

Oregon Indoor Karting Challenge

Official Rules and Regulations



(Rules are subject to change by Sykart at anytime and without notice)

Section 1: Schedules and Costs

1.0 Cost

1.01 OIKC Registration

\$15.00

1.02 OIKC Race Entry

\$50.00

1.1 Schedule

1.11 Qualifying

May 25th – June 20th

1.12 Race Night

Sunday, June 21st. Round 1 heat races will begin at 5:00pm.

1.13 Awards Dinner

Sunday, June 21st at 8:30pm

1.2 Race Night Schedule

Heat Race 1 – 5:00pm

Heat Race 2 – 5:15

Heat Race 3 – 5:30

Heat Race 4 – 5:45

Heat Race 5 – 6:00

Pre Final 1 – 6:15

Pre Final 2 – 6:45

Qualifying – 7:00

OIKC Final – 7:15

*Drivers must be paid and weighed in by 4:30pm, or they will lose their starting position (will start last in their heat race).

Section 2: Race Format

2.0 Qualifying

Qualifying will run from May 25th to June 20th. Once a driver has registered for the OIKC every normal, ten minute session may be used as a qualifying run. Qualifying will determine each driver's starting position in their heat race.

Qualifying runs will be done at race weight (190lbs). Drivers lighter than 190lbs will be required to use Sykart's weight/brackets for up to 30lbs. If more than 30lbs are required the driver may supply their own weight, but must get their weight approved by Sykart management.

A 3 minute qualifying session will also precede the final race.

2.1 Event Format

2.11 Heat Races

Up to 12 drivers will be entered into each heat races with a maximum of 5 heat races. Drivers who qualified 1st – 5th will start first in the heat races (assuming there are enough drivers to fill all 5 races), drivers who qualified 6th – 10th will start second in each heat race, etc.

Each heat race is 20 laps, with no pit stops.

2.12 Pre Final Races

The top 20 finishers in the heat races will move on to a Pre Final race. Starting positions in the Pre Final races will be based on each driver's result in their heat race.

The Pre Final Races will be 30 laps, with one required pit stop.

2.13 Final Race

The top 10 finishers from the Pre Final races will move on to the Final. Starting positions in the Final will be determined by a 3 minute qualifying session. Drivers will race in the same kart they qualify in.

The Final will be 50 laps, with one required pit stop.

2.14 Kart Selection

Kart selection will be done by random draw prior to each race.

The karts will be tested extensively prior to the race to determine evenness. Karts that are determined to be .200s/lap (or more) slower will be given a 10lb weight advantage and karts that are .200s/lap faster will be given a 10lb weight penalty.

2.2 Pit Stops

A single pit stop must be made during the Pre Final and Final races, and can be made anytime after the start of the race. Upon entering pit lane drivers must stop behind the yellow line and wait for the timing light to turn green. If a driver leaves the pits before the light turns green he/she will be required to redo their stop. Stop and go penalties require the driver to complete a fully timed pit stop.

2.21 Entering Pit lane

When making a pit stop, a driver must raise their hand while driving down the front straight. This is to let the driver behind them know they are coming in, and is required for safety reasons. When entering pit lane drivers must drive between the pit cone and the track wall. Failure to enter the pits properly will result in a stop and go penalty.

The pits are open by default, unless signaled closed by the pit light (the pits will be closed in the event of a red flag. If a driver is already in the pits when the red comes out their stop will count, and they will rejoin the field relative to where they would exit the pits). Only 1 driver is allowed in the pits at a time. If you enter the pits when there is already a driver pitting, you will be given a stop and go penalty.

2.22 Exiting Pit Lane

When exiting pit road the driver must merge in a safe manner. Drivers exiting pit lane must stay in the right hand lane down the front straight. Blocking out of the pit lane will not be tolerated.

Drivers currently on track are required to stay to the inside (left lane) down the front straight, and not hit the exiting driver.

2.3 Race Start

There is no passing (drivers need to stay in line unless making a pit stop) until after turn 3.

2.31 Pace Laps

No swerving or sliding to warm up the tires, it is hard on karts and may cause breakages. Drivers are also required to stay bunched up for the start and not leave gaps.

2.32 Restarts

Restarts will be single file with no passing until after the esses. The race director will set the starting order. The race leader will come to start/finish then everyone else will complete their current lap and grid up behind the leader. The grid will be based on positions the last time across the start/finish line, with the overall leader showing the way, however passes made after the start finish will be granted if deemed completed before the red flag.

