

North Texas Karters Guide to Sportsmanlike Conduct

2.3.13 SPORTSMANLIKE DRIVING: The spirit and intent of sportsmanlike racing competition is to proceed on the track without touching or endangering the vehicles of fellow participants. Inadvertent contact is a reality of racing; however, if in the judgment of the presiding officials, a participant is bumping, crowding, chopping, blocking, pushing, or driving in an over aggressive / negligent / reckless manner, that participant shall be subject to immediate disqualification from the event and possible suspension of membership privileges.

Infraction Definitions and Penalties

The following definitions are guidelines for driver conduct and for anyone attending an NTK event:

- 1. Careless:** Departing from the standard of a reasonably prudent, competent driver and/or reasonable personal conduct.
- 2. Reckless:** Performing an act or omission which creates an obvious and serious risk to others without due consideration of the consequences.
- 3. Dangerous:** Performing an act or omission that carries an obvious and serious risk to others and with deliberate disregard for the consequences.
- 4. General Actions:** Drivers and crews will, at all times, be responsible for their own conduct. Any offense committed by a crew member will be chargeable to the driver.

Communication Between Competitor and Officials: All concerns or disputes from drivers, crew, mechanics or kart owners will be taken to the Race Director via Grid Steward. If other officials are to be a party in resolving disputes, it will be at the sole discretion of the Race Director. Any inappropriate actions directed by parties representing a competitor (including the driver) may subject the driver to disciplinary action.

Personal Conduct: If the act or omission of a participant is determined by the Race Director to constitute a threat to the orderly conduct of the event, the Race Director may take temporary emergency actions against the participant. Such emergency action may include ejection from the premises, suspension of competition, or other action deemed necessary to remove the threat caused by the member or non-member. Outburst of a loud and vulgar nature and failure to follow the instructions of any track official will not be tolerated. This particularly applies during the running of an event while the driver is away from their pit. The responsibility also extends to conduct in the local area of an event or related function (e.g., banquets, seminars, televised events, etc.) including

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motels, hotels, restaurants, or any private or public area. Such conduct will be treated with ZERO TOLERANCE.

Any such incidents may result in the loss of up to three hundred championship points by the associated participant. Flagrant incidents may result in disqualification of the associated participant and the expulsion of the violator. Any such conduct aimed specifically at an official or NTK Board Member will result in immediate disqualification of the associated driver. Any physical threats directed at an official or NTK Board Member can result in a ONE YEAR SUSPENSION from NTK sponsored events. The associated participant's membership may be revoked and application for renewal may not be considered for at least 12 months.

Race Director Authority: The power to reinstate a suspended or revoked driver's privilege rests solely with the NTK Board of Directors, and will be based upon the severity of the rules infraction and/or the seriousness of the act or omission. Only the NTK Board of Directors can overrule the Race Director. The interpretation and application of the NTK By-Laws and Rules by the Race Director will be final at an event. Penalties for violations are determined by the gravity of the violation and the effects on the fairness of competition, the orderly conduct of the event, and the best interest of karting.

Suspension: Any driver, in the opinion of the Race Director, who competes with illegally modified equipment with the intent to compete illegally or defraud officials or other competitors by such modification, is subject to suspension and loss of all points and awards for the entire championship season. Such penalty will be made at the particular event and is subject to review and approval of the NTK Board of Directors.

Any member who races at a NTK sanctioned or affiliated event without being the driver of record will be subject to disciplinary action. Any driver who falsifies their age on membership application in order to meet age requirements is subject to suspension. Length of suspension is at the discretion of the NTK Board of Directors.

Disqualification: If the Race Director disqualifies a driver for flagrant violation of sportsmanship, regulations, technical regulations, or driving infractions, that race must be counted towards their Series/Championship points and cannot be counted towards the 'drop' race (see Series/Year End Awards rule). The Race Director must attempt to notify the driver on the same day about the disqualification.

Consumption of Alcohol/ Illegal Substances: Consumption of intoxicating beverages in the pits, on the race course or surrounding premises by any participant, during the race event, is prohibited. After the track is closed for the day, track/facility rules and local laws governing the use of alcohol will apply. The use of narcotics and all illegal substances is forbidden. Any event participant who shows evidence of being under the influence of any of the aforementioned will be disqualified, subject to suspension, and ejected from the premises immediately.

