

SUPPLEMENTARY REGULATIONS

Ajmera IndiKarting Race

APPROVED BY



(National Sports Federation recognized by the Government of India)

- Organizer:** RR Motorsports Management Pvt Ltd
- Name of the Event:** Ajmera IndiKarting Race
- Status:** Open
- Jurisdiction:** In accordance with the rules and regulations of the FMSCI and the CIK/FIA
- Dates and Venues:** 5th Dec 2021 Ajmera IndiKarting, Wadala, Mumbai
- List of Officials**

Chief Steward	Ketan Mehta
Safety Inspector	Ashish Varma
Race Director	Vishruth Sharma
COC	Abha Mankar
Asst. COC	Satish Gupta
Timekeeper	Gaurav M
Chief Marshal	Rehan Khan
Chief Medical Officer	Dr. Chaumal
Secretary of the Meet	Firoz Mehta
Judge of Fact	Saurav Bandyopadhyay

- Event Schedule**

See separate attachment

8 Categories / Classes:

Category	Age	Criteria
Pro Junior	11 to 16	Dispensation for those weighing over 35kgs, over 10 years + exp
Pro Senior	15+	
Junior Inter-School	7 to 11	School Children with a valid school ID / Letter from school.
Inter-School **	12 to 16	School Children with a valid school ID / Letter from school.
Inter-College **	16 +	College Students with Valid college ID / Letter from the college.
Amateur **	16+	Those who have raced 2 Stroke are not allowed
Corporate **	24+	Employed, with valid company ID card / letter from company
Senior Plus	15+	Minimum racer weight should be 80 kgs
Master	30+	Must be 30 years of age or over.
Open	16+	Allowed for everyone aged 16 and over
Women's Amateur**	13+	Girls / women
Women's Expert	13+	Girls / women
Expert	20+	Allowed for everyone aged 20 and over

** Anyone with a win or 2 previous trophies, in 4 wheeler Motorsport is not allowed.

8.2 Participation in multiple classes is allowed.

8.3 Final Phase racing in max of 2 (non women) classes is allowed. Women can take part in any women's class + 2 other classes, in the final phase, if they are eligible.

9 Entries:

9.1 Opening and Closing Dates:

Entries opens 1st October 2021

Entries Close – 2nd December – 6pm.

9.2 Qualifying for Mumbai / Thane residents close on 2nd December at 9pm

9.3 Qualifying for outstation residents close on 3rd December at 9pm

9.4 Organiser reserves the right to accept late entries subject to an additional payment of upto Rs. 1500.

9.5 Entries received will be accepted by the organizer if found suitable. The organizer has full authority to accept or reject an entry without a reason and this decision is final. In the case of non acceptance, the entry fee will be refunded in full. Entry fee will not be refunded on any other grounds. It is the competitors' responsibility to ensure she is aware of the rules and regulations of the event.

9.6 An FMSCI license (as mentioned in Article 9.7 below) is required to participate in the final racing stage of the event. License is not required during the qualifying stage.

- 9.7 Minimum Single Event License (Rs. 250) or a Clubsport Karting license (Rs. 350) (*can be applied for online, by going to www.fmsci.co.in >>Forms>>Competition licence - On Line.*) or higher.
- 9.8 All licenses will have to be handed over to the secretary of the meet after pre-event scrutiny.
- 9.9 Entries to be submitted online on www.indikarting.com
- 9.10 Entry Fee per class (Non Pro) - Rs. 1499 for qualifying phase.
- 9.11 An additional Race fee of Rs. 1999 will be payable by ONLY those who qualify and wish to race in the final phase.
- 9.12 Entry fee for Pro Classes – Rs. 4920 + GST
- 9.13 The organisers reserve the right to cancel a class or merge it with another similar class if the grid size is less than 6.
- 9.14 Entry fee can be refunded in only the following cases –
- a. Entry is not accepted
 - b. Cancellation of the event / class
- Entry fee will not be refunded in any other situation.
- 9.15 Drivers who have finished 1st atleast once or have atleast 2 x top 3 finishes in any Karting / 4W Motorsport events, in the past are not eligible to participate in any of the following classes - .Junior InterSchool, InterSchool, Amateur, InterCollege, Corporate.
- 9.16 For all classes - any driver who becomes / has become, the age that is mentioned in the class criteria, is allowed to participate in that class, if their qualifying birthday falls in 2021.
- 9.17 Qualifying in more than one class is permitted, provided the participant fulfills the criteria in the respective classes.
- 9.18 If any participant qualifies for the final round in more than 2 classes, they can race in a maximum of 2 classes only. The classes in which they have a higher starting position, will be automatically assigned to the participant. If they have the same starting position in more than 1 class – they will be given the option to choose the class in which they wish to race.
- If anyone is participating in a Pro Class, they can participate they can race in a maximum of 1 additional class.
- Some examples –
- a. A girl participates in Inter-College, Open & Amateur Classes – She is set to start 5th in Inter-College, 6th in Open and 7th in Amateur. She will automatically be assigned

to race in Inter-College Class & Open Class, because these are the 2 classes where she has the higher starting position.