If the red flag occurs after the halfway point then drivers who have completed their pit stop will start in front of those who haven't. After the restart no further pit stops will be required unless a stop and go penalty has not been served.

Section 3: Flags and Penalties

3.1 Flag signals

Green: Signals the start of a race. This flag will be used during starts and restarts.

Crossed Green & White: Signals the halfway mark of the race.

White: Signals 1 lap to go.

Yellow: Caution flag used for local incidents. Drivers need to be aware of their surroundings, and not pass anyone. It does not mean drivers have to slow down, but they need to be careful of an incident in the area.

Checkered: Signals the end of the race. Drivers need to slow down and head for the pits.

Blue: Given to a driver that has faster traffic coming up from behind. Recipients have half a lap to let those drivers by and need to do so without causing further incidents.

Red: Race is being stopped. The race director, and other track officials will fly red flags. Drivers are to come to an immediate, although safe, stop and await direction from the race director. Hold positions and do not pass!

A red flag will be given for two reasons: Either a kart has broke and needs to be replaced, or there has been a significant incident. Races will be restarted in a rolling start format. The restart order will be based on

driver positions the last time across the start/finish line, but ultimately will be determined by the race director and track officials.

Waiving Black: Driver needs to come into the pits and serve a stop and go penalty at the next available opportunity. No exceptions. The stop and go penalty is performed the same as a normal pit stop. A stop and go penalty may not be used as a driver's one required pit stop, but is an additional pit stop to be served as soon as possible.

Rolled Blue w/ Rolled Black: Penalty for an illegal pass, pinch off, or something else deemed illegal. Let driver behind you by; will be used if a single kart let by will remedy the issue.

A note on let bys: You must let the other driver all the way back by, and cannot re-pass them for two corners after they are by. This is to avoid using the 'let by' to set the pass up again.

Waiving Black w/ "you're out" hand signal: Disqualification. Driver is out of the race. This penalty will only be given by the race director.

Flags during final two laps: In the final two laps of the race, only the white and the checkered will be given at the start/finish line. Blue flags will still be given in, but let by flags (Blue and Black) and black flags will not be given. Instead, post race penalties will be given for any infractions during this period of time. In the event of a red flag the race is over, and one of two things will happen: If it is for a broken kart then the race director will reset the drivers position to as close to pre-break as possible. If it is for an incident, penalties may be assessed for the drivers involved.

3.2 Driver Etiquette

Clean racing is the name of the game. Intentional hard bumps and/or on track retaliation for any reason whatsoever will not be tolerated and will be reason for possible disqualification. Excessive hard bumps, squeezing off, and bump passing/push passing will all be penalized. Blocking, checker boarding, and defensive lines will also not be allowed, and will be penalized. This will be enforced extremely strictly. Remember to be sportsmanlike on and off the track.

We're all here to have some friendly competition and fun, so let's not lose sight of what the main goal is. If a driver's family or friends are present, they must conduct themselves in an orderly fashion. Drivers may be penalized for disorderly conduct, whether by themselves or their party. This includes un-sportsman like acts such as using inappropriate hand gestures.

3.21 Passing

To make a legal pass, your (front bumper) needs to be next to the other driver at least halfway so that they can see you, and you must make minimal contact during the attempt. Diving in late and forcing a pass, even if with minimal contact, *may* be reason for a penalty if deemed unsafe. If you are passing or being passed, give the other driver room so that you do not squeeze them off, either in the apex or exit of the corner. This does not mean you need to give up the position. Always be aware of your surroundings, and what other drivers are doing around you. If you are letting drivers pass, make sure you do so in a way that does not cause incidents to occur.

If a driver makes a move that is deemed to deserve a position dock, the blue and black flags will be used to instigate a driver let by. A severe loss of position or time caused by a driver will result in a stop and go penalty in the pits.

3.22 Contact during passes

Some side to side contact is allowed, given it is not severe. Any contact that visibly changes another driver's line mid-corner will be deemed excessive contact. This will be interpreted and enforced by all track officials. Remember, while side-to-side contact will be legal, getting the driver sideways, or squeezing them off will be penalized.

Any passes that stem from front to back bumper contact will be illegal. A bump pass is a bump pass, whether you meant to or not. Do not capitalize on contact even if it is unintentional.

