

## 2017 US RMC REGULATIONS



# SPORTING REGULATIONS

# NATIONAL STRUCTURE

VERSION 2: June 17, 2017

---

**TABLE OF CONTENTS**

|  |    |
|--|----|
| Section A – Sporting Regulations .....                       | 3  |
| 1 Code of Conduct.....                                       | 3  |
| 2 General Conditions .....                                   | 4  |
| 3 Eligible Karts and Equipment .....                         | 5  |
| 4 Event format .....   | 6  |
| 5 Organization of the Race Event.....                        | 7  |
| 6 Track Rules .....  | 13 |
| 7 Signification of Flags.....                                | 15 |
| 8 Officials’ Instructions and Communications to Drivers..... | 18 |
| 9 Timing and Scoring.....                                    | 18 |
| 10 Conduct of a Race Event .....                             | 19 |
| 11 Races.....  | 22 |
| 12 Stopping a Race, Qualifying or Practice .....             | 27 |
| 13 End of a race .....                                       | 31 |
| 14 Wet Race .....  | 32 |
| 15 Scale Procedure .....                                     | 32 |
| 16 Technical inspection.....                                 | 33 |
| 17 Podium .....  | 33 |
| 18 Incidents & Penalties .....                               | 33 |
| 19 Video Evidence.....                                       | 35 |
| 20 Sporting Regulation Violations.....                       | 35 |
| 21 Miscellaneous .....                                       | 36 |
| 22 Rule of Interpretation .....                              | 36 |
| 23 Appeal of Technical Disqualification .....                | 37 |
| 24 Age Limits.....   | 37 |
| 25 Minimum weight.....                                       | 37 |

## Section A – Sporting Regulations

### 1 Code of Conduct

In the interest of providing and organizing events with the highest level of professionalism and maintaining a desirable atmosphere, US RMC expects all those in attendance to conduct themselves in a controlled and professional manner consistent with the following code of conduct, throughout the duration of an event.

By taking part in any US RMC activity you are automatically agreeing to adhere to the US RMC code of conduct.

For purposes of this Code of Conduct a driver in any US RMC sponsored event is defined to include the driver and any relative, guest, tuner, or mechanic (hereinafter “associates”) of the driver. Drivers are therefore responsible and accountable for the conduct of their associates, as well as their own conduct.

Membership and participation in US RMC events is a privilege, not a right. All US RMC drivers must agree to conduct themselves in accordance with the spirit and dictates of this Code of Conduct when participating in any US RMC activity. All drivers must agree to comport themselves in a sportsmanlike manner, and are responsible for their actions, as well as the actions of their associates, at all times including while in attendance or participation in any type of US RMC activity.

Sportsmanlike conduct is defined as, but is not limited to: respect for US RMC competition officials, staff, and employees, and the kart racing public, respect for facilities, privileges and operating procedures, the use of courtesy and good manners, acting responsibly and maturely, and refraining from the use of profane or abusive language. While participating in any US RMC activity:

#### Code of Conduct

1. US RMC drivers shall conduct themselves at all times and in all places as befits worthy representatives of US RMC and in accordance with the best traditions of competition.
2. US RMC drivers are responsible for knowledge of and adherence to US RMC regulations, rules and procedures.
3. US RMC drivers shall maintain high standards of moral and ethical conduct, which includes self-control and responsible behavior, consideration for the physical and emotional well-being of others, and courtesy and good manners.
4. US RMC drivers shall abide by US RMC regulations, rules and procedures, including its Code of Conduct while participating in official US RMC activities.
5. US RMC drivers shall abstain from illegal and/or immoderate consumption of drugs and or alcohol.
6. No US RMC driver shall engage in any conduct that could be perceived as harassment based upon gender, age, race, religion or disability.
7. US RMC drivers will avoid profane or abusive language and disruptive behavior.
8. US RMC drivers shall respect and obey the directives of the US RMC race officials and US RMC, including its owners, officers, directors, employees, and agents and shall refrain from any and all threats of retaliation and lawsuits.
9. US RMC drivers shall respect the rights and dignity of fellow drivers, race officials, and the public at all times during race events.

10. US RMC drivers shall refrain from abusive, uncomplimentary, defamatory, or disrespectful comments on social media including Facebook, Twitter, etc., regarding other drivers, race officials, organizers, or any person or entity associated with US RMC.

Failure to comply with any of the above provisions may lead to disciplinary action against an offending driver or associate including, but not limited to, one or all of the following:

- Refusal or termination of membership with US RMC.
- Exclusion from competition.
- Removal from the race premises for the duration of an event.
- Permanent ban from US RMC membership and activities.
- Or any other restriction appropriate under the circumstances.

## 2 General Conditions

### Observation of the Regulations

It is the driver's responsibility to ensure that all persons concerned with his/her-self observes all of the US RMC Sporting, Technical and Supplemental Regulations in general and the specific regulations which apply for the event they are registering in. **Any claim of lack of knowledge of the Regulations will not be entertained.**

### 2.1 Driver (Entry or Entrant)

The driver is responsible to assure he/she had right to enter the category where he wish to race in. If a driver register and race in a class where he is not eligible, this will not confer a right to register in this class for any future event. As soon as the mistake is discovered, the driver will have to change his/her registration for another class where he/she is eligible. He can also ask for a refund from the organizer for the registration fees but not for the products associated to the registration he/she already had used (example: tires, oil, fuel, etc). In no circumstances the driver can claim additional fees or damage from his/her own mistake.

The driver is solely responsible for the entirety of it's actions, conformability of their kart, respective equipment, and all persons concerned with them, such as mechanic, team member, parents, relatives, personal sponsors or invitees, throughout the entire duration of an event. Any action from the driver or one of the people related to him/her may results in penalty to the driver in case of a breach of the regulation.

Substitute and "Test" drivers are prohibited from participating in any session of the event, including practice days.

Drivers under the age of 18, at their discretion, may be accompanied by a single representative concerning matters pertaining to the event.

### 2.2 Precedence of Regulations

The precedence of Regulations shall be as follows (in order of precedence)

1. These regulations
2. US RMC bulletins
3. Series Regulations
4. Series Bulletins
5. Event Supplementary Regulations
6. Event Bulletins
7. Instructions from approved Officials

In case of matters not covered by the above regulation, event officials are entitled to refer to the CIK-FIA regulations or precedents from previous US RMC events.