- b. A girl participates in Amateur, Expert & Corporate Classes – Her starting position is 1st in Amateur and 3rd in both Expert & Corporate Classes. Amateur Class will be automatically assigned, while she will be given the opportunity to decide which class she wants to participate in, between Expert & Corporate Classes.
- c. A girl participates in Amateur, Expert, Women's Amateur & Women's expert. She has never finished top 3 in a race before. She is eligible to participate in all these classes, if she qualifies in the top 8 in each of them.

9.19 The immediate point above (9.18), does not include Women's class. Therefore women can take part in 2 (Non Women) classes + the Women's class.

9.20 Any participant who has qualified for the final stage races and does not confirm their participation with payment by 4th December – 10:30am – will lose their opportunity to participate.

9.21 Their vacant slot will be given to the next set of 5 qualifiers on a first paid first granted basis for 1 hour. If no confirmation has been received, the process will be repeated until the grid is formed.

10 Prizes and Prize giving:

- 10.1 Top 3 finishers of each category will receive Trophies
- 10.2 Prizes : NA. Organisers reserve the right to announce additional prizes
- 10.3 Organiser reserves the right to give additional prizes / trophies
- 10.4 Podium ceremony is compulsory for all winners.
- 10.5 If there are less than 6 entries in a category, the organiser reserves the right to cancel issuing of trophies / prizes.

11 Points System (*Pro Class Only*) :

Depending on the number of entries in each category, the organizer will decide to run the standard format or the alternate format. Criteria for deciding will be as follows –

Upto 12 entries – Standard format

13 to 15 entries – Organiser to decide between Standard or Alternate format

15 + entries – Alternate format

11.1 Standard Format –

Position	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th
Points	10	8	6	5	4	3	2	1

11.2 Alternate Format –

Position	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th
Points	7.5	6	5	4	3	2	1	0.5

For each race in each Pro category, points will be awarded as follows –

12 Drivers Briefing:

All Drivers will have to be present for all drivers' briefings. Those who are not present may not be allowed to compete at the discretion of the COC / stewards. The location will be announced prior to the briefing; it is the driver's responsibility to ensure he is aware. Drivers' under 18 years of age have to be accompanied by a guardian or parent.

13 Karts:

- 13.1 Non Pro Classes – Standard Rental Kart as provided by the organiser
- 13.2 Drivers will choose karts for their respective practice / qualifying / heats / races based on a draw of lots.
- 13.3 All karts will be maintained & provided by the organiser
- 13.4 Strictly no tampering / modifying of any setup parameter, including pressures will be allowed.
- 13.5 Any driver found tampering with the kart can be disqualified. No protest is permissible in case of a technical issue with a kart or in case of lack of performance of a kart.

Pro – Junior & Pro – Senior –

- 13.6 Each driver must race their own race Kart for the entire weekend.
- 13.7 Chassis Model – As specified by organiser. Only Chassis sold initially by IndiKarting and which are not modified will be permitted for use.
- 13.8 A standard setup for all drivers will be specified by the organiser.
- 13.9 Front Track, Rear Track & tyre pressures are open to change as per the driver's preference. All other setup must be standard as specified prior to Session 1

- 13.10 Only Honda GX200 Engines, sold by IndiKarting, that are unmodified & sealed (by IndiKarting) are allowed for use.
- 13.11 Engines with broken or tampered seals will not be allowed for further use. And the driver may be disqualified from the session / event, if intent to cheat has been found.
- 13.12 If any driver has an unusual advantage or disadvantage, the organiser reserves the right to change the engine at any point of time for that driver. No protests will be entertained in this aspect.
- 13.13 Anything unless specifically allowed, is forbidden.

Cadet / Junior InterSchool –

- 13.14 Drivers can use their own karts.
- 13.15 Chassis Model – As provided by the organiser. Only Chassis sold initially by IndiKarting and which are not modified will be permitted for use.
- 13.16 All setup will be standard and are not changeable for any driver. The standard setup will be specified prior to the start of the first session.
- 13.17 Only Honda GX160 Engines, sold by IndiKarting, that are unmodified & sealed (by IndiKarting) are allowed for use.
- 13.18 Engines with broken or tampered seals will not be allowed for further use. And the driver may be disqualified from the session / event, if intent to cheat has been found.
- 13.19 If any driver has an unusual advantage or disadvantage, the organiser reserves the right to change the engine at any point of time for that driver. No protests will be entertained in this aspect.
- 13.20 Anything unless specifically allowed, is forbidden.

