

Dubai Bambino Cup Regulations 2017/18

Sporting & Technical Regulations 2017/18 V2

REGULATIONS

The final text of these Sporting Regulations shall be the English version, which will be used, should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of the regulations.

1 – GENERAL:

The Dubai Kartdrome will organize and run The Dubai Bambino Cup series in accordance with the requirements of Dubai Kartdrome. The series will be held over 6 rounds. Four rounds will run independently on their own and two of which, will run alongside the The Dubai O Plate event and the UAE X30 IAME Challenge round, both of which are hosted at the Dubai Kartdrome. Full list of dates and information will be posted on www.dubaiautodrome.com

This event will be organized and administrated by Dubai Autodrome / Kartdrome in accordance with the **Dubai Bambino Cup Regulations** and the **IAME Bambino Cup Technical Regulations 2017**.

ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN.

2 – INFORMATION SPECIFIC TO THE EVENTS

2.1 ORGANISER / REGISTRATION

Dubai Autodrome / Kartdrome
P.O.Box 57331
DUBAI
U.A.E
Phone +971 4361402
Fax: +971 43678750
Email: purificacaop@dubaiautodrome.com
Web: www.dubaiautodrome.com

2.2 - ENTRIES:

Entry consists of:

- Driver's 5yrs and above
- Filling the entry form and paying the event entry fee at the Kartdrome reception or;
- Entering and paying online: www.dubaiautodrome.com

2.2.1 - Reception Office:

Outdoor Kartdrome
P.O.Box 57331
DUBAI
U.A.E.
Phone: +971 4361402
Fax: +971 43678750

2.2.2 – Entries:

- Entries are taken on first come, first served basis
- Any entry not accompanied by the fee shall be null and void.
- Entries are only deemed as submitted once the full payment has been received. The organiser reserves the right to reject entries at its discretion.
- Entries should be received 7 days before the race meeting date. The organisers reserve the right to refuse entries submitted after this deadline.
- Any entries received after this, will be declared a 'late entry' & the organizer have a right to refuse entries submitted after this deadline.
- Entries will be 100% secured only once entrants have received an email of confirmation. Entries must be sent to purificacaop@dubaiautodrome.com or delivered in person to the Reception Office at the Outdoor Kartdrome.

2.2.3 – Starters:

The maximum number of starters for each race will be that set by the organisers, subject to engine availability and the limits set by the Track Licence and the Codes. the minimum is **4 per event**. The maximum for each practice session will be the Track Licence figure plus 20%. Should any of the minimum figures not be reached the organisers reserve the right to cancel the race or run alternative competitive or non-competitive track activities for the classes as appropriate.

2.2.4 - Fees:

- Bambino Cup Entry fees will be **600aed** per round
- This includes Engine hire & Fuel for the 1 day event
- Late Entry fee of 100aed will be applied to all entries received after **5pm on the Sunday prior to the event**
- Any entry not accompanied by the fee shall be null and void.

2.2.5 - Supplementary Fees (optional):

Lap time printouts AED 25
Transponder hire AED 200

2.3 – LICENCE AND AGE REQUIREMENTS:

2.3.1 - Drivers do not require a competition licence to take part in the Series. However, participants must have basic track knowledge and be conversant with circuit rules including flag signals. As such, all drivers must successfully complete a driving assessment and written/oral test at Dubai Kartdrome before being allowed to take part in the series. This must be arranged in advance with the circuit.

2.3.2 - Drivers must be at least 5 years of age to compete in the series. An original passport must be provided as authentication. The maximum age is 8 years (Driver's who start the series during that of their 7th year, may complete the season)

2.4 – EVENTS FORMAT:

Each event consists of:

- Technical Scrutineering & Engine allocation by means of ballot
- Sign on
- Drivers briefing
- **Time trial 1 (10 minutes)**
- **Time trial 2 (10 minutes)**
- **Time trial 3 (10 minutes)**
- **Time trial 4 (10 minutes)**
- Award Presentation

2.4.1 – Signing on:

Signing on will commence at the time stipulated in the Event Schedule. Each driver is required to complete and sign a registration form (this must be done at each visit). Any driver not signing in during the allocated registration window will not be permitted to race. Pushers must also sign on at this time with their respective driver (see Article 3.2)

2.4.2 – Drivers briefing:

The Official Driver's Briefing, is **mandatory for all drivers and pushers**, and will take place at the time stated on the timetable for the event. Any driver who is absent will gain a penalty and may be prevented from racing altogether, with no refund. This is without exception. Any new drivers racing at the venue for the first time (regardless of experience) must attend a further briefing which will cover circuit rules and procedures in more detail. This will normally follow the Official Driver's Briefing.