Fuel Compliance: Non-compliant fuel found before or after qualification, before or after heat races or before the final race places the competitor on the rear of the next race line-up. Non-compliant fuel found at the end of the final race is an automatic disqualification. If the non-compliance is determined to be by the addition of Dioxane or any similar life/health threatening compound competitor may be banned from the track. Participants may be granted a courtesy fuel test prior to the event, time permitting.

DRIVING CONDUCT

Scope: Driver conduct rules are in place to protect competitors from unreasonable interference from other competitors. This unreasonable and unacceptable interference could be generally classified as rough driving and/or blocking.

Reasonable Field of Vision: A "reasonable field of vision" is that area of the track surface 90 degrees to the right and left side of the head/helmet position of a driver and that distance in front of the driver that totals the 180 degrees of forward vision to a forward distance that would allow reasonable reaction time to execute safe maneuvering or braking so as to avoid unsafe situations or conditions without endangering the safety of themselves or that of the other competitors.

Racing Together: Two (2) karts are considered TOGETHER when each driver or the other driver's kart is WITHIN THE REASONABLE FIELD OF VISION OF EACH OTHER. The kart that is behind, whether it be an inch or several feet, is required to negotiate the turn without endangering or impairing the progress of the kart in front. Conversely, the kart in front should not take a deliberate line of the curve/turn for the purpose of crowding a following competitor off the course. These rules apply to all karts while on a straightaway, or while entering a turn, during the turn, or exiting a turn.

Racing Room in the Turns: Racing room shall be that space given to and from each competitor while entering a turn together within the reasonable sight (field of vision) of the ahead driver before entering the turn. Once the front bumper of the "behind kart" is beside or ahead of the "in front kart" drivers' helmet area, the behind kart should be considered in the "front field of vision". This means each competitor may have to alter their speed and/or direction through the turn so as to allow the other competitor to complete the turn also at the same time. Sliding into the path of the competitor(s), forcing the other competitors to change directions and/or speed unnecessarily while attempting to negotiate the turn together, and losing position from excessive contact is considered a driving violation and may result in penalties, see rough driving.

Place on Track: "Reasonable racing room" of the driver choosing the inside line of the racetrack is that lane (space) and position (place) on the track that the inside driver established when entering the inside lane, including just enough width to the outside to allow for normal movement caused by the track conditions (bumps) and reasonable control. The remaining space/width of the outside lane of the track belongs to the outside kart, allowing for normal movement towards the inside caused by track conditions (bumps) and reasonable control. Allowing reasonable racing room is required of both drivers.

Movement, in your Lane: It will be the normal judgment of officials that if any kart (while racing "together") changes lanes or creates excessive movement within the lane, to the significant disruption or disadvantage of any other entry, by their own action, will be considered the cause of any incident occurring and face penalties of loss of finish positions or disqualification. This includes any kart that creates contact by abruptly changing lanes just after passing another kart, but not totally clear. It is the responsibility of the passing kart not to interfere with the overtaken kart or karts lane.

Dive Bombing a Turn: Diving into a turn at the last moment into the path of a competitor already in the process of making the turn and forcing that driver to change direction to avoid contact is not allowed. If the dive bombing driver makes contact with the competitor already in the process of making the turn then loss of finish position is a minimum penalty, with disqualification with a severe collision.

Lane Changes (Blocking): An empty, not attempting to pass another competitor, but being passed or being attempted to pass, may not change more than one lane, after exiting a turn. ANY ADDITIONAL LANE CHANGE THAT "BLOCKS" ANOTHER COMPETITOR FROM PASSING IS ILLEGAL WHEN THE FOLLOWING ENTRY IS IN POSITION AND MOTION TO OVERTAKE. The first 50' out of each turn is sufficient distance to choose your racing lane or COMPLETE one lane change. The actual ability of the following kart in speed and position to overtake the blocking kart will be the major judgment to influence the final decision. It is the responsibility of any entry to be aware of disqualification if the action appears intentional.

