

MB2
RACEWAY

TUESDAY GP



RULEBOOK



MB2 Raceway Tuesday GP Rulebook

1 – Structure

1. – Overview

The Tuesday GP season is comprised of twelve (12) weeks of racing in which each competitor will compete in no less than 3, and no more than 4 rounds of racing per week. There will be a maximum of 20 entries per week.

- A. Round 1 – Qualifier #1: Drivers will compete in a 12 lap, lap time based qualifying race in which the goal is to run the single fastest lap possible. Lineups and groupings for round 1 will be determined at random.
- B. Round 2 – Qualifier #2: Drivers will compete in a second 12 lap, lap time based qualifying race in which the goal is again to run single fastest lap possible. Lineups and groupings for round 2 will be determined based on the results on round 1.
- C. Round 3 – Main Events: Drivers will compete in a 15 lap, position based main event in which the first driver to cross the finish line will be declared the winner. Lineups and groupings for the main events will be determined based on the combined results of rounds 1 and 2.
 - a. B Main – In the event that there are more than twelve (12) drivers entered on any given night, a B Main event will take place. The B Main will consist of all drivers who failed to place in the top 10 of the combined results of rounds 1 and 2. If a B Main is to take place, the winner of that race will transfer into the A Main and will have an opportunity to race for the overall win. If there are twelve (12) or less drivers entered on any given night, all drivers will automatically qualify for the A Main.
 - b. A Main – The A Main will consist of no more than twelve (12) drivers who will be competing for the overall win and subsequent podium positions. If a B Main is to be run, the A Main will consist of the 10 fastest drivers from the combined results of rounds 1 and 2 plus the winner of the B Main, for a total of 11 drivers. If a B Main is not to be run (i.e., there are 12 or less drivers entered), all drivers will automatically qualify for the A Main.
 - c. Inverts – An invert of the field will take place at the start of each A Main event. The number of drivers to be inverted will be determined by a random number pull to be completed by the fastest qualifying driver of the combined results of rounds 1 and 2. The invert will consist of no less than 3, and no more than 8 drivers.

There will be a brief Driver's Meeting held at the start of each night of competition to address any points of interest, and to provide an opportunity for competitors to raise any questions or concerns that they may have.





2. – Points System

Points will be awarded at the conclusion of Round 3's events each week. At the conclusion of the season (after week 12's events) each driver's two (2) worst finishes will be dropped. Final points standings will be determined based on the 10 best finishes of each driver. At that time, the driver who has accrued the most points will be declared the season champion.

Points will be awarded using the following model:

- A. A Main: 1st-50, 2nd-49, 3rd-48, 4th-47, 5th-46, 6th-45, 7th-44, 8th-43, 9th-42, 10th-41, 11th-40, 12th-39*
 - B. B Main*: 1st-39, 2nd-38, 3rd-37, 4th-36, 5th-35, 6th-34, 7th-33, 8th-32, 9th-31, 10th-30
- *- if necessary

Note: If a B Main is to take place, the winner of that race will only collect the points for their finishing position in the subsequent A Main Event. They will not collect points for their finishing position in both main events.

1.2.1 – Bonus Points

Bonus points will be awarded for three different accolades on each night of competition. Items "a" and "b" will only be awarded based on actions that take place during the A Main Event. Item "c" will apply to all racing activity that takes place throughout each night of competition. These accolades are as follows:

- a. Any driver that leads a lap (+1 bonus point)
- b. The driver who leads the most laps (+5 bonus points)
- c. The driver who runs the fastest lap of the entire night (+5 bonus points)

1.2.2 – Posting Points

Points will be updated on a weekly basis and posted on Instagram on the MB2 Raceway page @mb2raceway. *Note: Please do not change your racer name during the Tuesday GP Season to ensure there are no issues with regards to points calculation throughout the season.*

3. – Prizes

Prizes will be awarded to the Season Champion as well as the 2nd and 3rd place finishers in points. Exact prizes will be announced during each individual season, however, prizes *may* include, but are not limited to, MB2 Memberships/Race Credit, Party Packages, Gift Cards to local businesses, etc. Additionally, three superlative awards will be awarded including:

- A: "Hot Shoe" – Awarded to the driver who accumulates the most fast lap bonus points throughout the season





B: “Most Improved” – Awarded to the driver whose average weekly finish increases the most from the first half of the season to the second (Weeks 1-6 vs Weeks 7-12)

C: “Most Consistent” – Awarded to the driver with the most podium finishes throughout the season

Note: Each driver is eligible to win only one superlative award per season. In the event that a driver qualifies for more than one award, said driver shall be awarded the highest value prize of which they are eligible and all remaining awards will be awarded to the next qualifying driver(s) until no overlap is achieved.