### **2.3 Credentials**

Any person associated with a driver must at all times wear the appropriate credentials, which have been provided to them. Failure to properly display the official credentials may subject the driver and the offender to penalties deemed appropriate by the officials, including exclusion from the event.

### **2.4 Conformity**

The Drivers must ensure that their karts comply with the conditions of conformity and safety throughout the event.

It is the sole responsibility of the driver to maintain entire conformity of their kart throughout the entirety of the event.

### **2.5 Facility Cleanliness**

All persons must clean up after themselves. Please leave the track as you were leaving your own track. Track owners provide a place for you to race and appreciate respect of their property. Any damage or cleanup, including environment damage, related to any person may be held against him/her.

## **3 Eligible Karts and Equipment**

Karts which comply with the technical regulation of the event for their class, as defined by the Series or Event Technical Regulations must be used.

### **3.1 Number of Chassis Allowed per Event Weekend**

Only one chassis is allowed by competitor per event. If a driver's declared chassis sustains irreparable damage during an on track incident, the replacement of that chassis with another will be at the sole discretion of the event Technical Inspector. This decision will be final.

A declared chassis table may be utilized for inspection.

### **3.2 Technical Compliance Inspecting**

Pre-Technical Compliance Inspection ("Pre-TCI") may consist of the filing of a Pre-Technical Inspection Self-Declaration by the competitor or a physical pre-inspection according to the event regulation. During the Pre-TCI, which will take place on the dates and at the times and locations specified on the official event schedule, each driver must have all required documents and equipment available.

### **3.3 Time Limits**

Unless a waiver is granted by the event organizer or the event Technical Inspector in particular circumstances, drivers must adhere to the time constraints posted in each event schedule to file their Pre-TCI or submit to the physical pre-inspection.

### **3.4 Self-Declaration/Pre-Technical Form**

The Self-Declaration/Pre-Technical Form can be found in registration.

During registration each driver will receive a Self-Declaration/Pre-Technical Form for each class entered. All details relating to the equipment must be checked and filled in on this form, and the person submitting the equipment for Pre-TCI must sign the form, before submission of the kart to be inspected in a physical inspection is done. An incomplete Self-Declaration/Pre-Tech Form will be rejected.

The accuracy of information checked and filled in on the Declaration/Pre-Technical Form is the sole responsibility of the driver.

A driver which already filed his Self-Declaration form can make modifications to their declaration until the end of the period to file the Self-Declaration according to the event schedule.

At the Pre-TCI, if the event requires a physical pre-inspection, the driver will present his/her kart chassis, engine(s) with associated passport and completed Self-Declaration/Pre-Technical Form. A driver shall not be allowed to change his/her equipment after it has been identified at Pre-TCI, except if there is a substitution period included in the schedule of the event.

It is the driver's responsibility to remain compliant for the entire event regarding the conformity of the chassis and safety requirements.

If the guidelines of this Self-Declaration/Pre-Technical form are not followed during any official on track session a penalty may be assessed.

### **3.5 Sporting Checks**

Only equipment that has been properly processed by the procedures outlined in the event regulations will be allowed to participate in any on track sessions. At any time during an event, the technical inspectors may:

- Check the eligibility of the kart or of the driver's equipment
- Require a kart to be dismantled by the driver to make sure that the conditions of eligibility and conformity are fully satisfied
- Require a driver to supply them with such parts or samples as they may deem necessary

#### **3.5.1 All Ballast (Weight)**

Must be bolted to the kart according to the Technical Regulations, during all official on track activities.

#### **3.5.2 Numbers**

Numbers are a Pre-TCI item and must be correctly displayed on all four sides of the kart. Numbers must be legible at speed. Numbers must comply with the US RMC Technical Regulation.

#### **3.5.3 Stickers**

As per the event supplemental regulations for each individual event, sponsor stickers may be required and placed in a certain position.

Drivers who do not display the graphic requirements listed in the supplemental regulations will be subject to a penalty for the first offense. A penalty, up to disqualification, may be assessed after the first offense during the event.

#### **3.5.4 Safety Equipment: US RMC Safety Standards**

A driver must at all times, wear the full equipment as defined in Section 1.10 of the US RMC Technical Regulation for safety equipment and as per event supplemental regulations as insurance regulations may differ.

## **4 Event format**

Specific supplemental regulations should indicate the format of the event with a tentative schedule. At any time, the event organizer reserves the right to alter the format as detailed in these regulations, and/or heat races, number of groups, and/or size of groupings, to accommodate schedules for the efficient operation of each event, as long as it adheres to US RMC's Sporting and Technical Regulations.

### **4.1 Series Required Event Supplemental Regulations**

List of what has to be included in the event supplemental regulations

- Organizer;
- Track location and description;
- Kart Numbers for each classes;
- Sponsor Stickers;
- List of senior Officials;
- Drivers Briefing Attendance;
- Kart Fueling and Location;
- Paddock Vehicles;
- Event Fuel/Oil;
- Event Tires;
- Parc-Fermé, if applicable;
- Hot-Pit, if applicable;
- Signification of Flags (if there is any difference from the regulation included in the present regulation);
- Quiet Pit Rule, if applies or not;
- Controlled Practice;
- Event Scoring;
- Length of Races;
- Groupings, if needed;
- Last Chance Qualifier (“LCQ”), if needed;
- Starting Procedures (if there is any difference from the regulation included in the present regulation);
- Protests and Appeals Procedures (if there is any difference from the regulation included in the present regulation); and
- Event Clean Up

## **5 Organization of the Race Event**

### **5.1 Officials**

Race officials will be posted in each individual event supplemental regulations.

#### **5.1.1 Registrar (Event secretary)**

The registrar conducts registration, checks licenses and age requirements, ensures proper waivers are signed, makes sure the insurance certificate is posted, hands out Event Supplementary Regulations and provides Stewards and Timing and Scoring officials with a list of registered entries in each class. The Registrar also:

- Ensure that the various officials are familiar with their duties and are provided with the necessary equipment;
- If necessary, Registrar shall assist the Race Director in the preparation of the closing report for the event;
- Be responsible for the organization of the event announcements required in connection therewith.

