

ROOKIE SERIES

2018 Rules and Regulations



2018 CANADIAN MINI INDY.COM Racing Series

2633 Upper James St.
HAMILTON ON L0R 1W0

Tel: 905-679-2122 Ext 2 Fax: 905-679-2200

Email: info@cameronmotorsports.com website: www.CanadianMiniIndy.com

1.	Introduction to Our Club	3
2.	Spirit and Intent	3
3.	Disclaimer	3
4.	Membership Responsibilities and Requirements	4
5.	Club Membership and Pit Pass Fees	5
6.	Cancellation Policy	6
7.	Class Structure, General Qualifying and Racing Rules	7
8.	Seasonal Points and Awards	10
9.	Official Flags	12
10.	Race Officials	13
11.	ANNUAL PARENTAL WAIVER	14

1 INTRODUCTION TO THE 2018 CANADIAN MINI INDY

Contact Information:

Head Office & Series Race Track



2633 Upper James St.
HAMILTON, ONTARIO
L0R 1W0

Telephone: 905-679-2122 Ext 2

Fax: 905-679-2200

Email: info@cameronmotorsports.com

Website: www.CanadianMiniIndy.com

The club is the **Canadian Mini Indy (CMI)**. CMI is the administrator of all track and club activities with the understanding that **ASN Canada FIA** is the sanctioning and governing body of the sport in Canada.

The **Canadian Mini Indy (CMI)** was founded in 1994 and today is the largest racing program in North America, with a membership of over 1200 active participants. The Mini-Indy membership is comprised of Rookie Drivers (beginners) of all ages.

CMI welcomes new members year round, promoting its introductory Rookie Classes where everything is provided from the helmet to the high performance racing kart. Participants compete in Italian CRG high performance racing kart. The Rookie Class is a great way for racing enthusiasts to get involved in a racing series with little to no experience and where everything is provided in a safe and organized environment.

CMI will make every effort to provide a friendly professional atmosphere and is dedicated to keeping the cost at an affordable level by enforcing the rules and regulations as written.

2 SPIRIT AND INTENT

No pretense is made of having designed a foolproof set of rules and regulations. Karting is a sport designed for the fun and enjoyment for the whole family. There have been attempts to test the rules by deviating from this purpose, for which the basic sport is intended. The spirit and intent of the rules are going to be the standard by which karting will be guided.

3 DISCLAIMERS

The rules and regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for all racing and practice events. By participating in these events all members are deemed to have complied with these rules. No expressed or implied Warranty of safety shall result from the publication or compliance with these rules and/or regulations. These rules can be modified without notice.

These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against any injury, serious injury, death or otherwise to participants, spectators or others.

4 MEMBERSHIP RESPONSIBILITIES AND REQUIREMENTS

4.1 MEMBERSHIP

It must be understood that membership is granted as a privilege to members that participate within the rules set forth in this Rules and Regulations package. All participants must be members in good standing with CMI. It is the responsibility of members to have knowledge and awareness of all rules and regulations set forth herein.

Members of CMI are eligible to participate in CMI events. They can bring non-members who will be allowed to race providing that they will be governed by these rules and regulations and they pay the appropriate pit-pass.

4.2 GOOD FAITH

Members must promote in good faith CMI, and the sport of karting, with the aim of increasing club membership, sponsorship, spectator numbers, positive public interest, support and awareness.

4.3 YEARLY MEMBERSHIP

The membership year runs from January 2018 to December 2018.

4.4 TRACK REGISTRATION

All participants must report directly to registration upon arrival at the track to register and pay all associated track fees before using the track.

4.4 RELEASE AND WAIVER

All participants of CMI events must complete the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement (by reading, signing and dating) before being allowed to use the track.

By signing and dating the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement all participants fully understand the risks involved and fully accept all conditions.

4.5 MEMBERSHIP AND LICENCING PHOTO CARD

All members will be issued a CMI Membership and Licensing Photo Card for \$10.00 as part of their membership requirements. This Card must be shown at registration and will indicate the member's racing class and license. Replacement cards will be reissued at a cost of \$5.00.

4.6 CONDUCT

All members shall conduct themselves in an orderly manner. Physical violence or abuse of, or by, any individual, official, member, spectator, etc. will subject the offender to immediate ejection from the event site, disqualification from the event results and possible suspension of membership.

4.7 VERBAL ABUSE

Verbal abuse or threats directed at, or by any individual (official, participant, etc.) will subject the offender to immediate ejection from the event site, disqualification from the event and the infraction noted for a first offense. For a second offense the member may face a suspension. For a third offense membership may be revoked for a period of 1 year.