2 - Rules

2.1 – Event Rules

2.1.1 – Race Starts

All time based qualifying races will begin with drivers being let onto the track one at a time equally spaced out. Once all drivers have entered the track and the gate has been closed, kart speed will increase and drivers may begin their heats.

All position based main event races will begin with a rolling start. Drivers will be arranged two by two in the appropriate order based on the results of the qualifying races and the random invert draw. The field will be led by the safety kart at low speed for one full pace lap. Halfway through the second pace lap, the safety kart will exit the track. At that time, the leader is responsible for maintaining pace speed until the green flag is displayed.

- A. *Start Zone* – The start zone marks the point on the track where the green flag will be displayed. The start zone extends across the entire width of the track and is 30 feet in length. The green flag may be dropped at any point once the leader enters the start zone.
- B. *Jumped Start* – The leader may not accelerate until the green flag is displayed. If it is determined by track officials that the leader has jumped the start, they will receive a 5 second speed reduction penalty.

2.1.2 – Cautions

A full course caution will only be displayed in the instance of a major threat to safety, or a major part failure. In this instance, the field will be frozen and karts will be stopped until the situation is rectified. Once the track is clear, the field will be put on low speed to ensure all karts are moving and will return to full speed as soon as this is verified.

2.1.3 – Racing Incidents

Incidents that occur as a result of the nature of racing will not be considered grounds for a full course caution. In the instance of these incidents (spin outs, contact with walls, etc.) drivers are expected to correct themselves as quickly as possible to maintain the safety of the racetrack. If it is determined that a driver who has been involved in a minor incident has intentionally neglected to correct themselves in order to bring out a full course caution, that driver will be disqualified and removed from the track. These determinations will be made at the discretion of track officials.





2.1.4 – Track Etiquette

Drivers are responsible for their on-track conduct and will be held accountable in any instance of overly aggressive driving. This includes but is not limited to intentional spin outs, ramming other karts, intentionally running other drivers into the wall, intentionally hitting walls, and overly aggressive blocking that results in contact. Drivers will be issued one warning for any of these actions. If a driver has to be warned a second time, they will be disqualified from that night's event and removed from the track. If a driver is disqualified 2 times in any one season, they will be disqualified from the remainder of the season and will not be allowed to compete in any remaining events of that season. MB2 encourages all drivers to race hard and have fun while competing, however, actions such as those mentioned above are detrimental to the overall quality of the Grand Prix and the enjoyment of the competitors and will not be tolerated.

2.1.5 – Tardiness

If drivers miss their scheduled races they will forfeit their ability to race in that round of competition. No make-up races will be scheduled. Qualifying races will begin promptly at 7:30PM and will not be delayed due to competitors running late.

2.1.6 – DNS & DNF

If a driver is not in their assigned kart when the heat starts or does not finish a race, they will be designated DNS for 'Did Not Start' or DNF for 'Did Not Finish'. These drivers will receive last place points in their respective heats.

2.1.7 – Use of Radios/Communication Devices

The use of radios or other communication devices are not permitted during racing. This is an individual contest and the use of "spotters" will not be permitted. Use of headphones is also not permitted as drivers must be able to hear track officials if they are attempting to communicate with them.

2.2 – Kart Selection

2.2.1 – Random Qualifying Karts

Karts will be drawn at random before Qualifying (Rounds 1 & 2) using a random number generator (LuckyNumber app or equivalent). This process is completed by the Track Officials.

2.2.2 – Main Event Karts

During Main Event Races Kart #'s will be assigned directly down the row, beginning with the number that the RNG app selects to cut the field. This will be done immediately *after* the number for the invert is determined. If the number 9 were selected, 1st place would be assigned to the 9th kart in line, 2nd to the 10th kart, 3rd to the 1st kart, 4th to the 2nd kart, etc, etc. Positions will be sorted out on track prior to the rolling start.





2.2.3 – Kart Swaps

Drivers are not permitted to select their own karts or swap karts with another competitor. Kart swaps will be initiated by track officials only in the instance of a major mechanical problem with an assigned kart. *A kart performing at a slightly lower level than another is not grounds for a kart swap.* MB2 will do everything in their power to ensure that all karts used in the Grand Prix are performing at the highest level possible through regular maintenance and testing, however, there still exists the possibility that some karts will naturally perform better than others. In the interest of fairness of competition, MB2 reserves the right to remove any karts from GP competition if it is determined that they are performing much worse, or much better than the rest of the field.