Tyres –

- 13.21 Tyre brand & model for each category will be fixed & supplied by the organiser. Only these tyres are allowed for use.
- 13.22 No tampering with the tyres are allowed.
- 13.23 Only 1 set of marked tyres will be allowed for use from qualifying onwards.
- 13.24 For Non Pro Classes – the organiser will set the tyre pressures. Drivers are not allowed to check / change the tyre pressures.

14 Weight Limits

- 14.1 For Non Pro Classes – No weight limits. However, the organisers alone, reserve the right to add ballast in certain classes in the interest of fairness if deemed feasible during the race phase only.
- 14.2 For Senior Plus – Minimum weight of driver with gear must be at least 80kgs
- 14.3 For Pro Senior – Min weight of Driver will be 65 kgs
- 14.4 For Pro Junior – Min weight of Driver will be 55 kgs
- 14.5 For Cadet / Junior Interschool – TBA
For Pro Senior / Pro Junior only –
- 14.6 The organisers reserve the right to change the weight limits before the start of the first session, depending on the average driver weights in the interest of safety & fair competition.
- 14.7 Drivers will be weighed in their full driving gear prior to entering the kart. If found less than their specified weight, the driver will not be allowed to participate in that session / race
- 14.8 Drivers whose weight are under the minimum specified weight as per article 14.3, 14.4 &14.5, must compulsory add ballast equal to the number of kgs that they are under the minimum weight.
- 14.9 Drivers who are found carrying less ballast as compared to their weight, will be disqualified from the respective session.
- 14.10 Ballast if necessary must be added in a safe manner to the kart only. Ballast over 2 kgs in weight must be bolted with min 2 bolts of 6mm thickness each and a nylon lock nut on each bolt. Ballast less than 1 kg can be fixed with one bolt; however 2 nylon lock nuts are compulsory. In either case, at least 3 threads of the bolt must be visible after the last lock nut.

15 Telemetry – Not allowed

- 15.1 Only an RPM sensor / infra-red lap timing / GPS based lap timing is allowed.

16 Timing Devices – Drivers are allowed to affix their own personal timing devices on the kart. Other than GPS / RPM / Infra-red lap timing sensor, no device should have any other external sensors, outside the main device's body.

17 Video / Photography recording devices –

- 17.1 Drivers can mount their own video recording devices on the kart only.
- 17.2 Devices are strictly not allowed on the helmet or body of the driver.
- 17.3 The organisers reserve the right to take / use any footage / photographs recorded during the event for any purpose deemed fit. The organisers can use this footage at their discretion for any promotional / commercial purposes without further consent / intimation to the driver.
- 17.4 A driver does not have any right to deny the organiser in accessing & using any footage recorded by him / her.
- 17.5 Ownership of all footage during the event, will lie with the organiser.
- 17.6 Organisers will at their discretion record / photograph the entire event & use this for any purpose without any intimation / permission from any concerned / involved person.

18 Fuel: Only fuel allowed for use will be provided by the organizer

19 Oil: Only oil allowed for use will be provided by the organizer

20 Scrutiny – NA

21 Permitted Driver Gear –

- 21.1 Shoes covering the feet, long pants / jeans / full sleeved jackets & full fingered gloves & minimum full face ISI helmet are compulsory.
- 21.2 Helmet visor must be clean, without cracks and capable of being shut properly.
- 21.3 Helmet strap must be properly fastened at all times while in the kart
- 21.4 Movable jaw helmets & moto cross helmets are not allowed.
- 21.5 Helmets must have clear visor if used when circuit lights are operational.
- 21.6 Failure to adhere to any of the above points will result in a driver not being allowed for the session or a black & orange flag.
- 21.7 Pro Class Drivers must wear overalls.

22 Race Format

- 22.1 Paid practice is open from 1st August 2021 onwards.
- 22.2 Qualifying is open from 1st September 2021 onwards.

