

ARRIVE AND DRIVE ROOKIE RACING SERIES

Rules and Regulations



2021 CANADIAN *MINI INDY.COM* Racing Series

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1 INTRODUCTION TO THE 2021 CANADIAN MINI INDY

Contact Information:

Head Office & Series Race Track



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The club is the **Canadian Mini Indy (CMI)**. CMI is the administrator of all track and club activities.

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 BirelART 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 CMI 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.

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 2021 to December 2021.

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 facility 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 \$109.95

Daily Racing Pit Pass Fees: (Plus Applicable Taxes)

Canadian Mini Indy Rookie Series Event \$ 61.95
-2 Practice Sessions, 2 heat races and 1 feature race (Approximately 2.5 hours)

Daily Practice Pit Pass Fees: (Plus Applicable Taxes)

Daily Practice Sessions Times are available in the "Week at a Glance" emails and booked in the CMI online Portal.

2021 CANADIAN MINI INDY Rookie Class Structure

(Arrive and Drive Series - Kart Provided)				
Classes	KART	ENGINE	TIRES	WEIGHT
AAD JR LITE 8YRO to 12YRO	BIRELART C28	HONDA GX160	RACING SLICKS	Less than 80LB
AAD JR MED 8YRO to 15YRO	BIRELART C28	HONDA GX160	RACING SLICKS	81LB to 104LB
AAD JR HEAVY 8YRO to 15YRO	BIRELART N35	HONDA GX270	RACING SLICKS	105LB Plus
AAD SR LITE 15YRO +	BIRELART N35	HONDA GX270	RACING SLICKS	Less than 159LB
AAD SR MED 15YRO +	BIRELART N35	HONDA GX270	RACING SLICKS	160LB to 199LB
AAD SR HEAVY 15YRO +	BIRELART N35	HONDA GX270	RACING SLICKS	200LB to 225LB
AAD SR HEAVY PLUS 15YRO +	BIRELART N35	HONDA GX270	RACING SLICKS	226LB Plus

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 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 start of the first Semi Final Date. To make up a missed event just show up at registration on another schedule and let them know your completing a make-up.

6.3 CMI members missing a Semi-Final event must make up that event during the 2021 Semi-Final events.

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. All drivers upon sign in will receive a wristband to confirm their registration. Both, Minors and Guardians must be present upon sign in. If a minor is not present they will be penalized at the race directors discretion. If the guardian is

not present at sign in the Minor will not be permitted on the racetrack. 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 DRIVER TRAINING AND OREINTATION

ALL CMI Members are required to complete an annual Driver Orientation prior to the Drivers first Race of the Season.

7.3 RAIN OR SHINE

Racing will be scheduled rain or shine. **The race director may cancel or postpone the event on the decision of safety.**

7.4 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 using a reverse grid format.

7.5 DRIVER APPAREL

CMI members are required to wear clothing that is consistent with the activity. Apparel specifically designed for racing is required. 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.

CMI Members are required to complete the “Ontario ‘Arrive and Drive Karting Program’ Driver Protection Self Declaration prior to each race event.”

7.6 QUALIFYING AND PRACTICE

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

7.7 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.

7.8 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. Non-drivers entering the grid without permission from an official will cause a penalty for the driver they are representing.

7.9 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.

7.10 GRID

When members are called to the grid they are under the Grid Marshall's control. It is the responsibility of the member 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.

7.11 WARM UP LAP AND RACE START

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. Driver's should prepare for the Green Flag anytime after the acceleration line.

Once a class has started the warm up lap they 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.

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.

7.12 STANDING START

At the race Directors Discretion – Double file standing starts may be utilized. Drivers are to follow the Start/Finish Marshal out of the pits. The pole sitter will be positioned on the inside of the track with 2nd position to the outside of the Pole Sitter. Upon the Green flag the race has begun. The turn one pylon rule is null and void with standing starts

7.13 15YRO + MECHANICAL FINISHES

The Race Director and the Head Mechanic decide all Mechanical finishes mutually. If a driver's kart is deemed fully in operation the driver will be scored last. During the Championships, mechanics finishes will not be granted.

7.14 DESIGNATED FIRST PASSING ZONE

After the green flag as 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. In the use of Standing Starts (7.11) this rule is Null in Void

7.15 RESTARTS

If a kart spins or an incident occurs, the race director may call for full course yellow flags. Full course yellow flags are signaled with double waiving yellow flags at the starters stand. 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.

7.16 PASSING

Karts may pass 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.

7.17 RED FLAG ACCIDENTS

A race will be red flagged at the discretion of the Race Director. If a red flag situation occurs, drivers must stop racing immediately. Drivers should not abruptly decelerate; drivers should come to a complete stop (approximately) 500 feet after receiving the Red Flag. Drivers may be instructed to stop on the track at any time and must obey instructions from race officials and marshals at all time.

7.18 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.

7.19 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.

7.20 EXITING TRACK

Once the checkered flag has ended your race, you must continue around the entire track in the proper finishing order.

7.21 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.

7.22 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.