### 5.1.2 Steward

An event can have one Steward or a panel of Stewards. In the case of a panel, one Steward must be designated as “Chief Steward”. Decisions shall be taken by a majority vote. In the case of a tie, the vote of the Chief Steward is preponderant.

The Steward(s) shall be responsible for the application of these Regulations and relevant Series and Event Supplementary Regulations. Any question regarding the sporting regulation must be addressed to the Steward(s). In addition the Steward(s) may;

- Provide participants with information about regulations or procedures, including during the Driver’s Briefing.
- Decide what penalty to enforce in the event of a breach of the regulations.
- In exceptional circumstances amend the Supplementary Regulations.
- Authorize amendments to the schedule or a change in the program.
- In the event of heats, alter the composition or the number of heats.
- Authorize the modification of the race start procedures and/or finish line.
- In the event of dead heats, authorize a new start.
- Authorize a change of kart.
- Accept or refuse any correction proposed by a Judge of Fact.
- Decide and inflict penalties and fines for any track incident, technical infraction of any other breach of regulation.
- Pronounce exclusions/disqualification.
- Amend the classification to take into account a time or distance penalty or the exclusion/disqualification of a competitor.
- Prohibit from competing any driver or vehicle which they consider to be dangerous or which is reported to them by the Race Director as being dangerous.
- Exclude from any one competition or for the duration of the meeting any entrant or driver whom they consider as, or who is reported to them by the Race Director or by the organizing committee as being ineligible to take part, or whom they consider as being guilty of improper conduct or unfair practice.
- Order the removal from the course and its precincts of any participant who refuses to obey the order of a responsible official.
- Postpone a competition in the event of force majeure or for serious safety reasons.
- Take the decision to stop temporarily or permanently, all or part of a Competition;
- Receive Protests and Appeal and take the necessary action thereon.
- Collect the reports of the Timekeepers, technical inspectors, track Marshals, together with such other official information as may be necessary for the determination of the results.

### 5.1.3 Steward Secretary (also known as “penalty Steward”)

The Steward Secretary assists the Steward(s) for:

- Take minutes of any officials’ briefing;
- Communicate Steward decision to the right person;
- Produce any report required by the Steward with the assistance, if needed, of the other officials;
- Call / communicate with the drivers/competitors when required by the Steward(s);
- Prepare official bulletin or any other required by the Steward(s);
- Prepare modified Schedule required by the Steward(s);
- Post any official document on the official board required by the Steward(s).



#### 5.1.4 Race Director

The Race Director is responsible for conducting the race event in accordance with the official program. In addition he shall:

- Work in permanent consultation with the Steward(s).
- During the Driver's Briefing, he shall provide participants with event specific information regarding on track activities and explain race procedures;
- Ensure that all officials are at their posts and report the absence of any of them to the Steward;
- Ensure that all officials are provided with the necessary information to enable them to carry out their duties;
- Control race sessions, respect of the schedule and, if he deems it necessary, the making of any proposal to the stewards to modify the timetable in accordance with the regulations;
- Stop or suspend a session in accordance with the sporting regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out;
- Control the starting procedure;
- Report any incidents to the Steward(s) and suggest a penalty if requested by the Steward(s);
- Control competitors and their karts and prevent any excluded, suspended or disqualified competitor or driver from taking part in a competition for which they are not eligible;
- Ensure that each kart, and if necessary each competitor, carries the proper identification numbers in accordance with those on the official entry list;
- Ensure that each kart is driven by the proper driver and organize the karts in categories and classes as required;
- Convey to the Steward(s) any proposal to modify the program or regarding the improper conduct of, breach of rule by a driver;
- Apply penalties inflicted by the Steward(s) in the event of a breach of the regulations.
- Delegate his authority to one of the assistant Race Directors if he cannot act for one or many sessions.

#### 5.1.5 Assistant Race-Director(s) / Judges of facts

Assistant Race director(s) may be appointed by the Steward(s) or the Race Director.

- They shall point out to the Steward(s) or the Race director any false starts immediately after they occur;
- They may replace the Starter to declare the order in which karts cross the finishing line if an Assistant Race director is in better position;
- A mistake by an Assistant Race Director may be corrected by himself with the concurrence of the Steward(s) or the Race Director;
- Assistant Race Directors may occupy posts around the racetrack assigned to them by the Race Director and/or the Steward(s) for purposes of reporting incidents which occur on the section of track being observed;
- Flag Marshals may also be designated as Judges of facts.

#### 5.1.6 Video Judge

If the event uses a video marshaling system, a Video Judge should be designated. This person may also be one of the Stewards. The video judge will review footage from a session in the following circumstances:

- Starting procedure will be automatically reviewed up to the exit of first corner. The video Judge will report to the Steward(s) any infraction or incident which can result in a penalty, even if no call has been made on the track;
- Any incident or call from the track if the Race Director or the Steward(s) ask for a review;
- Any incident, call or lack of call, which is under Protest by a driver.

In the case where the review is made from an on track call, the video will have precedence if there is clear video evidence that the on track call is wrong. Same if the protest is based on a non-call regarding a track incident.

In case of an Appeal, the video Judge must prepare a clip which includes any clips related to the incident and give the clip to the Stewards.

#### **5.1.7 Timekeepers (Timing & Scoring)**

The principal duties of the Timekeepers are:

- At the beginning of the event, to report to the Race Director, who will give them the necessary instructions;
- To start the competition, whenever instructed to do so by the Race Director.
- To use for timing only equipment approved for the event;
- Prepare any listing or starting grid requested by the Steward(s) or the Race Director;
- To declare the time taken by each competitor to complete the course;
- To modify the results to apply penalties when instructed so by the Steward(s);
- To prepare any classification needed for the event;
- To prepare and sign according to their individual responsibility their reports and to send them, accompanied by all necessary documents, to the Steward(s) or the Race Director;
- To send, on request, the original time sheets to the Steward(s);
- Not to communicate any times or results to anybody except to the Steward(s) and the Race Director or when instructed otherwise by these officials;
- In case of an event part of a Series, prepare and update Championship Standings.