4.8 PROHIBITED SUBSTANCES

All members entering the restricted areas shall be sober and not under the influence of any substance that could impair their ability to participate in a safe and orderly manner. It is the responsibility of the member to withdraw from competition if they are taking medication that may display side effects capable of impairing one's ability to compete safely.

If, in the judgment of the officials in charge, an individual is under the influence of alcohol or any controlled/uncontrolled substance during the period of an event, that individual may be ejected from the restricted area and/or event site immediately.

4.9 SAFETY

Members must participate in a safe and competitive manner with the understanding and attitude of safety first - racing second.

4.10 GOOD HEALTH

It is the responsibility of all participants to be in good health, both physically and mentally, as to not hinder the safety of other competitors.

4.11 SPONSORSHIP AND/OR ADVERTISEMENTS

CMI and the racetrack facilities that host CMI events have the right to stipulate and refuse and/or demand removal of vehicle, trailer, helmet, clothing, etc. sponsorship and/or advertisements they deem inappropriate or offensive.

4.12 SELLING AND/OR SOLICITING

No person(s) is permitted to sell or solicit on properties that hold CMI events without prior approval from CMI.

No person is to use club documentation and/or information to sell or solicit to members without CMI's approval.

4.13 PAYMENT SERVICES

All fees must be paid with cash, Debit, Visa and/or Master Card. No cheques will be accepted unless approved by CMI.

5 CLUB MEMBERSHIP, PIT PASS FEES AND RACING CLASSES

Yearly Club Membership :(Plus Applicable Taxes)

Canadian Mini Indy Rookie Series Membership \$99.99

Daily Racing Pit Pass Fees: (Plus Applicable Taxes)

Canadian Mini Indy Rookie Series Event \$ 55.00
-2 Practice Sessions, 2 heat races and 1 feature race (Approximately 2.5 hours)

Daily Practice Pit Pass Fees: (Plus Applicable Taxes)

Canadian Mini Indy Rookie Series Member \$ 1.00 per lap
- \$1.00 per lap when purchasing 50 or more laps

Canadian Mini Indy Rookie Series Member
-\$2.00 per lap when purchasing less than 50 Laps

\$ 2.00 per lap

2018 CANADIAN MINI INDY Rookie Class Structure (Arrive and Drive Series - Kart Provided)				
4 Cycle Class Requirements				
Class & Age	License	Engine	Spec Tire	Weight
Rookie JR Lite, Medium 8 – 12	RS5	7HP	Slick Rain and Dry	Average Weight
Rookie JR Heavy 12-15	RS4	9HP	Slick Rain and Dry	Average Weight 120LB+
Rookie Senior 15+	RS3	9HP	Slick Rain and Dry	Average Weight

5.1 Entry fees will be adjusted as required for all special events.

5.2 Membership fees and/or pit pass fees will **NOT** be refunded for any reason once paid.

6 CANCELLATION POLICY

6.2 CMI members must cancel dates on the 2018 Racing Schedule they will not be attending, 24 hours prior to any schedule date missed or lose one (1) pit pass fee each time no cancellation is made – to a maximum of two (2) pit pass fees.

6.3 CMI members can make up Regular Season races missed by coming out on a different schedule to race. Make Up races must be completed on or before the end of September 2018. To make up a missed event just show up at registration on another schedule and let them know your completing a make-up.

6.4 CMI members missing a Semi-Final event must make up that event during the 2018 Semi-Final events.

6.5 CMI members unable to attend a scheduled date must cancel via email no later than 24 hours prior to the scheduled event at info@CanadianMiniIndy.com. Please clearly identify your name, schedule number and date you will be missing and an automatic reply email will be returned to your email address used to cancel immediately with a reference number. Please do not call the track to cancel an event.

6.6 CMI members not completing the season will forfeit their (2) pit pass fees on file. The Season is recognized as the Regular Season, Semi-Finals and Championship.

Sporting Rules

The supplementary Sporting rules herein are an integral part of this rule book and pertain to racing on all Canadian Mini Indy schedules and at all Canadian Mini Indy events.

7 GENERAL STARTING LINE UP, QUALIFYING AND RACING RULES

7.1 REGISTRATION

Drivers must register and sign the insurance waiver in person before they will be allowed into the grid area for practice or racing. Minors must sign the waiver with a parent or guardian. Failure to register before entering the track or restricted areas will result in a penalty of last place starting position for all races that day.

7.2 RAIN OR SHINE

Racing will be scheduled rain or shine.