2.4.3 – Scrutineering

All Driver's must have scrutineered during the allocated time period detailed on the official time schedule. Scrutineering will take place in Technical Bay (the first double pit garage at Dubai Kartdrome) at the time specified in the Official Event Schedule. Drivers must present themselves along with their race wear and kart (which must be ready to race) to the Scrutineers at the allotted time for a basic safety and technical compliance inspection. Drivers who do not successfully pass Scrutineering will not be permitted to take part in the race meeting.

2.4.3.1 - Engines will be drawn by ballot and handed over on a first-come-first-served basis.

2.4.3.2 - There will be two engine draws – one engine to be used for time trial 1 and 2. The second drawn engine for time trial 3 and 4.

2.4.4 – TIME TRIALS

The length of each session will be 10 minutes unless otherwise stipulated in the Event Supplementary Regulations.

All karts are released one-by-one from the Pre-Grid at regular intervals as directed by the Pre-Grid marshal. Crossing the start line for the first time will constitute the start of the first timed lap. Competitors may complete as many laps as they wish within the Time Trial duration. All lap times are recorded. Points will be awarded according to Article 2.4.5.

2.4.5 – POINT SCORING / CLASSIFICATION:

Series points are awarded for each Time Trial in terms of best lap time classification.

For each Time Trial, the driver recording the fastest lap time will be awarded a maximum of **50 points**.

Points are scored per Time Trial as follows:

Fastest Lap 50 points

2nd Fastest Lap 45 points

3rd Fastest Lap 41 points...and so on down to 34th place (as shown in the table below)

35th place and any competitor thereafter will receive 1 series point.

Finishing Position	Points Awarded	TIME TRIAL 1	TIME TRIAL 2	TIME TRIAL 3	TIME TRIAL 4	PENALTY POINTS DEDUCTED	GRAND TOTAL
1 st	50						
2 nd	45						
3 rd	41						

4 th	38						
5 th	36						
6 th	34						
7 th	32						
8 th	30						
9 th	28						
10 th	26						
11 th	25						
12 th	24						
13 th	23						
14 th	22						
15 th	21						
16 th	20						
17 th	19						
18 th	18						
19 th	17						
20 th	16						
21 st	15						
22 nd	14						
23 rd	13						
24 th	12						
25 th	11						
26 th	10						
27 th	9						
28 th	8						
29 th	7						
30 th	6						
31 st	5						
32 nd	4						
33 rd	3						
34 th	2						

2.4.6 - In the case of 2 drivers achieving identical best lap times, the organisers will revert to the second best lap time set by each individual in order to determine the final classification.

2.4.7 - In case a Time Trial is cancelled because of "force majeure," no points will be awarded.

2.4.8 - In the case that 2 or more drivers finish the Bambino Series with the same number of points, the higher placing will be awarded to the driver with the outright fastest Time Trial lap of the day.

2.4.9 - In the situation two driver's are tied on the day's points and share the identical outright fastest lap of the day, then organisers will refer to the second best Time Trial lap of the day and so on until a winner emerges. If this procedure fails to produce a result, DAMC Committee will nominate a winner according to such criteria as it deems fit.

2.5 – Did Not Start (DNS):

DNS is used to classify any driver who fails to cross the start line at any point during a Time Trial. The number of points awarded for a DNS is 1 less than the last classified competitor.

2.6 – Penalty Points:

Drivers who receive a black flag will receive a penalty in accordance with the nature of the offence, at the discretion of the Race Director.