#### **5.1.8 Technical inspector(s) (Scrutineers)**

In the case of more than one technical inspector in on duty for an event, one must be designated as Chief Technical inspector. The Chief Technical Inspector is responsible for scrutineering and has full authority over the technical inspectors. The Chief Technical Inspector is entrusted with all checking related to the mechanical components of karts. He shall:

- With the assistance of the Technical Inspectors carry out these checks either before the event if requested by the organizing committee or during the event if requested by the Steward(s) or the Race Director. He must not communicate result of the technical inspection to anybody except to the specific driver or his mechanic, Steward(s) or the Race Director.
- In case of Technical non-conformity, the Chief Technical inspector must sign a non-conformity report and hand it to the Steward(s).

#### **5.1.9 Flag marshals**

The flag marshals must occupy, along the race track, the posts assigned by the Race Director or the organizing committee. As soon as the event begins, they are under the orders of the Race Director. The flag marshals shall:

- Be at his post before the beginning of the session;
- If supplied by the organization, make sure his radio equipment is working;
- Report to the race director all incidents which might occur along the section for which they are responsible;
- Use the specific flag requested by the situation according to the Race Director instructions;

#### **5.1.10 Grid Marshals**

The Grid Marshals control and monitor the activities of all karts, drivers, mechanics or others permitted on the Pre-Grid, Grid or in the Pit Lane, and enforce safety and pit rules, and in addition shall:

- Control the entry and exit of karts from the pit lane to the track under direction from the Race Director or the Starter.
- Make sure the karts entering the track have the proper number and a transponder installed;

- Organize karts on the Pre-Grid and Grid according to information received from timing and scoring officials;
- Report any missing competitor or non-starter to the Race Director;
- Organize karts on the Pre-Grid (or on a designated area) according to the Steward instructions in the case of a re-start.
- Let the karts go on track when required by the Race Director according to the event / Series regulations.

#### **5.1.11 Starter**

The starter is standing at the starting line. He is responsible to give the start signal according to the instructions he may have received from the Race Director prior the race.

- The Race director is empowered to oversee the starting of all races, and may designate an individual to assist the Starter in the proper execution of race starts and any restarts;
- All competing drivers shall be under the orders of the Starter from the time the karts are placed under starter's orders until the competition is completed and competing karts have left the marked racetrack;
- During the race, the Starter is responsible to display all flags required from the Race Director;
- He is responsible to stop the race if required by the Race director or at the end of the session.

## **5.2 Briefings**

### **5.2.1 Definition**

The Drivers' Briefing is a meeting organized by the Organizer, Race Steward and/or Race Director for all drivers entered in the event.

Aim of the Briefing:

- To give any important information related to the event;
- To remind drivers of the specific points of these regulations and of the Event Supplemental Regulations concerning the organization of the event; to remind them of the safety notions, either general, or specific to the circuit used; to give any clarification concerning the interpretation of the regulations.

All drivers will be solely responsible for all information covered at any time during the Driver's Briefing.

Any direction given to the drivers at the Driver's Briefing is part of the event regulation.

### **5.2.2 The Time of the Briefing:**

Scheduling of the meeting will be posted and included on the official event schedule. Event officials reserve the right to schedule such meetings at their discretion throughout the event.

The presence of all concerned drivers is mandatory throughout the briefing. A driver not attending the briefing or being late will receive an automatic penalty.

The briefing can be one for all classes or separated in different groups. In case of more than one meeting, the driver must attend the briefing for the class he/she is registered. If the driver is registered in more than one class, he/she must attend all briefings related to his/her classes to make sure he/she receives all required information for all the classes he/she is registered.

## **5.3 Parc Fermé:**

The Parc Fermé is the location where the driver must leave their tires and/or fuel tank for technical control. See the Event Supplementary Regulations if implemented or not for the event;

#### 5.4 Hot Pit:

The hot pit is the possibility for the driver in practice and/or qualifying session, to leave the track, enter the pit lane to make repairs or adjustments to their kart and go back on track. Hot pit can be allowed for all designated classes. See the Event Supplementary Regulations if implemented or not for the event. If implemented, rules for hot pit will be detailed.

#### 5.5 Grid Area

The grid area is the area used to put karts into their proper formation for next on track session.

Only the driver and his/her registered mechanic (one per kart) is allowed in the "Grid Area" and only with appropriate credentials. No karts/persons are allowed to enter "Grid Area" with any liquids. (Except, water in a clear transparent plastic bottle, for drinking purposes). No tools allowed, except a tire pressure gage.

This area will be a restricted and controlled area.

#### 5.6 Pre/Post Technical Compliance Inspection Area

Only one driver per kart and his registered mechanic are allowed in Post-TCI area and only with appropriate credentials.

The drivers or his/her mechanic must bring their own required tools.

No karts/persons are allowed to enter the technical compliance inspection area with any liquids. There is one exception: water in a clear transparent plastic bottle, for drinking purposes, with authorization from a technical official).

This area must be a restricted and controlled area.

#### 5.7 Quiet Pit Rule

Event can enforce a Quiet Pit rule as per Event Supplementary regulations.

Starting or running engines anywhere or anytime during the entire event while the Quiet Rule is in effect, unless expressly authorized by technical or race officials is prohibited.

Engines may be started upon signal given by the grid marshal prior to entering the track for an official track session. This may only be done on the grid, with the kart on the ground. Rear tires must remain in contact with the ground.

Violations to the Quiet Pit Rule will result in a penalty for associated competitive element.

Violations during practice prior to qualifying may result in a penalty assessed to the driver's qualifying effort.

Second violation may result in a 10 second penalty or exclusion from event with loss of earned finish position to that point.

Under special circumstances, drivers may be granted a 'courtesy start' by the event technical inspector, to perform engine check in case of a failure or after an authorized repair. This must be performed in a designated area, under tech officials' supervision; engine temperature rules will still apply to all competitors. This is in place for diagnostic checks only or after an authorized repair.

**NOTE:** Abuse of this exception will result in immediate suspension of this privilege!

#### 5.8 Controlled Practice

Official practice sessions will be controlled by category, and in some cases separated by groups within a category, and will be outlined in each event schedule.

During all official on track sessions, including official practice days and practice sessions, declared engines and chassis must only be used.

All official practice sessions will be governed by all event regulations, unless expressly declared otherwise.

In case of low entries, it is possible to group together different classes.

### **5.9 Interrupting Practice**

The officials may interrupt practice as often and as for as long as deemed necessary for the clearance of the track or the removal of a kart(s). Further, if, in the officials' opinion, a driver deliberately causes the stop, he/she may be penalized.