7.3 STARTING GRID

Option 1 - Qualifying with transponders will determine the starting position in the race. The best time in qualifying will start on the pole.

Option 2 – 2 Heat will determine the starting positions in the feature race.

7.4 DRIVER APPAREL

CMI members are required to wear clothing that is consistent with the activity. Apparel specifically designed for kart racing is ideal. Members must also wear full length pants such as jeans or cargo pants, socks and sports (running) shoes, full-fingered gloves and a thick lined jacket such as a jean or leather jacket. No track pants or ripped clothing will be tolerated. Shoes, socks and full-finger gloves must be worn during all driving activities (**NO EXPOSED SKIN**). If hair extends beneath the helmet level, it is mandatory that participants wear a balaclava or head sock. Shoelaces must be tied tightly and tucked in or taped so that they cannot come loose or bounce around. High top shoes are recommended.

7.5 QUALIFYING

Extreme caution must be exercised during qualifying with no wheel-to-wheel racing. Slower karts will have the right of way. During qualifying karts will only pass on the inside.

7.6 DRIVERS MEETING

A driver's meeting will be held on race day. The Race Director may establish special conditions and/or regulations at that time. All drivers must attend or they may be penalized. Parents/Guardians of minors must also attend.

7.7 PIT AREA

The pit area is a restricted area of the track and is under complete control of assigned officials. Only drivers being called onto the grid by officials may enter that area.

7.8 ACCESS TO RESTRICTED AREAS

Persons entering the grid and/or restricted areas must comply with all insurance regulations and registration procedures. Failure to do so or entrance by fraud, deceit, or passage into the area except by designated gates will subject the individual to immediate removal from the restricted area and possible suspension of membership privileges.

7.9 GRID

When you are called to the grid you are under the Grid Marshall's control. It is your responsibility to check the board for your starting position and line up accordingly. Each class will enter the track upon being instructed to do so by the Grid Marshal. Drivers will exit the grid and enter the track in their starting position order. If a driver breaks down on the grid, a new kart will be supplied and the driver must join and start at the back of the field. Drivers must be on the racing circuit prior to the green flag being displayed or they will not be allowed to participate in that heat.

7.10 HOT LAPS

All classes will complete one warm up lap, in single file and per grid order – NO PASSING. The warm up lap will be run under full track yellow. Drivers breaking down, spinning out, involved in an incident or passing during the warm up lap may be placed at the back for that race if they are able to continue. Towards the end of the warm up lap, karts will slow down and be directed by corner marshals to accelerate and get ready to take the green flag which signifies the start of the race.

7.11 PACE LAP & OFFICIAL START

Once your class has started the warm up lap you are under control of the Start/Finish Marshal. The Start/Finish Marshal is responsible for ensuring safe and fair starts and relaying information to the racers through the use of the various flags. No one is to approach this Marshal during racing unless summoned for a consultation.

7.12 WARM UP LAP

It is the responsibility of the front kart to follow the Marshals' instruction during the warm up lap. No one may pass on the warm up lap. No tire scrubbing, any kart found weaving or scrubbing tires during the pace lap may be put to the back of the field or disqualified from the race.

7.13 DESIGNATED FIRST PASSING ZONE

After the green flag has been waved, participants may not pull out of line, change lanes or pass until the designated first passing zone is reached. Typically this first passing zone will be in or before corner 1 and will be indicated by the position of a pylon. The race director will provide this information during the driver's meeting.

7.14 RESTARTS

If a kart spins or an incident occurs, the race director may call for full course yellow flags. At the discretion of the Race Director anyone causing and/or involved in an accident may be placed at the back for the restart or disqualified from the race.

If a race is restarted because of an accident or blocked track, drivers involved may be directed to the pit area or to rejoin at the last position. Racing will begin again when drivers are instructed to accelerate and the Start/Finish marshal displays green flag. The same rule applies in regard to passing; no passing before the designated passing cone on the track.

7.15 PASSING

Karts may pass on the inside during qualifying and on the right or left during racing. Caution must be exercised when overtaking another kart. It is the responsibility of the overtaking kart to pass in a safe fashion. There must be no contact made on a passing maneuver in the corners or on the straightaway. Contact may result in a penalty.

All karts must be alert to overtaking traffic and maintain a constant path on the track. Karts entering a corner together have equal rights to the corner. Anytime your rear wheels are broken (passed) by another karts front wheels, you must give the other driver room to race. If contact is made, you may be penalized or disqualified from the session or race. Should contact be made when overtaking, it could be judged by race officials that both drivers were not being good sportsmen and both could be disqualified from the session or race and penalized. The Race Director may designate certain portions of the track as NO PASSING zones.

