

Carolina Cup Regulations

By Pro Rental America

Current as of: (3/21/2025)

Contents

General

Format.....
..... Page 2

A-Main and B-Main

Procedures.....
Page 3

Junior Main

Procedures.....
..... Page 4

Qualifying and Race

Start.....
Page 5

Passing, Defensive Driving, and

Blocking..... Page 6

Pitstop

Procedure.....
..... Page 7

Penalties.....
..... Page 8

Kart Failure, Race Restarts, Tampering with Equipment and Driver Conduct..... Page 9

Super-Pole

Qualifying.....
..... Page 10

Team

Championship.....
..... Page 11

Flags Displayed During

Event..... Page 12

General Format

Speed Factory requires all drivers to wear a helmet, neck brace, and closed toed shoes at all times while driving on track. Anyone not wearing required gear will be pulled off track.

- All **Pro division drivers** must weigh a minimum of **200 pounds**, and **Junior division drivers** are required to weigh a minimum of **125 pounds** after each race is finished
 - Drivers will be penalized 1 lap from their finishing position for each pound underweight
 - Speed Factory has extra weight available on racks just outside pitlane
 - It is each driver's responsibility to meet the minimum weight. PRA nor Speed Factory is responsible for ensuring drivers meet the minimum weight before each race
 - The **only weight allowed in kart's sidepods will be the painted weight Speed Factory has available**. Any driver who places anything else in the kart's sidepods will be removed from the track and/or disqualified

- If using the community weight Speed Factory has available, please place this weight back on the rack after weighing in after each race
- Each driver is randomly drawn into **four different shootout heat races** for a total of 16 shootout heat races, divided into four rounds
- Each heat is **22 laps or 13 minutes* with a 2-Lap qualifying** and will require each driver to complete **one pitstop**
- The grid order will be set by a **two-lap qualifying session** before the heat
- A **rolling start** will immediately follow after being gridded by officials
- Once the heats have finished, points will be totaled, and **the finals** will occur. Points will be scored based on finishing position. Table below displays the points structure:

POS	Heat	A-Main
1st	20 Pts	40 Pts
2nd	19 Pts	37 Pts
3rd	18 Pts	35 Pts
4th	17 Pts	33 Pts
5th	16 Pts	31 Pts
6th	15 Pts	30 Pts
7th	14 Pts	29 Pts
8th	13 Pts	28 Pts
9th	12 Pts	27 Pts
10th	11 Pts	26 Pts
11th	10 Pts	25 Pts
12th	9 Pts	24 Pts
13th	8 Pts	23 Pts
14th	7 Pts	22 Pts
15th	6 Pts	21 Pts

A-Main and B-Main Procedures

- The **top 50%** in points will move onto the **B-Main** and **A-Main***
- The B-Main is **36 laps or 21.5 minutes* with a 1-Lap qualifying** and will require each driver to complete **one pitstop**
- Kart selection in the B-Main follows the same process as the heats
- The winner of the B-Main will **qualify for the last spot** of the A-Main and advance to the Super-Pole Qualifying
- The normal heat points will be awarded based on B-Main finishing position
- 20 points will be added to every driver's total who advances to the A-Main
- The **A-Main grid order** is set by a **Super-Pole Qualifying**; there will be an in-person briefing for all drivers qualifying for the **A-Main** regarding the details and procedures of the qualifying session
- The **A-Main is 50 laps or 30 minutes*** and will require each driver to **complete two pitstops**, points values are restructured

- There are **no bonus points or rounds that will be dropped in the results**. Every round is scored and added to driver's total points
- **Total points** for all drivers **after the A-Main will be added up to determine the final results**

**Any tied points scenario for transfer into A and B-Mains will have tie-breakers determined in the following order:*

- 1) *Best finish in heat races,*
- 2) *Best qualifying results in heat races*
- 3) *Fastest race lap in heats*

Junior Main Procedures

- **All Junior drivers** will advance to the finals
- Kart selection for the final will follow the same process as the heats
- The Junior final is **33 laps or 20 minutes* with a 1-Lap qualifying** and will require each driver to complete **one pitstop**
- **Points scored in the Junior Main** will follow the same structure as the A-Main
- There are **no bonus points or rounds that will be dropped in the results**. Every round is scored and added to driver's total points
- **Total points** for all drivers **after the Junior Main will be added up to determine the final results**