The clock may continue running during track clearing process, if allotted time expires, before the track is clear the session will be complete.

Considerations may not be made for groups relinquishing practice time due to the need to clear the track, at the discretion of the race officials.

## **6 Track Rules**

### **6.1 Direction of Travel**

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

This includes: track exit, scale line, hot-pit (if used) and grid areas.

### **6.2 Use of Track**

The white lines on both sides of the track define the track. Drivers are allowed to use the whole width of the track. If the four wheels of a kart are outside of these lines, the kart is considered as having left the track.

It is strictly forbidden at any moment to short cut the track.

### **6.3 Immobile Karts**

The Corner Marshals' obligation is to signal oncoming drivers of danger ahead. It is the sole responsibility of a driver(s) to rectify on track incidents and resume or move their own karts to safe location. Drivers should not expect Corner Marshals to assist. Failure to do so in a timely manner may result in additional penalty(s).

Should a kart stop for any reason, it is the driver's responsibility to move his/her kart outside the track in a safe position. Officials may assist the driver but are not obliged to. The driver must remain present with their kart for the duration of any on track session should their kart become immobilized, unless instructed otherwise by track officials for safety or medical reasons.

Mechanics may not retrieve disabled karts unless directed to do so by the officials.

### **6.4 Tools**

It is forbidden to take any tools and/or spare parts on board the kart or use tools on the racing surface.

### **6.5 Fueling**

The policy regarding the fueling of karts will generally be outlined in the Event Supplemental Regulations. If restrictions and specific designated areas are employed, violation of these restrictions will be dealt with harshly. If specific designated restricted areas are not outlined, competitors will generally be allowed to refuel karts anywhere other than the grid area and the racing surface. Race officials reserve the right to allow for fueling inside restricted areas at their discretion.

### **6.6 Stopped Karts**

Except in cases expressly provided for by the regulations, no one except the driver and officials, to ensure safety and/or compliance, is authorized to touch a stopped kart.

Only in the case of a hot pit area may a driver have assistance with his/her kart with repairs inside the designated area, as per Event Supplemental Regulations.

#### **6.7 Closed Track**

During the course of the event, the track may only be accessed by receiving permission from the officials.

#### **6.8 Restarting a Kart**

During any official track session other than practices, once a driver has crossed the line leading onto the racing surface, that driver may not receive any outside assistance to restart their kart. Exceptions may be made for some classes and will be addressed in the Event Supplementary Regulation or the driver's briefing. In all situations, permission from officials must be given before giving assistance.

In the case of a hot grid situation, drivers must reach the grid area under their own power in order to get assistance. A driver may only receive help in the designated grid area and by his registered mechanic only.

During a race, a driver may no longer attempt to restart their kart once they have been lapped by the lead kart, except to move to a safer location, without causing interference on the racing surface.

#### **6.9 Speed Limits**

A speed limit may be imposed in the pit lane and in the grid area during practice, races and the formation lap.

A judgment of "reasonable speed" by officials may be used in interest of safety.

#### **6.10 Mechanical Malfunctions of a Kart**

If a driver is faced with mechanical problems during any on track element of an event, he/she must evacuate the racing surface as soon as possible for safety reasons.

#### **6.11 Collisions**

If a driver is involved in a collision, he/she must follow the direction of the officials with regard to continuing in that element of the event.

#### **6.12 On Track Instructions**

Driver communications with their crew may not resemble officials signaling procedures. (i.e., colored flags, etc...)

#### **6.13 Communications with Drivers**

Any electronic communication system between any driver on the track and any other person is strictly forbidden.

#### **6.14 Leaving the Track**

Any driver who intends to leave the track, shall demonstrate his/her intentions in due time and shall ensure that he/she may do so safely. If a driver leaves the racing surface, other than at a designated track exit during practice, qualifying, or a race, he/she will re-enter the racing surface at a point as far from the racing "line" as possible and may not re-enter the course at a point that will provide any time or distance advantage.

It is the official's decision as to whether or not any advantage was attained by off-course driving and/or course re-entry, and that decision is final and cannot be protested.

Drivers must follow the direction of the officials.

#### **6.15 Breaching Technical Regulations while on the Track**

Should a driver's kart become technically non-compliant while on track, it will be the official's decision to signal, with the black flag with orange disc, for that kart's removal. Once a driver has been signaled to leave the track, further

scoring of that driver is at the discretion of race officials. Drivers not obeying official's signals will receive a black flag and may receive additional penalties.

If karts were believed to be compliant at the beginning of a session, drivers will be scored for the session until the time that a driver was signaled to leave the racing surface.

Karts found to be technically non-compliant upon leaving the track, may be penalized and/or eliminated from the session at the discretion of the officials.

Any driver found altering equipment in the scale line may be penalized or disqualified from the session.

Officials reserve the right to penalize non-compliant equipment until a kart has been released from the scale area or the post technical compliance inspection area.

## 7 Signification of Flags

In the use of lights, refer to the Event Supplemental Regulations.

All use of flags are not required, but are outlined below.

It is the sole responsibility of every driver to know the significance and commands of all flags/lights used by officials at any given event. Repeated failure to obey those signals may result in penalty or exclusion from an event.

### \*Flag signals displayed at the Finish Line.

#### \*Red Flag:

This flag indicates a perceived need for medical attention, track conditions or any situation that require the stoppage of the track session in progress. Under Race director officials, the red flag may also be displayed in other marshals post.

The red flag may also be used to close a track.

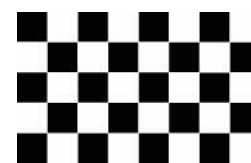
When the red flag is displayed, drivers must proceed as described in section 11.



#### \*Black and White Checkered Flag:

A Checkered flag shall be given on the finish line. This flag signifies the end of the practice, a qualifying session or a race.

In practice or qualifying, this flag shall be given to the first driver crossing the finish line when the time session expired. In a race, this flag shall be given as soon as the leading kart has covered either the full race distance or the greatest distance during the time scheduled for the Race.



