, example BSRKC when they compete at PPK.

16. Two Cycle fuel requirements All TaG competitors VP 110 / Sunoco 110 / Petro Can 94

16.1. Four Cycle fuel requirements All Four-Cycle classes will run Spec Fuel (87 Octane) purchased from TBD

16.2. Class structure is posted on the PPKC website www.PointPeleeKarting.com

16.3. Post Race Tech Two post-race tech classes are determined by random draw after the last event of the day. Competitors are encouraged to witness this draw.

a) In addition, any other race classes or competitors may be chosen at the discretion of the Race Director or Technical Committee.

b) Specific items to be inspected are at the discretion of the Race Director and/or the Tech Inspector.

4) Random Equipment Inspections, technical and/or personal safety equipment inspections may be conducted at any time without warning. Such inspections include, but are not limited to, noise tests, fuel and lubricant tests, engine teardowns and personal equipment inspections. Failure to meet requirements as outlined in the ASN rule books or these supplemental regulations will result in consequences, which may include exclusion from the event

5) Front Fairing **Push Back** with CIK-FIA Front Fairing Violations and Penalties

The Black Flag with Orange Disc will not be shown to a Driver if the front fairing is no longer in the correct position. Officials will determine if the front fairing is no longer in the correct position after a qualifying session or race is completed.

Violation: Touching front fairing during any track session, in scale and/or Technical Inspection area prior to being released by officials. Penalty: Disqualification, 5 Penalty Points.
Front fairing not in correct position, both sides pushed back. Penalty: 5 second time penalty, 5 Penalty Points.

Officials may not vary the violation and penalties. Front fairing penalties are not subject to protest or appeal. It is recommended that Officials take a photo of each violation.