**Tied point scenarios will follow the same tie-breaking process as the Pro drivers*

Qualifying and Race Start

Qualifying Procedure

- Drivers will draw karts **randomly** before qualifying begins
- The kart you are given for qualifying, is the **same kart** you will drive for **the race**
- You cannot have the same kart **more than once** (You will drive a **minimum of four different** karts) during the four rounds of heats and for drivers progressing to the B-Main
- Kart selection will reset for drivers progressing to the A-Main. **Karts drawn during the heats will not affect kart selection for the A-Main**
- When **qualifying**, you will be **released out of the pits by an official**; you must pass turn one on track before waiting on track during the warm-up lap if you choose to do so
- The green flag will wave to the first kart passing start/finish after the warm up lap. Drivers will have two laps to set their fastest lap to determine the starting order
- **No blue flags** will be displayed at any point during qualifying. It is each driver's responsibility to find space to complete a qualifying lap
- Any driver who is determined by PRA officials to have **intentionally or disruptively impeded another driver during their qualifying** lap will be penalized by starting in last place, or be excluded from competing in the race depending on severity of offense
- The checkered flag will wave to the first kart to complete a second flying lap. The qualifying session will end after all karts on track pass the checkered flag
- An official will be on track to collect all karts to begin gridding karts for the race start based on qualifying order
- After passing the checkered flag and start/finish line, **proceed slowly until reaching the gridding/staging area**. Any driver who continues **dangerously at full speed and risks causing a collision** with other karts and/or officials on track **will be subject to penalty at PRA official's discretion**, including potential disqualification from the round

Race Start Procedure

- The start of the race is a **single-file rolling start**, the leading driver cannot accelerate **until the green flag** is waved and the **rest of the drivers** cannot accelerate **until the leader does**
- No driver should attempt a brake-check, early acceleration, hold the brakes, or any unfair maneuver to create an unfair advantage
- Creating a gap larger than 2 feet between the kart in front or behind is not allowed and braking or intentionally disrupting karts in front or behind is not allowed
- Drivers must complete the **first two corners** on track **before** anyone can attempt a **pass**

Passing, Defensive Driving, & Blocking

- These are the **factors the officials will consider** when determining whether a pass is illegal or clean -
 - **The energy transferred between karts during contact**
 - The relative angle and position of the karts during the initial contact
 - The position on track where the contact is made
 - Whether any driver needs to take excessive avoiding action to prevent a collision
- A **bad pass** will result in a “**Meatball**” flag and you will be required to give the position back within one **lap (until you reach the same place where the flag was given)**. If you fail to meet the yield position within one lap, a black flag will be issued for an additional pitstop
- If a **bad pass occurs on the last lap** in one of the last few corners and a **meatball cannot be issued in time** for the checkered flag, a **time penalty** will be given to place the offending driver **behind** the other; the length of the time penalty is **determined by the severity** of the offense
- If a driver **enters the pitlane** for mandatory pitstop **immediately after completing an illegal pass**, but does not travel beyond officials stationed trackside nor gives officials sufficient time to signal a meatball flag, the driver will be **penalized by receiving a black flag** and must complete an additional pitstop
- PRA defines **defensive driving** as choosing **one line before** your braking zone **while not looking behind excessively, defensive driving is allowed**
- PRA defines excessive blocking as **unpredictably changing between two or more lines** on track to prevent a driver from attempting a pass. Any **late movement from the driver in front which results in contact to prevent the driver behind from setting up a pass** will likely be considered excessive blocking
- PRA does not allow **purposefully** slowing down drivers behind by **using excessive braking on sections of the track that are not typically braking zones** (also known as brake checking), nor altering the following driver’s momentum by using **excessively erratic and unpredictable maneuvers that create a high risk of collision**
- A driver who is blocking excessively will receive a **post-race time penalty** at the discretion of PRA officials based on the severity of offense

