



Where: Charlotte, NC

When: May 30-31, 2010

Race Start Time: 10:00am Sunday, May 30

Team Cost: \$1,800

Deposit: \$900 due with registration

Karts

Chassis: Sodi RX7 with adj. seats, adj. pedals & ballast box

Engine: Honda 270cc

Race:

A 24 hour race starting at 10am and ending at 10am.

Drivers Meeting:

The pre-race drivers meeting will be held at 8:15am Sunday, May 30. Race procedures, flags, pit procedures will be discussed and all questions will be answered. Attendance is mandatory (unless pre approved by race director) for all team members. Each team will draw for their qualifying and race starting kart at the end of this meeting.

Qualifying:

There will be one 5 minute qualifying session at 9:00am on May 30. Starting positions will be determined by the single fastest lap time from each team. The team scoring the fastest time will start from pole-position with other teams being sequentially ordered.

SCHEDULE

Friday, May 28

11am – 12am Open to public (\$80.00 all day pass for registered entrants)

Saturday, May 29

11am – 9pm Open to public (\$80.00 all day pass for registered entrants)
9pm - Complete pre-race kart prep. Checklist

Sunday, May 30

7:30am Breakfast
8:15am Driver Meeting
9:00am Qualifying
10:00 am Race Begins
12:00pm Lunch
1:00pm Indianapolis 500 in HD
6:00pm Dinner
6:00pm Coca Cola 600 in HD

Monday, May 31

7:30am Breakfast
10:00am Checkered Flag!
10:20am Awards Ceremony

Race Rules

Team Size:

Each team will consist of a minimum of 4 and a maximum of 8 drivers. Drivers may sign up as a team or individually and be placed on a team with other singles depending on entries.

Kart Allocation:

Karts will be randomly assigned by draw at the drivers meeting. This will be your kart for the qualifying and the start of the race.

Kart Service:

All maintenance and repair work is the exclusive responsibility of Victory Lane Indoor Karting (VLK). All karts will start with fresh components, including but not limited to tires, throttle cables and belts. Any kart alterations by anyone other than VLK personnel, including changes to tire pressures, will result in a team's immediate disqualification.

Race Start & Finish:

A "LeMans" start will be used. Karts will be gridded at a 45 degree angle with engine running. The first driver for each team will line up at a designated spot, in full race gear. The green flag will be displayed to signal the start and drivers will sprint to their waiting kart.

Red flags will not stop the clock. The clock starts at the drop of the green flag and runs for 24 continuous hours. The clock may be stopped at Race Directors discretion only.

A checkered flag will indicate the finish.

Driving Stints and Driver Changes:

Pit lane will be open during the entire race with the exception that a team cannot come down pit road to do a driver change or kart change under full course yellow or red flag conditions.

A driver can drive for up to 90 minutes in a stint before having to make a pit stop. Double stints are allowed.

The penalty for exceeding the 90 minute stint will be a one lap penalty for every two minutes exceeding the 90 minute stint time (i.e. 92-93.59 minutes = 1 lap penalty, 94-95.59 minutes = 2 lap penalty).

- Minimum drive time for any one driver on the team is 2 hours over the course of the race.
- Maximum drive time for any one driver on the team is 10 hours over the course of the race.

The penalty for exceeding the total drive time of ten hours per driver or not meeting the minimum two hours per driver will be one lap for each 2 minutes outside the limits.

Driver stints and weight will be monitored and recorded on a spreadsheet for each team by the pit lane official. Exceptions for driver total drive time due to illness or injury must be cleared with race officials. Regulation of pit speed, driver change area and fuel stop/kart exchange area will be defined in the Drivers Meeting.

Fuel Stop/Kart Exchange:

Fuel Stops are done by Kart Exchange. Kart exchanges are not considered pit stops. There is no limit to kart exchanges.

The team will notify pit personnel of the intent to change karts and then draw a one or two from a hat. Two karts will be ready for the exchange (“kart 1” & “kart 2”). After drawing a kart, one team member may assist in prepping the kart with seat & pedal adjustment. The track official will then signal their driver in for the kart exchange. The driver making the exchange will drive into the exchange lane, exit the kart taking all race gear and ballast with them, walk to the front of the exchange lane to the new kart and secure the seat belt before re-entering the track. A fuel stop/kart exchange is not a driver change and does not count as a pit stop. The karts will run approximately 3 hours on a full tank of fuel. You are responsible for monitoring your fuel level! If a kart runs out of fuel on track the driver must pull to the side and wait for a track official to use a push kart to push the kart and driver to the fuel stop/kart exchange lane. The race will continue under caution.

Kart Breakdown:

In the event of a kart breakdown, driver must stay in kart and track official will bring a new kart to that individual. If the staff finds the kart has no substantive mechanical issue, that team will be penalized with a 30 second stop & go penalty.

Minimum Weight for Driver/Team:

Driver minimum weight will be 185 lbs with a 2 pound tolerance (i.e. penalties occur under 183.0 lbs.). Upon exiting the kart from a stint driver will arrive at scale with all race gear from kart including ballast. Each pound under the minimum weight tolerance will result in a one lap penalty. Approximately 50 lbs. of ballast will be provided per team by VLK, however it is advisable to bring some ballast especially if you are particular about the exact fit when placing sheet ballast in the seat or other ballast on your body. Any driver weighing <135 will carry 50 lbs. of ballast. If a team’s drivers are all <135 the ballast may remain in the kart for the entering driver and it will not be needed at driver weigh-in and a team member may help transfer weight at fuel stop/kart exchanges. All driver provided ballast must be able to be worn or secured under the driver in a safe manner.

Penalties & Driver Safety:

Penalties may be issued to teams during the course of the event and each team will be notified in a timely manner of the nature, reason and amount of each penalty. Penalties may be issued for on track, off track or hot pit violations.

The Race Director may deem a driver unfit to participate, at that time a substitute driver may be designated by the team manager and approved by the Race Director. All team members must remain in compliance with all rules and regulations for the entire duration of the event. Those failing to comply are subject to penalty.

***Please understand that some rule changes may be required before the race. The drivers meeting will clarify rules and lay out in more detail everything needed to know.**