3.23 Pit Boards

Pit boards and signals to on track drivers are legal and encouraged. When giving these signals however, team members need to stay above the fence line, and not put anything in front of the oncoming drivers. This is for safety specifically, both for the drivers and spectators/team members. Team point penalties will only be given out if the team needs to be warned repeatedly.

3.3 Penalties

The following penalties will be issued either during or after the race to promote clean racing and good sportsmanship. These rules and penalties are in place to protect the drivers as well as the karts

Blocking is not the same as driving defensively. Defensive lines are not strictly prohibited. However, if a driver is actively blocking (making more than one move prior to entering a corner or constantly looking over their shoulder to check the position of their competitor) then penalties may be issued. Intentionally blocking faster drivers can be a safety hazard and will not be tolerated.

3.31 In Race Penalties

Incident- bump pass, push pass, pinch off, excessive contact during pass

Penalty- Rolled blue and black flags (let by)

Incident- Contact that makes a driver lose a significant amount time or on-track positions, ignoring blue flags, excessive blocking/defensive lines, excessive contact during course of race

Penalty- Waiving black (stop and go)

Incident- Blocking

Penalty- Rolled black w/ sign (warning). However a stop and go will follow if in excess.

Incident- On track retaliation

Penalty- Waiving Black w/ "you're out" hand signal; disqualification.

Incident- Unsafe driving, such as excessive sliding or spinouts

Penalty- Varies with situation, however a DQ (pull from race) will ensue if repeat problem.

Incident- Excessive kart hopping*

Penalty- Rolled black (warning). If it continues, a driver may be asked to come in for a stop and go.

*Kart Hopping: Bouncing through the corners will not be tolerated. It is very tough on the karts (axle, tires, wheels, frame can all suffer damage) and can put drivers in potentially dangerous racing situations. It is understood that drivers do not do this intentionally, but that does not excuse the offense. If a driver is hopping excessively and consistently they will be given a warning followed by a penalty if the hopping continues.

3.32 Post Race Penalties

Incident- Failure to do pit stop

Penalty- Time added to finish; twice the length of an average pit stop

Incident- Failure to heed Black Flag

Penalty- If done blatantly or unable to be fixed during race, then the driver will be disqualified.

Incident- Bump pass, push pass, pinch off, excessive contact during pass (in final 2 laps)

Penalty- Driver docked to right behind affected driver's position.

Incident- Contact that makes a driver lose a significant amount of time or on-track positions (in final 2 laps)

Penalty- Driver docked to right behind affected driver's position.

Incident- On track retaliation (in final 2 laps, or after race is over)

Penalty- disqualification (no points earned) and driver will be under probation for next round.

Incident- "Victory Slide" (Excessive and intentional sliding after the finish of the race)

Penalty- Driver will be docked 1 position.

3.23 Preventing Penalties

The obvious answer is to be responsible for your actions on track and to take any action necessary to avoid contact with other drivers. Yes this may seem like it will hurt your position in the race, but penalties will hurt you more.

It is still up to each driver to let the other back by if suspect there was too much contact (within a lap of the pass). Let bys should be made in a way that doesn't cause more incidents and an obvious signal, such as a point by, should be given to the driver behind them to do so.

Do not take advantage of other drivers' good sportsmanship. If two drivers are driving recklessly and give you an opportunity to pass them then go for it. If contact is made and one driver is letting another back by do not take advantage of the situation. A driver from the same class (3rd party) cannot gain position when someone is letting a driver by.

3.24 Protests

Penalties will be assessed as the race director sees fit, and any protest should be filed in writing to the race director by the nights end. Results are not official until they're posted on the website, and/or on the board at Sykart on Wednesday. This is to give ample time to look over any protests or video (if applicable).

If a driver is unhappy with something that happened during the race, or a decision made by the Race director during the race, a protest may be made. Protests may only be made by the driver(s) involved, and must be turned in by the end of the race night. Protests made by anyone other than the involved drivers, or that does not include all of required information, will not be accepted.

Protests must include the following: Drivers name (protestor), what race incident happened, which class driver runs in, place of incident (turn #, or part of track), all drivers involved in the incident and what classes they run in and what ruling was made (if applicable).

If you have any questions about the upcoming fall season, please contact the John Meredith at Sykart at 503-684-5060. Also, you can email him at SykartPortland@verizon.net. Or you can visit www.sykartracing.com for all the up-to-date information on racing at Sykart.