Brake Checking: Any driver with intent to disrupt a competitor or prevent being passed is illegal. Immediate disqualification will be enforced.

Being Lapped: In the event that a driver is being lapped by another competitor, the driver of the overtaken kart is obliged to give way and allow the lapping kart to pass. A driver must always be prepared for another kart to pass and must therefore be on the lookout for the approach from behind of other faster karts. Flagmen attempt to warn of the impending pass with a solid blue flag with a diagonal orange stripe. The driver of the kart being overtaken should slow and "point" to the area of the track the overtaking kart should use to pass. The deliberate blocking of a faster kart (changing lanes, intentional unnecessary braking in a turn, failing to follow flags, etc.) is cause for penalty, see blocking.

Rough Driving: Rough driving is a term commonly applied to knocking (punting, taking out) another competitor from the line or the course, nerfing, or other avoidable contact with another kart. It must be understood that there is a fine line that exists between malicious intent and inadvertent contact. The basic rule is "No Contact". Good, competitive racing sometimes sees contact between competitors. This type of contact can still be considered a violation of the rule book, depending on each incident. A driver is not to use bumping, nerfing, or pushing tactics to protect or improve their position. Officials will spot such infractions and take the prescribed action. The Race Director will

employ the assistance of all race officials to identify rough driving. A driver making deliberate contact with another kart will receive a rolled black flag from the Flagman as a warning. If the driver does not heed the warning, a waving black flag will be displayed and the driver will be removed from the race. Some contact results from missed shifts, etc., and will be judged by the Race Director.

Blocking: Blocking tactics are blatant efforts by a leading driver to avoid being overtaken by a trailing driver. There is a difference between tough to pass and blatant blocking. A driver is not to alter the preferred race line to block a trailing kart from passing safely. A driver considered to be intentionally blocking will receive a rolled black flag as a warning. If the driver does not heed the warning, an unrolled black flag will be displayed and the driver will be removed from the race. This judgment is at the sole discretion of the Race Director and may be based on reports from corner flag stations and/or the Flagman.

Inadvertent and Unwilling Participants: Rough driving violations can involve unwilling victims. Every effort will be made to minimize or eliminate rough driving but it must be understood that when a driver enters the track, they could become the victim of poor judgment or malicious intent. As a rule, no compensatory action can or will take place with regard to the violated competitor(s). All such actions in such situations will be taken toward the violator.

Bump Drafting: Bump drafting is defined as one kart in continuous contact with another kart so that it is pushing the first kart. Bump drafting is not allowed. The driver will receive a rolled black flag from the Flagman as a warning. If the driver does not heed the warning, a waved black flag will be displayed and the driver will be removed from the race.

Prescribed Action: Marginal infractions will be met with a rolled black flag warning. Blatant rough driving is NOT subject to a warning rolled black but instead, a full waving black flag. Additional occurrences may be met with a full waving black flag. Ignoring a waving black flag is grounds for event disqualification. If it is the race director's opinion that even though a driver committed a marginal infraction, he improved his position by that infraction, the race director may dock the driver one or more positions, as well as warning the driver with the use of the rolled black flag.

Repeated Violations: Competitors exhibiting tendencies toward repeated conduct violations, in current or previous season will become susceptible to suspension penalties.

Black Flag: If a competitor is shown a black flag, either full or rolled, it is the competitor's responsibility to determine why the flag was shown, and to ascertain if any penalty (loss of position) was imposed. It is not the responsibility of the race officials to seek out the competitor. If the driver was shown a black flag (full or rolled) a positional penalty may have been imposed. A full black flag may be shown to a competitor to remove him from the race because:

1. It is the judgment of the race director that the kart has become unsafe, due to loss of body panels, driver safety equipment etc.

2. A slower driver is about to be lapped by the leaders, and it is the race director's judgment that the slower driver may impact the outcome of the race

Note: In such circumstances, no penalty is applied other than the removal from the current race. The kart will be scored as a DNF, not a DQ

Verbal Warnings: The race director may call for a competitor to come to the Tech Barn to administer a verbal warning. Failure to attend to such a request may result in further penalties. The Race Directors decision is final and not negotiable.