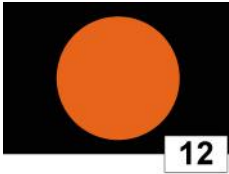

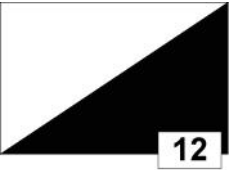



#### \*Black Flag, generally displayed with kart number:

This flag waiving will be used to inform the driver concerned that he/she must exit the track and or racing surface. Should a driver ignore the instructions of this flag, after passing its display twice, the driver may be excluded, (disqualified), or penalized as the officials see fit.

If the driver persists on not removing him/herself from the racing surface after passing its display, the driver may also be assessed a penalty as harsh as suspension from the series and all US RMC future events.

This flag is generally displayed at the Finish line but may be given at any location on the track by race officials.



|   |  |
|---|--|
| <p><b>*Black Flag with Orange Disc, (Meatball), generally displayed with kart number:</b></p> <p>This flag should be used to inform the driver concerned that his/her kart has mechanical problems likely to endanger him/herself or others, or does not comply with technical regulation, and means that he/she must exit the racing surface.</p> <p>Should a driver ignore the instructions of the meatball flag, after passing its display twice, the driver may be excluded, (disqualified, from that on-track element of the Event or penalized as the officials see fit.</p>  |   |
| <p><b>*Rolled Black Flag or Black and white divided diagonally (Warning flag):</b></p> <p>*The warning flag, pointed (rolled) or displayed (black and white) with kart number at the driver concerned, and may be used with the same intention.</p> <p>A warning flag indicates a warning from officials and maybe followed by a waived black flag.</p> <p>A warning flag does not signify the command to leave the racing surface.</p> <p>The warning flag serves as a warning to the driver concerned that he has been reported for unsportsmanlike behavior. Should the behavior continue or not be rectified by the driver concerned after receiving this flag, the driver may be removed from that on track element of the Event and penalized.</p> <p>A warning flag may not necessarily precede a displayed black flag.</p>                                  | <br><br> |
| <p><b>*White Flag:</b></p> <p>This flag will be waived and will be used to indicate the final lap of an on track element of an Event.</p> <p>Every effort will be made to display white flag signifying the leader is beginning the last lap. However, the white flag is a courtesy flag and not mandatory.</p>   |   |
| <p><b>*White Flag and Checkered Flag Rolled separately Displayed vertically together:</b></p> <p>This combination of flags indicates two laps remaining in the race.</p> <p>The use of this signal is a courtesy signal and is not mandatory.</p>   |  |
| <p><b>*Transponder Flag, (black with yellow cross), generally displayed with kart number</b></p> <p>This flag indicates there is a problem with the scoring system reading a particular drivers transponder. A driver should exit to the hot pit area, or any area deemed sufficient by the race director, to receive an alternative transponder in order to accumulate an official time. The location of this alternative transponder is not relevant, as long as it is a consistent location from lap to lap. The efforts made by officials to get a driver an alternative transponder and official times are considered a courtesy and are not required.</p> <p>It is the responsibility of the driver to make sure they have a working and properly mounted transponder at all times (see US RMC Technical regulations – Scoring transponder Installation).</p> |   |
| <p><b>*Green Flag:</b></p> <p><i>This flag indicates the start of an on track session of an Event.</i></p> <p>A green flag also indicates that normal racing conditions apply and may be displayed at the observation post immediately following a section of the track that was under a yellow flag condition.</p>   |   |



**Red and Yellow divided diagonally, (Re-Start Flag):**

This flag will signify the official's decision to restart a race after the start has been signaled. The flag will be waived at a safe point on the track prior to the completion of the second lap. Drivers shall slow safely and re-align themselves into their original starting positions assigned at the original start of the race. Formation lap regulations will apply as the field circulates the track in preparation of another start. The previous start will be null and void and the complete race distance will follow. Penalties may be assessed to offending drivers at the race director's discretion. A waiving red and yellow flag simultaneously is also a signal for a race restart.

**Yellow Flag:**

This is a signal of danger and should be shown to drivers in two ways with the following meanings.

Should normally only be shown at the officials' post, immediately preceding the hazard.

Overtaking is not allowed from the point at which the flag is displayed until clear of the incident or kart that drew the yellow flag. Should a driver mistakenly overtake another driver in a section of the track that is "under yellow flag conditions", and voluntarily relinquish that position back to the overtaken driver prior to the completion of the next lap, the offending driver may avoid penalty at the sole discretion of the race officials.

**Standing Yellow:**

Standing yellow flag(s) signifies a minimal risk ahead. Drivers should approach with caution. Overtaking is not allowed from the point at which the flag is displayed until clear of the incident or kart that drew the yellow flag. Up to a 10 second penalty may be imposed on kart(s) overtaking another kart in a section of the track that is under yellow.

**Waiving Yellow:**

Waiving yellow flag(s) signifies considerable risks or danger ahead. Drivers should slow down and approach with extreme caution.

Overtaking is not allowed from the point at which the flag is displayed until clear of the incident or kart that drew the yellow flag. Up to a 10 second penalty may be imposed on kart(s) overtaking another kart in a section of the track that is under waiving yellow.

**Yellow Flag with Red Stripes (debris flag):**

This flag is optional or a courtesy flag and not always available. It signifies a significant reduction in traction or grip on the racing surface due to the presence of foreign materials. It should be displayed until the entire field has been made aware of the hazard. It is permissible to overtake another driver when this flag is being displayed.

**Blue Flag:**

Standing blue: Another competitor is following you very CLOSELY.

Waiving blue: This flag should normally be waved, as an indication to a driver that he/she is about to be overtaken. Otherwise specified, this is a courtesy flag.

**\*Blue with yellow or orange strip, (double diagonal):**

This flag will be waived as an indication to a driver that he/she is about to be overtaken by the race leader, and the driver must give way.

This flag signifies a command, not a request. Driver failing to yield to overtaking drivers immediately may be removed from the track session via a black flag.



## 8 Officials' Instructions and Communications to Drivers

All classifications and results of an on track element of an Event as well as any decisions of the officials will be posted on the official posting board, unless otherwise detailed in the driver's briefing

If possible, driving infractions should be relayed to the driver and or mechanic in the scales area.

## 9 Timing and Scoring

Tracks don't have to be equipped with magnetic stripes or beacons for personal data acquisition. If the driver wants to use a beacons device, the beacon may only be placed trackside with track official's permission and will be only in a designated area. The placing of additional beacons is strictly prohibited.