Pitstop Procedure

- Each driver must complete **one pitstop** during each race (except for the A-Main)
- The **penalty for not completing a valid pitstop** during a race will be receiving **last place points** unless another valid **pitstop is attempted and completed**
- The pitlane will be **closed for valid stops** between the **first lap and the final lap** of each race. A red light at pit entry will signal when the pitlane is closed. A pitstop will be considered **valid only** if the driver enters the pitlane **after completing their first lap, before starting their final lap**, and performs the pitstop procedure **correctly**
- Pitstops are **only valid if they are timed to 60 seconds total**, and it is up to the driver in the pitlane to time his/her stop correctly to 60 seconds or more
- Upon entering the pit lane, the driver will need to **stop in-between the red tape** lines and wait for the driver's name and **time to appear on a display screen**. The kart's front tires **must stay within the red tape lines** until he or she accelerates to exit pitlane
- Drivers must drive in a **safe and controlled manner** when entering the pitlane. There is no time drivers can potentially gain by driving as fast as possible to the red tape lines
- Drivers **must not stop the kart in a sideways orientation** within the red tape lines. The kart's front and rear bumpers must remain perpendicular to the red tape lines. **Stopping in an uncontrolled, unsafe or sideways manner may result in a black flag**
- Driver's may not abruptly stop upon accelerating beyond the red tape lines and impede another driver exiting the pits behind them. **If a driver impedes any other driver exiting the pitlane**, the offending driver will be shown a black flag by an official and must complete another valid pitstop
- The driver may choose when to leave on his/her own accord, but the pitstop will **ONLY be considered valid** if the driver crosses the timing line on the front-straight after **60 seconds** has passed
- All drivers **must complete the required amount of valid pitstops for each race**. If a pitstop is **not completed correctly**, the driver will be shown a **black flag** on track, and the driver must **attempt another valid pitstop to avoid a penalty**
- When **exiting the pits** during a race, the **driver who is already on the track does not have to yield** to the driver exiting the pitlane. Just as if you were making **any pass on track**, the **same rules apply** when attempting a pass as you **exit the pit lane**
- Drivers exiting the pits must **stay to the left of the yellow line until it has ended**

Penalties

The penalties for various rules infractions are indicated throughout these rules and regulations. Below will be a summarized, **although not comprehensive**, list of rules infractions and their associated penalties for reference:

Invalid Pitstop – driver shown black flag; must complete valid pitstop before final lap

Valid Pitstop Not Completed Before Final Lap – driver receives last place points

Illegal Pass on Track – offending driver shown meatball flag; must yield position in one lap from where you received the meatball flag (Not adhering to a meatball flag will result in a black flag)

Excessive Blocking – offending driver will receive a time penalty at the end of the race, with the amount of time added depending on the severity of offense. Time penalty will be subject to PRA official's discretion

Intentional or Disruptive Impeding Another Driver in Qualifying – offending driver starts in last place or will be excluded from competing in race depending on severity

Dangerous Driving in Yellow Flag Zone or with Officials on track - all drivers are expected to drive with a reasonable amount of caution when officials are on track or when there is a hazard on track. Officials will do their best to wave yellow flags to drivers approaching an upcoming hazard. Any driver found to be driving without reasonable caution in these areas will be subject to penalty under PRA official's discretion

Unsportsmanlike Conduct – penalty at the discretion of officials; can be anything up to disqualification from the event

Kart and Equipment Tampering - penalty at the discretion of officials; can be anything up to disqualification from the event

Below Minimum Weight – one lap penalty from finishing result for each pound underweight

Failing to Follow Race Direction Instructions During Superpole Qualifying – depending on severity of offense; driver will start A-Main in last place and receive last choice in kart draw, or driver will be excluded from competing in A-Main. **PRA may also need to start a new Super-Pole qualifying session if instructions are not followed by drivers**

Ignoring Blue Flags - offending driver will be assessed a time penalty at the end of the race depending on the severity of offense

Kart Failures, Race Restarts, Tampering with Equipment, and Driver Conduct

- If you suffer a **mechanical failure** (meaning the kart is **no longer operational**) you will be placed into a **designated back-up kart**
- If the kart fails and comes to a stop in a safe position on track, the driver will be **held by an official and given back your place on track before your kart** suffered a mechanical failure; then given back the amount of time you lost while idle on clubspeed (This is not a guarantee as circumstances may prevent this; like a failure happening on the last lap)
- The race will be **red flagged** and all drivers must come to a stop on track **if the kart failed in an unsafe position on track**. The race will restart once the failed kart is removed from the track, and the driver affected is placed in the designated back-up kart. The restart will follow these procedures:
 - If the red flag happens at half way or before, PRA will completely restart the heat
 - If the red flag happens past halfway in the race, we will default to the lap prior to the red flag for restart order, and then restart the race with the remaining time by rolling start. Drivers must complete a pitstop once the restart has occurred, even if you have already done a pitstop. The red flag will add an additional 6 laps.
- **Any tampering** with any component of the kart(s) will result in **heavy penalties or disqualification** (Tire pressures, idle of motor, airbox, choke, starting your own kart, etc)
 - Drivers are allowed to adjust the seat and pedal positions only
 - If a driver suspects there is a mechanical issue with their kart, do not attempt to resolve the problem. Get the attention of an official or track employee. It is PRA's and Speed Factory's responsibility to resolve any mechanical issues
- Any **unsportsmanlike behavior** will not be tolerated (Physical confrontation, excessive or unnecessary disrespectful/personal remarks, etc.). Penalties for unsportsmanlike behavior are at the discretion of PRA officials, and can include anything up to total disqualification from the event. Friends, family, and supporters of drivers are subject to this code of conduct as well. Penalties will be applied to the driver if supporters of that driver engage in disruptive behavior