7.16 RED FLAG ACCIDENTS

A race will be red flagged if a kart goes upside down (flips) or at the discretion of the Race Director. If a red flag situation occurs, drivers must stop racing immediately, slow down and proceed in single file and at very slow speed to the start/finish line. Drivers may be instructed to stop on the track at any time and must obey instructions from race officials and marshals at all time.

7.17 LAPPED KARTS

Participants about to be lapped by faster competitors are responsible for being aware of the approaching faster karts and must yield the racing line until the faster karts have passed. Lapped karts will observe the blue flag and yield to leaders or subject themselves to a disqualification.

7.18 RACE COMPLETE

A race will be considered complete when all laps have been completed or at the discretion of the Race Director. Once the pole position member has taken the green flag for the first time all full yellow laps will count as one completed lap.

7.19 EXITING TRACK

Once the checkered flag has ended your race, you must continue around the entire track in the proper finishing order. The winning kart will not be allowed to complete one additional victory lap with the checkered flag.

7.20 COURSE MARKINGS

Pylons or other markings designed and placed by race officials must be observed. If in the opinion of the Race Director, a participant is intentionally ignoring course markings, the participant may be subject to disqualification from that race.

7.21 SPORTSMAN-LIKE DRIVING

The spirit and intent of sportsman like racing competition is to proceed on the track without touching or endangering the karts of fellow participants. Also give racing room. Inadvertent contact is a reality of racing; however, if in the judgment of the race officials, a participant is bumping, crowding, chopping, blocking, or pushing other participants, that participant may be penalized.

7.22 DIRECTION OF TRAVEL

It is mandatory that all competitors strictly observe the direction of travel around a track. Failure to do so, by driving or pushing a kart opposite to normal direction of track, unless specifically directed by a race official, may subject the participant to disqualification and/or suspension.

7.23 STOPPING ON COURSE

If for any reason a competitor is forced to stop on or near the course during practice, qualifying or racing, it is the responsibility of the competitor to assist in removal of the kart to a safety zone as quickly as possible. If a competitor is forced to stop on the racing surface during practice, qualifying or racing, the competitor must raise one hand as they slow down and raise both hands when stationary, to signal approaching competitors that they are stopped.

7.24 RE-ENTRY TO COURSE

When a competitor leaves the course other than to a designated pit lane during the practice, qualifying or racing, they will re-enter the racing surface at a point as far from the racing "line" as possible. They may not enter at another point on the course that will provide them any time or distance advantage. . Any kart that has entered the pit after the green flag has been displayed will be DQ and will not be allowed back into the race. Drivers must abide by the directions of the officials in charge.

7.25 SLOWING ON COURSE

When a kart slows from racing speed on course, the driver must signal such to approaching competitors by raising a hand high enough to be clearly visible from behind. This requirement includes raising a hand when slowing to enter at the pit entrance during an event or a full course yellow.

7.26 DRIVER OF RECORD

To be considered the driver of record for an event, a competitor must qualify their kart (if applicable) and/or complete at least 1 lap of an event. There are no driver substitutions or relief drivers allowed.

7.27 DISCUSSION WITH THE RACE DIRECTOR

Discussion with the Race Director - means the verbal exchange of ideas. Race Directors are more than willing to listen to anyone's point of view when it is discussed in a mature civilized manner. This means no cursing, screaming, threatening, or physical actions. Any of these actions will be subject to loss of points and/or suspension.

7.28 NOT COMPLYING

Any member not complying with the above guidelines may be disqualified and subject to further disciplinary action.

8 QUALIFYING, SEASONAL CHAMPIONSHIP POINTS AND AWARDS

8.1 Only members are entitled to accumulate seasonal championship points and monthly awards.

8.2 RACE DAY EVENT

All events will consist of qualifying (encompassing all classes with only 1 class on the track at any time unless otherwise instructed by CMI and only when both classes being combined are similar), plus one feature race. Race distance is to be determined by race officials.

8.3 DNS AND/OR DNF

Any driver scheduled to compete will receive points for that day. Failure to take the green flag will result in last place finish for that race.

8.4 DISQUALIFICATION (DQ) BLACK FLAG

Any driver receiving a black flag during practice, qualifying or racing may be penalized.

8.5 Year Point Structure.

REGULAR SEASON – Regular Points structure

SEMI FINALS – Are points X2

CHAMPIONSHIPS – Points X4

Driver's worse 2 point days are dropped for the total tally.