The following non-exhaustive guide covers a number of common infringements and their associated penalties:

Contact (with another competitor)	10 points deducted at the end of the session
Pit Lane Speeding	10 points deducted from the time trial's allocated points
Ignoring flag signals	10 points deducted from the time trials allocated points
Being late to the Driver's Briefing	10 Points deduction from the total points <u>or</u> put to the back of the pre grid for all sessions
Failure to observe „engine function test“ rule or found to be adjusting the carburetor	10 points deduction from total points from the day
Missing the Driver's Briefing	20 points deduction from total points and put to the back of the pre grid for all time trial sessions

Underweight	20 Points points deduction from total points
Improper conduct on or off track (including parents)	30 Points points deduction from total points or exclusion from the event
Technical non conformity	DQ from that time trial
Failure to raise their hand prior to entering the pit lane	5 points deduction from total points from the day
Failure to comply with Parc Ferme & Venue Requirements	10 points deduction from total points from the day

These are for guidance purposes only. The Organisers reserve the right to inflict greater penalties, financial or otherwise, (including exclusion, suspension and disqualification) if the behaviour of a driver (or their support crew) contravenes the standards advocated by and associated with the Series and its supporters and sponsors.

Any decision made by the Clerk of the Course is final and there will be no scope for appeal. Any driver with a genuine grievance should request to see the Clerk of the Course as soon as possible after the session for an explanation rather than to debate the decision.

2.7 – BAMBINO CUP DUBAI CHAMPIONSHIP POINTS:

2.6.1 - Championship points are awarded for Final placings per event only (see 2.4.5)

2.6.2 - In case an event being cancelled, because of “force majeure,” no points will be awarded.

2.6.3 - In the case of 2 or more drivers finishing the season with the same number of points, the higher place in the Championship will be awarded to the driver with the greatest number of 1st places in Finals. If the number of 1st places is equal then the greatest number of 2nd places will be used, and so on until a winner emerges. If this procedure fails to produce a result, DAMC Committee will nominate a winner according to such criteria as it deems fit.

2.6.4 - At the conclusion of the season, each driver must drop his/her worst overall Round scores to determine an ultimate Championship total. This includes non-attended rounds.

Finishing Position	Championship Points Awarded
1st	50
2nd	45
3rd	41
4th	38
5th	36
6th	34
7th	32
8th	30
9th	28
10th	26
11th	25
12th	24
13th	23
14th	22
15th	21
...	...

2.8 - TYRE PRESSURE MEASURING/RECORDING

The concept of the Bambino Series is young drivers to be able to access and enjoy the sport of karting at beginner level in a fun, uncomplicated, safe environment. These sessions provide an ideal platform for such ones to learn about track craft and driving rules while developing their skills progressively before reaching licence-holding age. The focus is on fun and education rather than performance and trophies and all competitors (and especially parents) are expected to submit to this fundamental idea. Therefore, Organisers of the Dubai Bambino Cup reserve the right to measure and record the tyre pressures of all karts, at the end of each time trial. The tyre pressures from the driver which set the fastest time in that given time trial, will be published to all other competitors.

3.0 ADDITIONAL RULES/PROCEDURES:

3.1– PRE GRID

At the allotted time, drivers and pushers will make their way to the Pre-Grid in preparation for their session. Drivers/karts will be lined up on the Pre-Grid in single file according a pre-determined, randomly-generated order (different for each session).

Drivers will not be permitted to line up on the Pre-Grid without a pusher present.

It is forbidden to carry out any work and/or set-up on the kart on the Pre-Grid.

Pushers should take up positions around the circuit in agreement and with approval from the Clerk of the course.

At the green flag signal, drivers will be released one-by-one from the Pre-Grid at appropriate intervals as dictated by the Pre-Grid Marshal. Drivers (or pushers) arriving after this time will only be permitted to join the circuit with the express permission of the Clerk of the Course.

3.2 – PUSHERS:

Each driver must have a 'pusher' representing him/her. Pushers must register with their respective driver at Signing On (see Article 2.4.1) where they will receive a high-visibility vest, after leaving a deposit with Dubai Kartdrome Reception.

Pushers must be at least 18 years of age and must attend the Driver's Briefing with their driver where instructions pertaining to the Race Day will be given. During Bambino sessions, pushers will be stationed intermittently around the circuit (on safe zones) at the behest of the Clerk of the Course. It is the responsibility of each pusher to provide timely assistance to ALL Bambino drivers as and when needed.