Super-Pole Qualifying

- A superpole qualifying is when each driver has to perform one lap in the same kart and those individual laps will set the starting grid for the A-Main final
- Top 11* in points after the heat rounds will advance to the A-Main
- 12th - 23rd* in points after the heat rounds will advance to the B-Main for the chance to earn the final spot in the A-main
- Once the top 12* are decided, **drivers will choose in order of total points accumulated, when they start qualifying**
- No slowing down or driving on a different racing line is allowed during the Super-Pole Qualifying. If a driver attempts to dirty their tires by driving off line, drives erratically, or attempts to alter the performance of the kart and/or tires in any capacity, the offending driver will start the A-Main in last position and receive last kart choice, or the offending driver will be disqualified from the A-Main. PRA may also choose to restart the Super-Pole session from the beginning under extreme circumstances
- Once qualified, drivers will choose their kart once again **based upon their points** and start where they qualified

** The number of participants in A and B-Mains may change depending on certain circumstances*

- Depending on the amount of entries for the event, there could be more drivers in the races (anywhere from 10 - 16) therefore, that would change the values in the first prompt of the Super-Pole Qualifying (For Example: if there are 14 drivers in the races, then the top 13 would make the A-Main automatically, and then 14th - 27th would be in the B-Main)

Team Championship

- Any **registered or approved** driver can form a team with **two other drivers** to compete for the team championship
- The team championship is **scored separately from the individual scoring**, and has **no effect** on the individual championship (despite there being a team championship, team racing is strongly discouraged and **any unsportsmanlike** “team tactics” may result in a disqualification for the team entirely from the team championship and the individual championship)
- The team championship is **scored by taking the sum of all driver’s points** on the same team and then **comparing against** the rest of the teams in the championship
- There are **no drops** in the team championship and all races count towards the team championship

Flags Displayed During Event

Please use this section as reference to familiarize yourself with the flags PRA officials will use during the event.

Green Flag - Waved to signal the start of the race or qualifying session



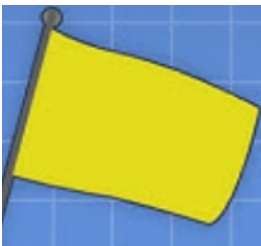
White Flag - Waved to signal the final lap of the race or qualifying session



Checkered Flag - Waved to signal the race or qualifying session has ended



Yellow Flag - Waved to signal an upcoming hazard on track. Please look ahead and proceed with caution. Driving without reasonable caution may result in a penalty



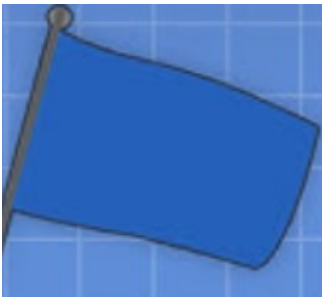
Black Flag with Orange Dot or “Meatball” Flag - Waved to signal a driver has completed an illegal pass. The driver who is shown this flag must yield position to the driver that was passed within one lap



Black Flag - Waved to signal the driver has received a penalty. Driver shown black flag must complete an additional valid pitstop



Blue Flag - Waved to signal a driver is about to be lapped and must yield position to the driver behind. **Faster driver(s) behind are not allowed to execute an illegal pass on lapped traffic.** PRA officials will do their best to display blue flags to lapped traffic, however **we cannot guarantee blue flags will be shown during every circumstance as the official's attention may be directed elsewhere.** Drivers being lapped are **encouraged to allow leaders by them safely.**



Red Flag - Come to an **immediate and safe stop on track** after receiving a red flag. There is a hazard on track that presents potential danger to drivers and officials, and the danger must be removed before continuing the race. Wait to receive instructions from officials and race direction.