- 22.3 Each participant will get 1 qualifying session (per class that they participate in) of 5 mins included free within their entry cost.
- 22.4 Participants can visit the Ajmera IndiKarting track anytime during regular track hours & post a qualifying time.
- 22.5 If a participant chooses they can attempt innumerable requalifying attempts to better their chances.
- 22.6 At the end of 3rd December. The top 8 qualifiers will be given the opportunity to race. This is known as the Final phase / final race / race phase. Those who want to race in the finals must pay the additional race fee of Rs. 1999. Only once this is received within the time limit, will the participant be permitted to race in the final races.
- 22.7 Participants who do not pay the race fee within the allocated time, will forfeit their opportunity to race. Any empty slots will be given to the next set of qualifiers to participate, after they pay their race fee.
- 22.8 Final starting positions will be based on the qualifying times. Fastest will start first, 2nd fastest will start 2nd & so on.
- 22.9 All participants will be allowed to qualify as many times as they wish over & above the normal qualifying. Per additional qualifying of 4 minutes – Rs. 799 on Weekdays & Rs. 899 on weekends.
- 22.10 In case of a large number of participants in a class, the organisers solely, reserve the right to change the race format (for 1 or more classes) to include semifinals & finals. In this situation – The top 4 (or as decided by the organiser) from each semifinal will move into the final. The grid for the semifinal will be based on the fastest qualifier starting first in Semifinal 1, the 2nd fastest qualifier starting first in semifinal 2. The 3rd fastest qualifier will start 2nd in semifinal 1 & the 4th fastest starting second in semifinal 2 & so on.

Pro Senior, Pro Junior & Pro-Cadet will follow the following format –

- 22.11 Depending on the number of entries in each category, the organizer will decide to run the Standard format or the Alternate format. Criteria for deciding will be as follows –
- Upto 12 entries – Standard format
 - 13 To 15 entries – Organiser to decide between Standard or Alternate format
 - 15+ entries – Alternate format

22.12 Standard Format –

- Paid Unofficial Practice
- Qualifying
- Race 1 (Grid as per qualifying)
- Race 2 (Grid as per results of Race 1. Only top 8 will be reversed)
- Race 3 (Grid as per total of points earned from Race 1 + Race 2)

(Tie in points will be decided in favour of better qualifying position)

22.13 Alternate Format –

- Paid Unofficial Practice
- Qualifying in 1 Group if upto 16 Karts or 2 Groups if 17 or more karts.
- Based on Qualifying – The drivers will be divided into 3 groups – A, B, C
- Fastest in Gp A, 2nd in Gp B, 3rd in Gp C, 4th in Gp A, 5th in Gp B & so on.
- Each driver will be able to race in a total of 4 races.
- Races will be conducted between the following groups –
- A vs B, B vs C, C vs A
- The grid for the above races will be decided based on qualifying times, with the fastest starting first and so on
- After the above races, the same race groups will have a 2nd race. The grid for this 2nd race will be decided based on the top 8 (from the results of the respective first race) of that group being reversed. 9th place onwards will be based on the order of the respective 1st race's result.

22.14 For reverse grid races, the entire result (for top 8 positions only) of the first race will be reversed. This includes drivers who have DNFs, DNSs, etc. Eg. If one driver has a DNS, the driver will theoretically start first for the reverse grid race.

The start order will be based on the following priority, from highest to lowest–

- Drivers who have a DNS
- Drivers who have a DNF / disqualified
- Drivers who have a DNF
- Finishers in reverse order of the race results.

Incase multiple drivers have a DNS – the preference will be given to the driver with the lower grid position in race 1. Eg. Driver A & Driver C both DNS. Driver A had a grid position of 6th for the start of Race 1, while Driver C had a grid position of 11th for the start of Race 1. For the reverse grid race, Driver C will start ahead of Driver A.

Incase multiple drivers have a DNF, the higher starting position in the reverse grid race will be given to the driver who completed the least number of laps in Race 1.

22.15 Points will be awarded to all finishers as per Article 11.

22.16 For Pro Senior, Pro Junior & Cadet – Drivers with top 3 points after totaling points from all races will be awarded trophies. Tie in points will be decided in favour of participant who has most victories. If a tie still exists it will be decided in favour of the participant who has maximum number of 2nd places & so on. If a tie still exists, it will be decided in favour of the participant who has the higher result in the last race.

23 Start Procedure

23.1 All starts will be standing starts.

23.2 Karts will be driven to the starting grid.

23.3 Grid will be a staggered grid.

23.4 5 seconds prior to the start all persons must leave the grid.

23.5 Race will start with the Red lights going off or a Flag being dropped

23.6 The entire kart must be behind the white line.

24 Jump / False Start

24.1 A jump start is, if the kart moves while the green flag is raised or the lights are on.

24.2 A false start is if the kart was ahead of the white line of their grid position.

24.3 In case of a jump start / false start, a penalty of 10 seconds / 2 positions (as per finish results) being added to the total time / position, of the competitor. Decision whether to use a time penalty or position penalty, will be taken by the officials.

25 Race Finish

25.1 The signal indicating the end of the race shall be given on the Finish Line as soon as the leading kart has covered either the full race distance or the greatest distance during the time scheduled for the race.