3.2.1 – Pusher's must wear closed shoes when on circuit (flip flops or high heels are not permitted)

3.2.3 - Smoking is prohibited whilst out on the circuit

3.3 – BREAKDOWNS:

Drivers must remain inside their karts at all times.

In the event that a kart gets stuck (on or off the circuit) or if a technical problem occurs which prevents the driver from reaching the Pit Lane, the driver should raise his/her hand and pull the kart over to a safe place, away from the racing line. The closest pusher will attend the scene at a safe moment to move the kart and driver to a safe place off the track. Once in a safe position the pusher may attempt to restart the kart or repair the problem. If this is successful the driver may rejoin the circuit when it is safe to do so. If the kart cannot be restarted, the Marshals will supervise the extraction of the driver to a place of safety with the assistance of the pusher(s)

3.4 – PIT LANE RULES & SPEED

3.4.1 - All driver must raise their hand prior to enter the pit lane after each session

3.4.2 - Pit Lane speed must be kept to walking pace at all times. This is an important safety rule that must be adhered to as the Pit Lane is the only area in which driven karts are mixed with unprotected drivers and Officials. Any driver deemed to be speeding in the Pit Lane by the Officials will receive a penalty at the discretion of the Clerk of the Course.

3.5 – WEIGHING SCALES:

3.5.1 - The official weighing scales will be situated at the beginning of Parc Fermé.

Since classification is based on lap time, it is mandatory for ALL driver/kart weights to be recorded at the end of each Time Trial session, even if the competitor did not finish (DNF). Any kart unable to reach the scales by its own means will be placed under the control of Marshals/Pushers, who will supervise the movement of the kart to the scales with the assistance of the driver.

3.5.2 - Any driver failing to report directly to the scales after completing 1 lap or more will be classified in last place.

3.5.3 – Karts are not allowed to leave the weighing area without the authorization of the Scrutineer

3.5.4 – It is forbidden to drink, pour water on the suit or introduce any kind of liquid inside Parc Ferme.

The Chief Scrutineer will be the judge of fact in all post-race weigh-ins. If a competitor is found to be underweight (see Article 9.7), a penalty will be applied according to Article 2.6.

3.6 – PARC FERME RULES:

The Chief Scrutineer may invoke Parc Fermé at his discretion which will be sufficiently secure so that no unauthorised person can gain access to it. Drivers are not permitted to leave Parc Fermé until expressly permitted by the Officials.

3.6.1 - Karts fitted with Engines must stay in the allocated area in Parc Ferme at all times. Parents/Mechanics are permitted to carry out basic maintenance, lubrication of chain & the adjustment of tyre pressures

3.6.2 - Karts can only be taken out of Parc ferme if the Engine has been removed and returned to the Scrutineer before doing so

3.6.3 - Under no condition may a Parent/Mechanic/Driver adjust the engine or any component

3.6.4 – Floor mats as per (Article 6.2) must be under each kart in Parc Ferme when carrying out maintenance or cleaning

3.6.5 – Shaving/Cleaning up of tyres is not permitted in parc ferme. Drivers found leaving a mess will be penalized as per not conforming to Venue Requirement listed within (Article 2.6)

3.6.6 – Organisers are permitted to record the tyre pressures of the fastest driver from each time trial. (As per Article 2.8)

4.0 – AWARD PRESENTATION:

4.1 - Competitors may be obliged to carry official stickers and sponsor logos on their karts, race suits and helmet. Any such material will be provided by the Organisers along with instruction on positioning as necessary.

4.2 - Competitors are responsible for the presentation and preservation of sponsor stickers/logos. The Organiser will provide 1 complete set of stickers to each competitor free of charge. Lost/damaged stickers must be replaced at the expense of the competitor.

4.3 - Competitors may be required to remove decals/stickers and other advertising which may conflict with series sponsors. Competitors may be required to take part in further promotional activities at the rounds or the end-of-season prize-giving.

4.4 - Prize winners will be obliged to wear a sponsor cap, if supplied by Race Organiser, during the award presentation. All drivers receiving awards at the post-race presentation should wear their race suit (zipped up with collar fastened) and race boots. Failure to comply with the Organiser's instructions could lead to exclusion from the results/event.