A driver's personal data will never be considered for official scoring purposes.

### 9.1 Scoring

Results for all official track sessions will be considered pending until signed by the proper race officials and posted as "Official". The posting of results does not automatically deem results to be final. See Event Supplemental Regulations for detailed procedures affecting specific events.

The officials who sign the official results must also indicate the time he signed it and it must be posted on the official board without delay. Protest time about official results starts at the time written by the official.

### 9.2 Transponders

Each driver is required to bring an AMB compatible transponder to each event. Transponder presentation will be considered a part of Pre-TCI.

Transponder rentals will not be the responsibility of event organizers.

No single transponder may be shared by more than one driver for any reason, unless authorized by the timing and scoring officials.

Each driver is solely responsible for the proper functionality of the transponder assigned to them, whether rented or owned.

Any driver failing to have on board a working transponder, during the practice session(s) requiring a transponder may be subject to penalty.

The transponder must be installed according to the US RMC Technical Regulations – Scoring transponder Installation. Failure to install the transponder according to the regulation may result in no scoring for the competitor.

Transponder replacement during qualifying, and or hand scoring during a race event, in the event of a transponder failure or absence for any reason, will be considered a courtesy by the scoring officials/race officials, and is not their obligation.

## **10 Conduct of a Race Event**

### **10.1 Practice**

At least one official practice must take place before the qualifying session except in case of Force Majeure. The last practice before the qualifying will be timed. The length of the practice can either be a specific length of time or a certain number of laps.

### **10.2 Warm-up**

First session of the morning will consist of a warm-up session except in case of Force Majeure. The length of the practice can either be a specific length of time or a certain number of laps. Warm-up sessions can be timed session but this should be considered as a courtesy and not mandatory. The warm-up can be considered as a practice.

### **10.3 Qualifying**

#### **10.3.1 Time**

Qualifying will be for a specific length of time, designated in the Event Supplemental Regulations and/or official event schedule. Only lap times accumulated during these designated times will be considered.

Any driver on the racing surface during qualifying, circulating at less than a race pace, who in the opinion of the officials interferes with another drivers attempt to qualify, may be penalized or receive a black flag, at the discretion of the race officials.

Any lap time acquired will be considered, as long as that lap was initiated prior to the expiration of the designated time period. (Example: For a 10 minute qualifying session, a lap time will be considered if that lap was initiated prior to the 9:59 mark of the session.)

Any kart present on grid will be considered started. Karts not accumulating a time on track will be started at the back of the next on track session. Practice times will be considered if multiple drivers fail to achieve times. In case practice times are not available, starting order for drivers with no qualifying times will be decided by random draw.

Only official scoring system data will be considered. Driver's personal timing equipment cannot be used for any reason by the Officials.

Should multiple drivers achieve the same lap time; the driver's 2nd fastest lap time will be considered, and so on.

#### **10.3.2 Groups**

Groups will qualify by class or groupings as per official event schedule.

Drivers will only be allowed to qualify during their specifically designated qualifying session.

#### **10.3.3 Grid**

No fluids, weights or non-compliant parts are allowed in the grid area.

No fuel is allowed on the grid, only fuel in kart fuel tank attached to the kart is allowed.

##### **a) Sealed Grid**

If a "Sealed Grid" procedure will be instituted for qualifying, it is defined as follows:

Grid area will be "Sealed" at the time the green flag waves or start of the session is indicated by the grid marshal. At that very specific point in time, no drivers, karts, mechanics, parts or outside materials of any kind, or additional personnel, will be permitted to enter the grid area. Nothing is allowed to enter the grid area or be used by a driver that was not present on the grid prior to the time the grid sealed.

#### **b) Controlled Grid**

If a "Controlled Grid" procedure will be instituted for qualifying, it is defined as follows:

Grid area will be "Controlled" at the time the green flag waves or start of the session is indicated by the grid marshal. At that very specific point in time, a competitor which was not on the grid at the beginning of the qualifying session may enter the grid and join the session with the authorization of the officials. Officials may refuse to the driver to enter the track if they consider it unsafe if the time remaining to the session is insufficient.

#### **10.3.4 Hot Pit**

If a Hot Pit area is established; as per Event Supplemental Regulations, this will be in conjunction with a sealed grid area.

Only one mechanic per driver will be allowed onto the grid and Hot Pit area with proper credentials.

If a "Hot Pit" situation is indicated, drivers will be allowed to take the track at their discretion, at any time during the designated qualifying session. Drivers may exit the racing surface and re-enter the grid area at their discretion.

Re-entry to the track, will only be allowed by the grid marshal.

Drivers re-entering the track against the grid stewards' commands may be penalized and may forfeit lap times acquired during that stint.

Any driver interfering with another driver's qualifying effort while re-entering the track surface, from either the grid area or any other track re-entry point, may be subject to penalty.

#### **10.3.5 Session**

Once a kart enters the racing surface by crossing the blend line at the track entrance, if a kart becomes immobilized, that driver may not receive any outside assistance or use materials/tools, unless they reach the grid area under their own power, and doing so safely at the discretion of the race officials. If track officials touch a competitor's kart, that driver's session will be considered over and only times previously achieved will be considered for qualifying. Exceptions may be made for some classes at driver's briefing.

Any driver cutting the track for any reason, and bettering their lap times during qualifying, will end their qualifying session and no further achieved lap times will be considered.

Any driver circulating on the track surface and interfering with another driver(s) may be subject to penalty.

#### **10.3.6 Exit**

Drivers no longer wishing to achieve qualifying times may exit the racing surface towards the scales at any time during the qualifying session. Once a driver enters the scales line, they may no longer re-enter the racing surface to achieve qualifying times.

#### **10.3.7 End**

At 2 minutes prior to the qualifying session ending, the grid entrance from the racing surface will close. At that point, drivers wishing to no longer achieve times will be required to exit the track towards the scales.

Drivers in the scales line are not allowed to alter karts or use tools, including air gauges, until they have cleared the scaling process.

Any driver present on the grid at the end of the qualifying session must be directed immediately to the scale area under the supervision of race officials.

### 10.3.8 Split Classes

In the case of a class being separated into two or more groups for any practice or qualifying session, where drivers are assigned to a group by the officials, drivers may only participate in their assigned group.