7.23 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.

7.24 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.

7.25 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.

7.26 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.

7.27 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.

7.28 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.

7.29 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 Session or 2 Heat race, 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 single multiple point's structure. Driver's worse 2-point days are dropped for the total tally.

Feature Points

1st= 40pts

2nd=36pts

SEMI FINALS

Drivers must complete in two Semi Final Race Days. Each Semi Final Feature race is worth Double Points.

Feature Points

1st= 80pts

2nd=72pts

CHAMPIONSHIPS

Drivers must complete in one of the Championships race Days. The Championship will consist of 6 Feature Races. Each driver will drop their worst result, Each Feature Race is worth Double Points.

Feature 1	Feature 2	Feature 3	Feature 4	Feature 5
1 st = 80pts	1 st = 80pts	1 st = 80pts	1 st = 80pts	1 st = 80pts
2 nd =72pts	2 nd =72pts	2 nd =72pts	2 nd =72pts	2 nd =72pts

8.6 The Canadian Mini Indy Seasonal Championship Points

Canadian Mini Indy – Race day seasonal championship points:

Heat Race Qualifying Points		Regular Season Championship Points	
<u>Finish</u>	<u>Points</u>	<u>Finish</u>	<u>Points</u>
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
12	12
13	13
14	14
15 +	15

11	10
12	8
13	6
14	4
15 +	2

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.

8 OFFICIAL FLAGS



Green

Used by the Starter to start all track sessions and races, and sometimes by corner Marshals to indicate that the track is clear. Some races may be started by using a light system.



Yellow

Any YELLOW flag is a signal of danger of any nature at or beyond the post displaying the flag.

Yellow Motionless

Take care, Danger, Slow down. NO PASSING FROM THE FLAG UNTIL PAST THE EMERGENCY AREA.

Note: A driver may encounter several YELLOW flags before reaching the emergency area. The requirements are the SAME, SLOW DOWN, NO PASSING.

Yellow Waved

Great Danger, Slow Down. Be prepared to stop. NO PASSING FROM THE YELLOW FLAG UNTIL COMPLETELY PAST THE EMERGENCY AREA(S).

Note: AT AN EMERGENCY AREA, THERE MAY BE MULTIPLE KARTS INVOLVED IN AN INCIDENT. IT IS THE DRIVER'S RESPONSIBILITY TO NOT PASS UNTIL FULLY PAST THE END OF THE EMERGENCY AREA(S).

Red Flag at Start/Finish and Red All Posts

Should a decision be made to stop any track session, including a race, because of an accident or an incident, a RED flag will be shown at the Start/Finish line and simultaneously each corner post will display a RED flag.



During a practice session it is the responsibility of all drivers to immediately slow down, no passing is allowed, exercise extreme caution, be prepared to stop if instructed to do so, proceed to the pit lane and STOP.

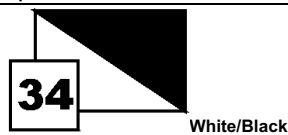
During a qualifying or race session it is the responsibility of all drivers to immediately slow down, stop racing, no passing is allowed, exercise extreme caution, be prepared to stop if instructed to do so, proceed to the start/finish line and STOP.

Karts must stay in single file. If during a qualifying or race session, no work or service shall be performed on any karts until after the track has been re-opened, except under the direction of the Steward(s) or Technical Delegate.

Blue Flag Motionless		Another competitor is following you very CLOSELY or you are being lapped.
Blue Flag Waved	This flag should normally be waved, as an indication to a Driver that they about to be overtaken. The overtaken driver must keep his racing line but making sure he leaves enough space to let the overtaking driver to pass. Failure to obey the BLUE flag may result in the BLACK Flag with kart number being shown and additional penalties may be issued.	



This flag should be waved and is used to indicate last lap of the race. "Final Lap"



Black & White Triangle, with Kart Number or Rolled Up Black Flag Pointed at Competitor. Warns the driver of unsportsmanlike or unsafe conduct and that a penalty may be pending.

NOTE: In the Canadian Mini Indy Kart Number are not displayed



Black Flag, with Kart Number

Informs the driver to complete the current lap and stop for consultation at the pits, or at a location designated by the Steward(s) or Clerk of the Course/Race Director.

A driver who fails to obey this flag after it has been displayed twice will be **Disqualified** from the results and additional penalties may be issued.

NOTE: In the Canadian Mini Indy Kart Number are not displayed

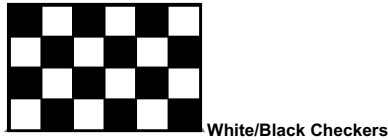
Black Flag with Orange Disk, With Kart Number

Informs the driver of a mechanical problem likely to cause danger and to reduce speed and stop at the pits.

Failure to obey this flag may result in a BLACK flag with kart number being shown, the driver will be **Disqualified** from the results and additional penalties may be issued.



NOTE: In the Canadian Mini Indy Kart Number are not displayed



Checkered This flag must be waved. It signifies the end of a practice session or Flag a race.

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.