5.0 - ADVERTISING ON KARTS, OVERALLS AND HELMETS

Competitors in all categories, will be required to wear the Dubai Kartdrome Visor Strips, whilst placing the official Bambino Cup Series stickers on their karts side pods & nose cones. These stickers need to be requested from the organisers. Competitors without a Dubai kartdrome visor strip or official Bambino Cup Stickers on their helmets/karts, may not be allowed to exit from the dummy grid.

6.0 - VENUE REQUIREMENT:

6.1 - Awnings/Tents:

It is absolutely forbidden to disrupt the paddock, car park or venue ground surfaces in any way by marking, drilling, staining etc. It is required that all competitors comply with instructions issued by representatives of the venue as well as the organisation.

6.2 - Floor Mats:

The use of floor mats (or suitable equivalent floor covering) beneath karts when work is being carried out is mandatory throughout practice and race days. This prevents problematic, unsightly and costly tarnishing of paddock areas belonging to the host venue. The organisers reserve the right to eject from the paddock area any competitor who fails to observe this ruling and/or may insist that the offender purchase/hire appropriate floor protection if immediately available.

7 - SAFETY EQUIPMENT

7.1 – CRASH HELMET:

Drivers must wear a well-fitting helmet with efficient and unbreakable protection for the eyes. Helmets with Snell-FIA standards CMS2007 or CMR2007 are highly recommended.

7.2 – RACE SUIT:

Race suits are mandatory. It is strongly recommended that drivers wear kart race suits with a “Level 2” homologation granted by CIK-FIA. Drivers wishing to use race suits which do not meet this standard must present them to the Scrutineers for inspection and approval.

7.3 – GLOVES: Gloves are mandatory. They must be in good condition and must completely cover the hands and fingers.

7.4 – FOOTWEAR:

Drivers MUST wear suitable flat-soled footwear with ankle protection. Sandals, high heels, open-toed footwear or flippers will not be permitted.

8. DUBAI BAMBINO CUP IAME BAMBINO TECHNICAL REGULATIONS

8.1 – GENERAL:

The following regulations may be amended at any time by Dubai Kartdrome by way of Competitor Bulletins or Event Supplementary Regulations which will be posted on the Official Notice Board at each event. **The Dubai Kartdrome Bambino Cup will be following the IAME X30 Bambino Technical Regulations,** which can be found at: www.raktrack.ae

Karts are only allowed to compete if they are in a condition which meets the Series safety standards and if they comply with the regulations. They must be maintained in such a way as to not represent a danger to the driver or other participants/spectators.

ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN

8.2 – CHASSIS:

Only chassis produced by a reputable chassis manufacturer will be allowed. Competitors unsure of whether a particular model fits in with this requirement should contact the Organisers for approval. Such chassis will be subject to the following criteria:

8.2.1 – Materials Prohibited: Carbon Fibre, Magnesium, Kevlar & Titanium Components

8.2.2 – Maximum rear Width of tyres: 1100 mm

8.2.3 – Safety brake cable to be fitted

8.2.4 - Chain guard must be fitted

8.2.5 - Wheel base: 780mm (±20mm)

8.2.6 - Rear axle: 25mm solid, 30mm solid or 30mm hollow

8.2.7 - Brake system must be mechanical type and work on rear wheels only

8.3 – IAME Bambino Cup Tyres:

Starting from the first time trial session, only the tyres specified below are permitted to be used in the event:

Komet Racing Tyre Model K1D – M

Front size: **10 x 4.00-5**

Rear size: **10 x 5.00-5**

These must be obtained directly from IAME X30 UAE Organiser.

Strictly no modifications or tyre treatments are allowed.

There is no minimum or maximum amount of tyres per event.

Tyres may be used at consecutive events.

8.4 – ENGINE:

8.4.1 - Engines to be used in the Dubai Bambino Cup Series are the standard, unmodified **IAME M1**. These are provided by the race organiser and drawn at pre-race Scrutineering by means of ballot.

8.4.2 - Competitors must secure the hired engine unit safely and securely to the kart using their own mounting plate in the presence of the Scrutineers, taking care not to damage the threaded crankcase holes by over-tightening, misalignment, cross-threading, etc.