25.2 Should, for any reason other than under Article 26, the signal indicating the end of the race be given before the leading kart completes the scheduled number of laps or before the prescribed time has elapsed, the race will be deemed to have finished when the leading kart crossed the Finish Line when the flag was shown.

- 25.3 Should the signal indicating the end of the race be delayed for any reason, the Race will be deemed to have finished when, under normal circumstances, the end of the race would have been decided if there had been no delay.
- 25.4 After having received the signal indicating the end of the race, all karts shall directly go to the Parc Fermé, using the normal course of the track, without any unnecessary delay, without performing doughnuts, without stopping and without any help (except that of Marshals if necessary).
- 25.5 Any classified kart unable to reach the Parc Fermé by its own means will be placed under the exclusive control of Marshals, who will supervise the taking of the kart to the Parc Fermé in a regular manner.
- 25.6 To classify as a finisher a competitor must cross the finish line under their own power, seated inside the kart and in their normal driving position.
- 25.7 In the case of a dead heat on the Finish Line revealed by timekeeping or by a photo finish system (which shall prevail over timekeeping and/or a report from the Finish Line Judge, if such a Judge had been appointed), the rule for deciding between tying Drivers shall be the fastest lap time recorded by each Driver during the race concerned. If the fastest laptime in the race is not available for judging, for any reason, the driver with the higher qualifying position for the entire event will be given the higher position.

26 Stopping the race

- 26.1 If there is any incident which may cause safety concerns, the race may be stopped. Should the race be stopped, a red flag shall be displayed and all karts will have to proceed to the starting grid.
- 26.2 Only drivers who crossed the finish line on the lap before the race being stopped may be allowed to re start.
- 26.3 If the Race was stopped in the first 2 laps – Full Restart with original grid positions
- 26.4 If the race was stopped after Lap 2 & before 75% of scheduled race distance, there will be a fresh race with the Grid position for the restarted race as per positions on the lap before the race was stopped.
- 26.5 If the Race was stopped after 75% of the race distance, the race results will be declared as per 1 lap prior to red flag.
- 26.6 The restart will take place 5 minutes after the stopping of the race. Standard race start procedure will be followed for the restart.

26.7 Basic repairs may be permitted before the restart.

27 Safety and Conduct

- 27.1 Conduct of the driver, his / her family, his / her friends and his / her crew / guests is the responsibility of the driver. There will be no tolerance to any sort of misbehaviour. Driver can be disqualified for violations.
- 27.2 Drinking alcohol / consuming any intoxicants, is forbidden
- 27.3 No smoking in the pits & any official areas

28 Protests and Appeals

All protests must be lodged in accordance with the stipulations of the FIA International Sporting Code (Art13). Protest Fee is Rs. 7,080/= & must be presented in writing within 30 minutes of a final race. For heats / semifinals / qualifying – the time limit will be 15 minutes. Any ruling by the Stewards shall be final and subject only to the right of appeal as provided for by the FIA International Sporting Code (Art15) The Appeal procedure will be as per the FIA International Sporting Code. The intention to appeal must be made in writing within 1 hour of the steward's decision. The confirmation of appeal must be submitted in writing along with appeal fee of Rs.113280/- and grounds of appeal within 96 hours. The above fees are inclusive of GST @ 18%.

30. Advertising

No advertising is allowed on any driver's kart. Organiser branding is compulsory
For self-owned karts – Driver can place their own branding after the organiser branding has been positioned. Branding which is conflicting to the organiser's sponsors, alcohol / tobacco / religious branding, etc. are not allowed.

31. Rights of the organiser.

- 31.1 The organiser reserves the right to issue CIB/s for the following changes with the approval of the Stewards / FMSCI.
- 31.2 Change the regulations of the event in the interest of safety / fairness.
- 31.3 Change the date due to reasons of force majeure
- 31.4 Make additional rules by the issue of a CIB (Competitor information bulletin).
- 31.5 All such changes / additions will be posted on the notice board.
- 31.6 Add classes / change the format

32 **Flag Signals** – As per CIK / FIA guidelines. Attached separately.

33 **Covid Related Safety Protocols –**

All standard Covid related safety measures must be followed strictly at all times.

- a. Masks must be worn at all times when outside the kart.
- b. Those above 18 years of age must come alone. Those under 18 years of age can be accompanied by a maximum of 1 person.
- c. Sanitisers must be used at all times before touching ones face, or touching another item.
- d. Drivers must not share gear
- e. Drivers must not touch equipment belonging to others.
- f. Social distancing must be maintained at all times.
- g. Strictly no hugging / shaking hands at any time.