8.6 The Canadian Mini Indy **Seasonal Championship Points**

Canadian Mini Indy – Race day seasonal championship points:

Heat Points – Qual Points		Regular Season	
Finish	Points	Finish	Points
1	1	1	40
2	2	2	36
3	3	3	32
4	4	4	28
5	5	5	24
6	6	6	20
7	7	7	18
8	8	8	16
9	9	9	14
10	10	10	12
11	11	11	10
12	12	12	8
13	13	13	6
14	14	14	4
15 +	15	15 +	2

Semi Final Points		Championships Points	
Finish	Points	Finish	Points
1	80	1	160
2	72	2	144
3	64	3	128
4	54	4	108
5	48	5	96
6	40	6	80
7	36	7	72
8	32	8	64
9	28	9	56
10	24	10	48
11	20	11	40
12	16	12	32
13	12	13	24
14	8	14	16
15 +	4	15 +	8

8.7 CMI DAILY AWARDS

The top 3 finishers in each division will receive a medal to recognize their accomplishments every race date.

8.8 CHAMPIONSHIP TIES

In the event of a tie in yearend Seasonal Championship Points, both drivers will be recognized with that placement. CMI does not break ties in the Championship.

8.9 YEAR END AWARDS

The Year End Awards Banquet will be on a date to be determined. At the Awards Banquet trophies and awards are handed out to all participants in attendance at the Banquet.

In addition to the Championship Awards CMI recognizes outstanding members which will include Rookie of the Year Awards, Sportsman of the Year Awards and Special Achievement Award will be presented to the best overall members of CMI.

To receive your award(s) you **must be present at the Awards Banquet** and have participated in more than 75% of scheduled events. Members not purchasing a Banquet Ticket will not be eligible for any Awards (No Exceptions).

If you are not able to attend the Banquet and you purchase a Banquet ticket your Award may be picked at the track following the Banquet.

9 OFFICIAL FLAGS

9.1 GREEN

(Start Race or Track Clear for qualifying) Used to start the race, or qualifying sessions.

9.2 YELLOW

(Slow Pace and Hold Position, Full Course Yellow) Slow down, use caution, and hold your position, no passing. The moment you see a yellow, stop racing. Do not slam on the brakes, but continue around the course at medium speed and stay in your position (no passing) until the start/finish marshal indicates otherwise. Yellow laps count as completed laps. Any driver scrubbing tires while under full yellow will be placed at the back.

9.3 RED

Drivers must stop racing immediately, slow down and proceed in single file and at very slow speed to the start/finish line. Drivers may be instructed to stop on the track at any time and must obey instructions from race officials and marshals at all time.

9.4 BLACK

(Driver Disqualification) The Black Flag means that you have been disqualified for a driving problem and must exit the track. Do not question this flag. Usually there have been several radio conversations, between club officials regarding your driving. After the race is over, and you do not understand the reason, please see an official who will explain why you received the black flag. Club rules will apply for any penalties to be assessed for the offense.

9.5 BLACK-ROLLED

(Driver Warning) If you see a rolled black flag pointing at you; this is a warning that your driving technique is bordering on disqualification and that you're driving is being questioned by officials. If you continue to drive wildly/erratically, it will likely escalate to a full black.

9.6 MEATBALL

(Driver Disqualification) The Meatball Flag means that you have been disqualified for a mechanical reason. Usually there have been several radio conversations between officials regarding the mechanical condition of your kart. After the race is over an official will explain why you received the meatball flag.

9.7 BLUE

(Being lapped) this is a signal that you are about to be lapped or passed by a faster kart, or karts. It is your responsibility to make room for the karts that are passing or lapping you. Clear a lane and signal/point to which side the lapping karts must pass.

9.8 WHITE

(Last Lap) means you are on the last lap. One lap to go until end of race.

9.9 CHECKERED

(Race Over) this means that the race or qualifying session is over. Slow down and continue to the track exit.

10 RACE OFFICIALS

10.1 RACE DIRECTOR

The Race Director is the official in charge of all activities while karts are on the track. In the event that a Race Director is not present at the track, the Start/Finish marshal will assume the duties of the Race Director.

10.2 GRID MARSHAL

The Grid Marshal is the official in charge of the pit and grid areas, including all competitors and other officials in these areas.

10.3 START/FINISH MARSHAL

The official in charge of making flag signals to drivers via contact with the Race Director.

10.4 CHIEF SCORER

The Chief Scorer is the official in charge of scoring.

10.5 CORNER MARSHALS

The officials posted around the course to assist the Race Director in safe and orderly conduct of the event.