8.4.3 - Once fitted, the engine should be started in the presence of the Scrutineers or IAME X30 Technical Team to ensure proper function.

Karts may only be started in the paddock and Pre-Grid area for a basic engine function test and must not remain running for long periods. 5 seconds is sufficient. Failure on the part of the competitor or his/her mechanic/entrant/pusher to observe this ruling will result in penalties being applied (see Article 6.3).

8.4.4 - These engines are complete and in standard condition as manufactured by IAME and must always remain within the confines of the original IAME engine fiche.

8.4.5 - It is expressly forbidden to swap, add, modify or in any way alter the specification or function of any component of the engine unit which should remain as received throughout the event.

8.4.6 - Should the competitor encounter any technical issue with the engine, they should immediately present it to the Scrutineering Team for inspection.

8.4.7 - In the event that damage is sustained to the engine (or its components) that is NOT deemed to be reasonable wear and tear while in the care of the competitor, the organisers will be responsible for carrying out any repairs to the engine unit while the competitor will be financially responsible for the cost of replacement parts and/or repair.

8.4.8 - At the conclusion of the last Time Trial, engines must be removed from the kart in Parc Fermé and handed back to the Scrutineering Team for inspection and storage.

8.4.9 - Bambino engines will be swapped at the conclusion of Time Trial 2, as per (Article 2.4.3.2)

8.4.10 - Any engine work may only be carried out by the organisers or under the supervision of the organisers, this includes Carburettor tuning!

9.5 – FUEL:

Only the control fuel supplied by IAME X30 UAE and the Dubai Bambino Cup Organisers is permitted to be used.

Fuel will be supplied in the fuel tank of each hired engine for use within the event. The cost of fuel is covered within the entry fee.

The organisers supply controlled fuel. In the unlikely instance that competitors require additional fuel to complete the event, the kart must be presented at Scrutineering for a top-up. This should be done at the end of a Time Trial while in Parc Fermé. It is not permissible for competitors to use their own fuel during the event.

9.6 – NUMBERS:

Racing Numbers must comply with the provisions of **Article 2.24 of the CIK Technical Regulations**. The numbers shall be clearly displayed on the front and back of the kart and on the outside face of both side pods. Numbers must be Black and at least 15cm high with 2cm thick stroke, represented with an Arial font or similar, on a clear Yellow background.

The range of numbers is 0 to 20. Number requests must be confirmed by the series Organisers and are issued on a first-come, first-served basis, with the following exceptions:

9.6.1 - The previous season's winner of Dubai Bambino Cup has first refusal to run with the Number '1'

9.6.2 - The current Dubai O Plate Bambino Champion is allowed to run with the Number '0'

9.6.4 - The driver is responsible for ensuring that the required numbers are clearly visible to Officials, Timekeepers and Marshals at all times.

9.6.5 - Karts not complying to Article 9.6 may not be allowed to participate in the Event.

9.7 – WEIGHT:

The minimum weight of kart + driver is **77kg**. This will be checked at the end of each Time Trial

Any ballast must be fitted safely and securely to either the floor tray or the seat by means of at least two mechanical fixings. No single piece should exceed 5kg.

9.8 – GEARING:

Rear Gearing will be fixed at: 85 teeth for each round. Should there be any changes, these will be stated within the Supplementary Regulations for each Event. Should the incorrect gearing size be fitted, then penalties as per (Article 6.3) will be applied.

9.9 – DATA COLLECTION & GO PRO:

9.9.1 - Go Pro's are permitted provided they are mounted on the front Nassau panel only. It is strictly prohibited to mount Go Pro's on helmets! No footage from the Go Pro can be used/ nor will be accepted by the organisers to contest, appeal penalties or protest.

9.9.2 - Data units (eg a mychron 4) may be used to collect data such as RPM, Engine Temperature and Lap Times. No other sensors or data is permitted

10.0 TRANSPONDER:

10.1 – Transponder Hire or Purchase:

Transponder hire will be charged at AED 200 per day and transponders will be distributed at signing on. There are a limited number of transponders available for hire. These will be allocated as Entry Forms are received on a first-come, first-served basis. Any Entry received after all hire transponders are allocated will need to buy a transponder.

Transponders are available for purchase at 1600 AED per unit. This includes charger, user manual and fixing kit. Please check in advance with the Series Organisers for availability.