34 **Driving Etiquette / Penalties –**

1. **CUT-IN** means that Kart 1 constricts the drivable section towards the curve center forcing Kart 2 to leave the drivable section either partial or completely for passing the curve. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 must be at least 1/3 (front tyres next to rear tyres) next to Kart 1.

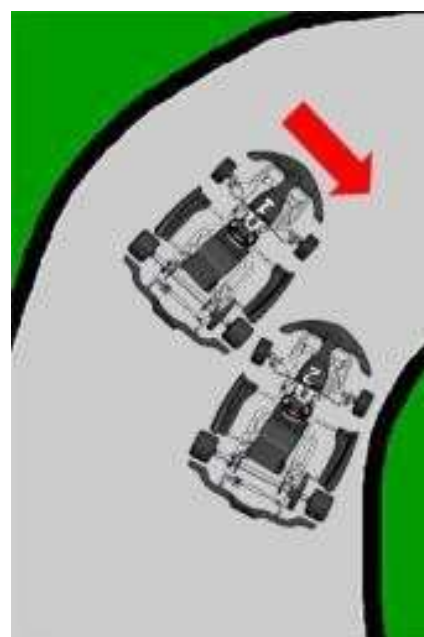
An advantage is at hand, if (either/or):

- Kart 2 suffers a position loss or drop-out.
- Kart 2 suffers a damage leading to a po-sition loss or retirement within the same lap.

PENALTY

3 sec/1 Place (No Advantage Gain)

6 sec / 2 to 4 Places (Advantage Gained)



2. EDGE-INTO means that Kart 2 drives next to Kart 1 (e.g. in order to start an overtaking action) without possessing enough drivable section (including kerbs). It is irrelevant if Kart 2 is completely or partially next to Kart 1 or if Kart 2 is completely or partially off the track.

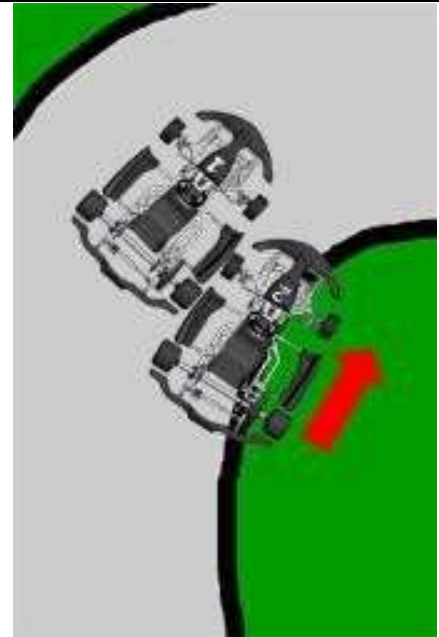
An advantage is at hand, if (either/or):

- Kart 2 wins a position.
- Kart 1 suffers a position loss or drop-out
- Kart 1 suffers a damage leading to a position loss or retirement within the same lap.

PENALTY

3 sec/1 Place (No Advantage Gain)

6 sec / 2 to 4 Places (Advantage Gained)



3. PUSH-OUT means if Kart 1 constricts the drivable section towards the outside line forcing Kart 2 to leave the drivable section either partial or completely.

It is irrelevant if the Karts have touched each other or not.

A prerequisite is, however, that Kart 2 must be at least 1/3 (front tyres next to rear tyres) next to Kart 1.

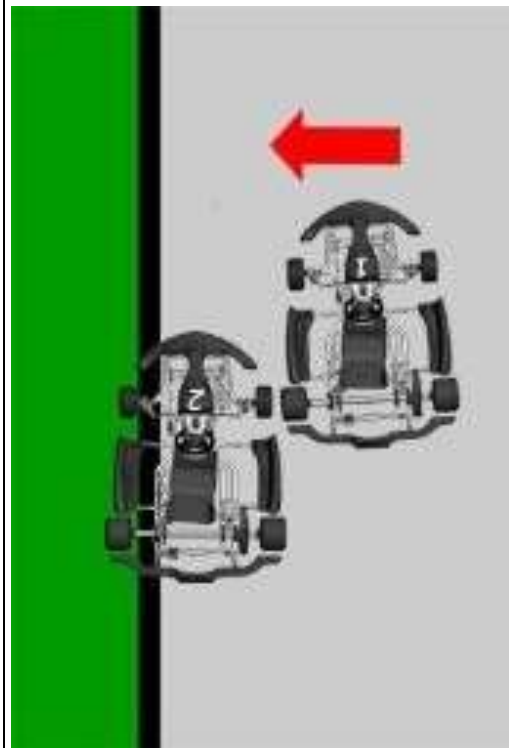
An advantage is at hand, if (either/or):

- Kart 1 wins a position.
- Kart 2 suffers a position loss or retirement
- Kart 2 suffers a damage leading in a position loss or retirement on the same lap.