2.3 – Passing

It is the responsibility of the passing driver to execute passes as cleanly as possible and to leave room for the passed driver to continue the race. If it is determined that a driver has gained a position through the use of an unclean pass (i.e., *intentionally* running another driver into the wall), they will receive a 5 second speed penalty. It will be at track officials' discretion to determine whether or not such actions were intentional. MB2 encourages all drivers to race hard and have fun while competing, however, actions such as those mentioned above are detrimental to the overall quality of the Grand Prix and the enjoyment of the competitors and will not be tolerated.

2.3.1 – Use of the Blue Flag

The blue flag will be used as normal in Qualifying (Rounds 1 &2), however, the use of the 'point by' is strongly encouraged to maintain a constant flow on the racetrack. The blue flag will only be used for lap traffic in Main Event Races (Round 3) to minimize any impact on the leaders of the race.

2.4 – Miscellaneous

2.4.1 – Tiebreaker process regarding qualifying

In the event of a tie in qualifying, drivers' next fastest laps will be compared. If this does not resolve the tie, the drivers' next fastest laps will be compared until ultimately one lap is faster than the other.

2.4.2 – Tiebreaker process regarding Final Standings

Any ties for points in the prize bearing positions will result in the tied drivers competing in a 'Hot Lap' battle. The projector will be turned off and one kart will be chosen. Each driver will have 10 laps in the same kart on a *full charge* to run their best lap. Whichever driver runs the fastest lap will be declared the winner of the tie.

2.4.3 – Rulebook Modification

MB2 Reserves the right to modify, add, or eliminate rules at any point throughout the season, however, in the interest of fairness of competition and to avoid placing any undue burdens on competitors, MB2 will avoid doing so unless deemed absolutely necessary.





3 - Penalties

3.1 – Penalty System

To the best of their ability, MB2 will levy all necessary penalties in the form of speed reduction or disqualification *during* events. Points penalties will only be issued if it is determined after completion of a night of competition that a competitor had gained an unfair advantage through outside manipulation. In this highly unlikely instance, such competitors will be disqualified from that night's competition (0 points) and will receive an additional **25 point** penalty to their overall championship total.

3.1.1 – Use of the Black Flag

The black flag will be used to signal warnings and disqualifications in instances of poor on track conduct (Rule 2.1.4). A waving, solid black flag with a pointed hand will signal a warning. A waving black flag with a white stripe and pointed hand will signal disqualification. In this instance, the race will be stopped, and the disqualified driver will be removed from the track.

3.2 – Examples of Penalties

3.2.1 – Unsportsmanlike Conduct

Any unsportsmanlike conduct towards a competitor or track official will result in a penalty or disqualification. Drivers and spectators are expected to demonstrate mutual respect and good sportsmanship throughout all events. Track officials may elect to remove a driver or spectator in instances of severe misconduct.

3.2.2 – Reckless Driving

No kart may be driven in a manner which is deemed dangerous or reckless to other drivers.

- A. *Abnormal or unwarranted changes in direction*
- B. *Failure to yield for faster karts when time and space is available.*
- C. *Losing control of your kart after taking the checkered flag*
- D. *Letting go of the steering wheel when there is ample room to recover control.*
- E. *Any general disregard of safety while driving.*

3.2.3 – Divebombs

This is when a chasing driver attempts a pass without having established position prior to the turn-in point for the corner. If contact is made in this scenario the fault will always lie on the chasing driver for failing to establish position.

3.2.4 – Turndowns

When a leading kart turns into and initiates contact with a kart that has established position. The leading driver will always be at fault and be penalized for failing to respect the chasing driver's established position.





3.2.5 – Blocking

The act of making erratic or excessive moves to keep a competitor from passing. Drivers may make one defensive move or drive defensively, but cannot make ‘reactionary’ attempts or initiate contact to keep competitors from passing.

3.2.6 – Incident Responsibility

Incident responsibility is determined by track officials. Warnings and/or penalties are not protestable or reviewable.

3.5 – Avoiding Penalties

As the guilty party, if you make an obvious effort to give back track position to a driver you have wronged, you can *usually* avoid a warning/penalty. It is up to track officials to decide whether a warning/penalty is warranted or not.

4 – Protests & Appeals

Warnings, disqualifications, and points penalties are not protestable or appealable. Each of these rulings are made at the discretion of track officials and will only be modified or overturned after thorough review of the incident by the track officials.

5 – Supplementary Rules

5.1 – Addition of Supplementary Rules & Mandates

Track officials may implement additional or supplemental rules at any time for an event or season that minimize burden of operations or increase efficiency.

5.1.1 – Publication of Supplementary Rules

Supplemental rules must be ‘posted’ to all drivers. Drivers Meetings will be used to communicate any and all additions.