10.2 – Transponder Fitting:

The transponder must be mounted in an approximately upright position and secured at a height of 25cm \pm 5cm (measured from the ground to any part of the transponder).

It is the driver's responsibility to ensure that the transponder is fitted in the correct position at all times when driving. Failure to do so may result in the transponder functioning intermittently or not functioning at all which, in turn, will lead to non-classification.

11.0 – FLAG RULES & MEANINGS



Yellow Flag:

This is a signal of danger to indicate a hazard which may be wholly/partly blocking the track or may be just off the track. Drivers must reduce speed, not overtake and be prepared to change direction (or even stop if necessary).

Yellow flags will normally be shown only at the marshal post immediately preceding the hazard. Caution should be exercised (reduced speed with strictly no overtaking) from the first yellow flag until the incident has been safely negotiated.



Red Flag:

This flag is used to stop a practice session or Time Trial.

Drivers must immediately slow down and proceed with great caution and without overtaking to the safety area. This exact location will vary from venue to venue and will be explained clearly by the Clerk of the Course in the Driver's Briefing.



Yellow and Red Striped Flag:

This flag means slippery surface and will be shown to inform drivers that there is a deterioration of adhesion due to oil or water on the track in the area beyond the flag.



Blue Flag:

This flag is shown to a driver as an indication that he/she is about to be overtaken.



Green Flag:

This flag is used to indicate that the track is clear and is used to signal the start of a practice session or Time Trial.

**White flag:**

This flag is used to indicate to the Driver that there is a much slower vehicle on the sector of track controlled by that flag point.

**Black and White Chequered Flag:**

This flag signifies the end of a practice session or Time Trial and is shown at the Start/Finish Line. Drivers must slow down and proceed carefully to the Pit Lane without overtaking.

The following three flags will normally be shown at the Start Line and accompanied by a number which refers to the kart whose number is displayed.

These flags may also be displayed at places other than the Start Line should the Clerk of the Course deem this necessary.

**Black and White Flag Divided Diagonally:**

This flag should be shown only once and is a warning to the driver concerned that he/she has been reported for questionable driving or unsportsmanlike behaviour.

**Black Flag:**

This flag is used to inform the driver concerned that he/she must return to the Pit Lane immediately and report to the Clerk of the Course.



Black Flag with Orange Disc: This flag is used to inform the driver concerned that his/her kart has mechanical problems likely to endanger him/herself or others and he/she must return to the Pit Lane on the next lap.

12.0 – GENERAL SAFETY

12.1 It is strictly forbidden for drivers to drive their karts in a direction opposite to that of the race, unless this is strictly necessary to remove the kart from a dangerous situation.

12.2 During each on-track session during the Event, drivers may use the track only and must at all times observe the dispositions of the CIK International Sporting Code relating to driving on circuits. The circuit is defined by the white lines on both sides of the track. Drivers are allowed to use the whole width of the track between these lines. If the four wheels of a kart are outside these lines, the kart is considered as having left the track.

12.3 A speed limit of 5mph is imposed in the pit lane at all events. Any driver deemed to be exceeding this speed limit will be liable to sanctions provided for in the Regulations.

12.4 No driver may leave the Parc Fermé Area without permission from the Chief Scrutineer.

12.5 Any driver who intends to leave the track by means of the Pit Lane shall demonstrate his/her intention in due time and shall ensure that he/she does so safely.

12.6 In each session of the Event, drivers must at all times wear the full equipment defined under Article 7 of these Regulations.

12.7 It is forbidden to circulate with motorbikes, scooters or any other motorised devices in the Paddock. This applies to skateboards, push-bikes/scooters, Segways, wheelbarrows, pogo-sticks and other such equipment by extension.

12.8 The driving of karts in the Paddock Area is forbidden under all circumstances.

12.9 In the unusual case of rain, slick tyres will continue to be used. Racing will continue as normal at the discretion of the Race Director or Clerk of the Course in collaboration with the Chairman of the Stewards. Normally, racing will only be halted if driving conditions become dangerous, e.g. in the case of standing water. It is assumed that drivers will be able to recognise wet conditions due to the appearance of rain drops on their visors.