PENALTY

3 sec/1 Place (No Advantage Gain)

6 sec / 2 to 4 Places (Advantage Gained)



4. **BUMP** means that the front of Kart 2 touches the rear of Kart 1.

Neither the reason nor the intensity of the contact is relevant. Only the consequences of the impact are relevant to judge an advantage, not the impact itself.

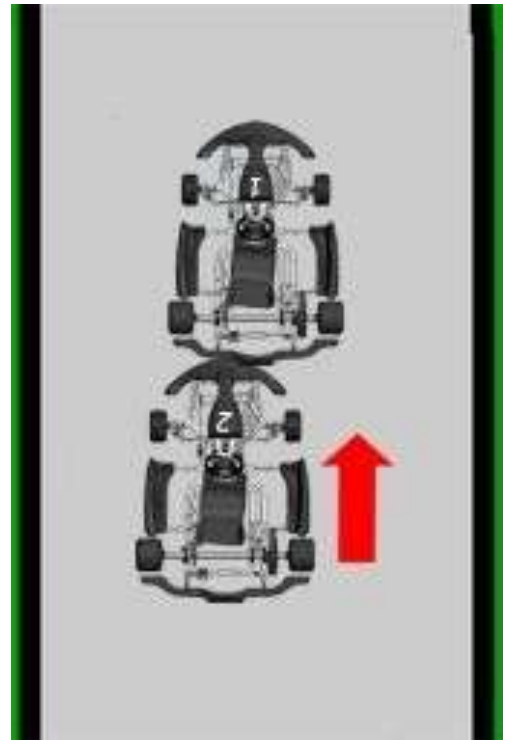
An advantage is at hand, if (either/or):

- Kart 2 wins a position, and the previous order cannot be restored within the same lap.
- Kart 1 suffers a position loss or retirement
- Kart 1 suffers a damage leading in a position loss or retirement within the same lap.

PENALTY

Warning (No Advantage Gained) Black / White flag for Unsportsmanlike behavior

1 to 5 positions (Advantage Gained)



5. **SHORT-CUT** means that Kart 2 leaves the track completely and returns to the track at a different section.

It is irrelevant why Kart 2 has left the track. An

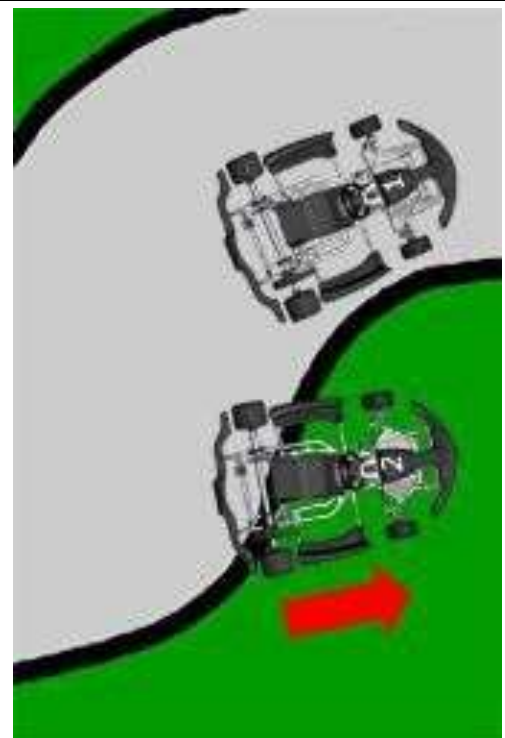
advantage is at hand, if (either/or):

- Kart 2 wins a position or gains time which cannot be given back within the same lap.
- Kart 1 or any other is handicapped by the return of Kart 2.
- Kart 1 or any other suffers a position loss or retirement on the same lap by the return of Kart 2.

PENALTY

Warning (No Advantage Gained) Black / White flag for Unsportsmanlike behavior

1 to 5 positions (Advantage Gained)



6. ZIG-ZAG means that Kart 1 changes the driving line more than two times on a straight track section for more than a kart width. Kart 1 must ensure more than 1 kart width on their outside, while making the 2nd direction change.

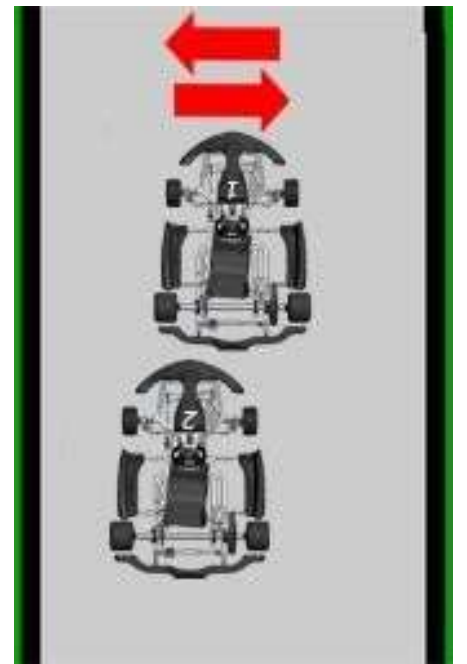
It is irrelevant how far Kart 1 is ahead of Kart 2 or if Kart 2 would have been able to overtake.

An advantage is at hand, if (either/or):

- Kart 1 acts more than once this way within the same race.

PENALTY

Warning (No Advantage Gained) Black / White flag for Unsportsmanlike behavior
1 to 4 positions (Advantage Gained)



7. TECHNICAL NON-COMPLIANCE is at hand, if the Kart is not fulfilling the technical regulations in all parts. It is irrelevant, if the technical lack arises before, during or after the race. It is also irrelevant, if the technical lack would have led to an advantage or not. The only relevant thing is the technical condition at the time of examination.

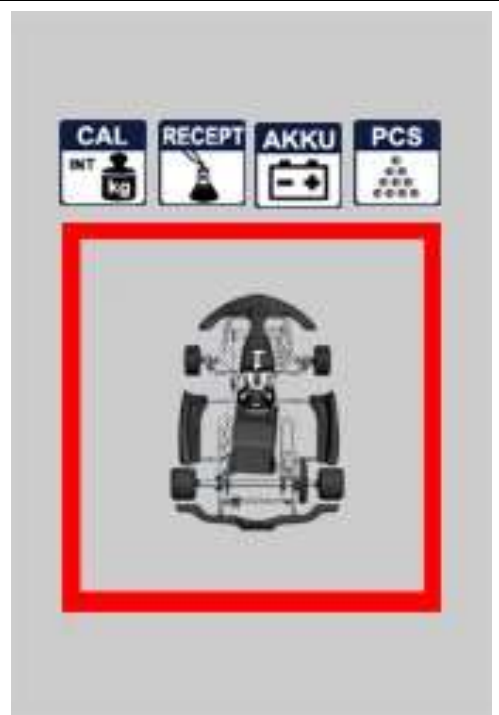
Typical examples for a technical non-compliance are:

- Under-weight
- Wrong setup (contrary to Class Technical regulations)
- Wrong fuel, oil, ...
- Modified partsetc.

PENALTY

Upto Exclusion

Exceptions – *If a part has fallen off during a session due to contact & the kart is underweight. In such a situation, the exact same part which is fallen of can be added to the weight of the kart & if within the weight limit, no penalty will be levied.*



8. FLAG DISREGARD is at hand, if the driver does not carry out the flag instructions given by either the track personnel or clerk of the course.

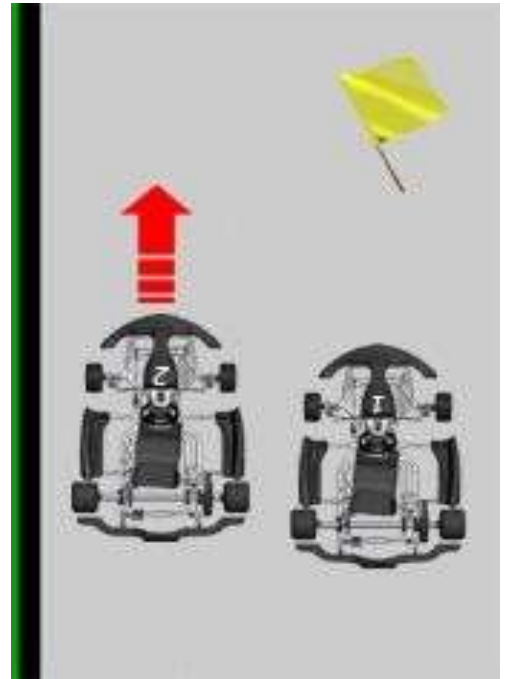
It is irrelevant which flag is in question, why the flag has been disregarded or if the violation would have led to an advantage or not.

Some examples of a flag disregard are:

- Overtaking under yellow flag (see diagram).
 - Not slowing for a yellow flag
 - Not obeying a blue flag
 - Speeding after chequered / red flag.
 - Continuing the race after receipt of black/orange flag.
- etc.

PENALTY - 1 place to Race Exclusion

NOTE: This applies to all flags



***END**