### 10.3.9 Groups within a Class:

In the case of a class being divided into two or more groups, the groups will be divided into similar sized groups. Lap times from groups that make up a class will be combined to determine the fastest lap times for classification in that class.

#### **Determination of Groupings:** (Method A, B or C)

A: Groups may be determined by the times achieved by each driver, as a result of their participation in the designated non-qualifying timed practice. Karts are required to be technically compliant for all sessions.

These times will be used to determine assigned practice and qualifying groups for the balance of that event according to event supplemental regulations. From this process, the slowest practice times will make up group A and will take the track first for practice and qualifying, and the fastest practice times will make up group B and will take the track second for practice and qualifying.

B: Groups may be determined based on Kart Racing numbers. (Odd/Even) In this case, a coin toss will determine which group will be scheduled first.

C: Groups may be determined by a random draw from the timing system and groups will be posted on the official board.

### 10.3.10 Grouped Driver(s) Withdrawing from an Event Prior to Qualifying

Should one or more drivers withdraw from competition prior to qualifying, groups may be re-assigned to equalize participation in each group. Drivers may only participate in their assigned group. The only exception would be if a significant number of drivers withdraw, making it unnecessary to have multiple groups.

### 10.3.11 101% Grouping Rule

If a given class is divided into more than one qualifying group, and those groups take to the racing surface with significantly different track conditions, and those conditions cause the fastest lap times from each group to be more than 101% apart, then the following line up formula will be used. 1st place will go to the fastest time in the faster group, (fastest overall), 2nd place will go to the fastest time of the slower group, 3rd place will go to the second fastest time in the faster group, 4th place will go to the second fastest time of the slower group, 5th place will go to the third fastest time in the faster group, and so on. This decision to decide if the difference is due to track conditions is at the race director's discretion and cannot be protested.

### 10.3.12 Driver(s) Participating Out of Group:

In the case of a driver found participating in a qualifying group not assigned to them, the driver will be immediately removed from the track, and any lap times from his/her participation in that unassigned group will not be considered as official lap times. In this case, the driver will not be allowed to participate in their assigned group, and they will receive a time of "No Time" for official classification.

### 10.3.13 Entering the Track

Driver may only enter the racing surface at the direction of the grid steward. Drivers should enter the track and get up to racing speed in a timely manner. Any driver who disobeys the direction of the grid steward upon track entry may be subject to penalty. If no grid steward is present at the track entry point, drivers are expected to enter the track with caution and only if, clear track spacing exists.

Drivers entering the racing surface in an unsafe manner may be subject to penalty.

#### **10.4 Qualifying Heats**

Qualifying heats are races. Number of laps will be indicated in the Event schedule. If the event format uses Qualifying heats, these heats can be progressives or not-progressives (CIK type).

At the end of the Qualifying Heats, a standing will be established according to the event/series regulations and will decide the starting grid for the next race (Pre-final race or Final race if there is no Pre-final).

#### **10.5 Last Chance Qualifier (LCQ)**

If an LCQ has been established, as per Event Supplemental Regulations, a defined number of drivers, who do not qualify directly to the pre-final after qualifying practice, may participate in the LCQ. This race will transfer a defined number of drivers into the pre-final. Number of laps will be according to the length of the track, according to the organizers.

When pre-finals and finals are limited to 34 drivers, the top 28 drivers after the heats will advance to the pre-final. All other drivers will run the LCQ with the top 6 transferring to the tail end of the pre-final. This number may change if addressed in Event Supplemental Regulations.

### **11 Races**

A Pre-final race will usually follow the qualifying session, the last Qualifying Heat or the LCQ race and a Final race will follow. The number of laps for each element of each class's final phase will be supplied on each event schedule as per Event Supplemental Regulations.

#### **11.1 Starting Grids**

After timed-practice and or qualifying, the starting grid will be drawn up in accordance with the fastest time achieved by each driver.

In case of an event format includes heat races, the starting grid depends on the heat type – progressives or non-progressives. If they are progressives, the first heat starting grid will be done according to the times of the Qualifying session, the second heat grid will be based on the results of the first heat, the third heat grid will be based on the results of the second heat and so on. If they are non-progressive, all qualifying heats grid will be based on the times of the Qualifying session. The starting grid can be modified by the officials in case of penalty (ex. equipment change).

The starting grid for the pre-final, or the final if there is no pre-finals, will be drawn in accordance with the heat races point standings.

The grid for the final will be drawn up in accordance with the pre-final finishing order.

Pole Position:

The pole position driver of each grid will have the choice of the pole position, (on left or right side of the track), provided that he/she advises the officials as soon as he/she reaches the grid area. This choice will only modify the first row, to the exclusion of the others.

If the driver does not advise the Grid Official of their choice the pole position shall always be as follows;

- If the first turn after the start is to the right, the pole position shall be on the right
- If the first turn after the start is to the left, the pole position shall be on the left.

#### **11.2 Withdrawing from a Start**

Any driver whose kart is unable to take the start for any reason whatsoever, or who has good reason to believe that his/her kart will not be ready to take the start at the scheduled time, must inform the officials or the as soon as possible.

If a kart/driver is missing from the grid before leaving the grid, that particular grid spot will be replaced by the driver directly behind him (taking up the missing driver's spot), with exception to the front row and in case of Standing Starts.

Should a front row position on the grid be vacated prior to the release to the track, that vacant grid position will be filled by the highest positioned present driver who wants that position. This will take effect until the front row is full. All other vacancies created will then be filled by drivers moving straight forward, with no crisscrossing taking place. Example: If P1 vacates, P2 has first option to take P1. Then P3 would have first option to take P2. Everyone else moves straight forward. Should P3 not want P2, P4 has next option at P2...and so on.

### **11.3 Access to the Grid Area**

In the case of a "Sealed Grid", access to the grid area will remain open for qualifying, heat races, pre-finals, LCQs and final races until the time that the grid steward indicates the start of that specific track session. This is usually done by the waiving of a green flag by the grid steward. At that specific point in time, no drivers or their karts will be allowed to take to the grid area and participate in that on track session.

In the case of a "Controlled Grid", any driver not present at the beginning of the track session may be allowed by the officials to enter the grid area and the track and start the race at the rear of the field if officials consider, at their sole discretion, that the driver may reach the rear of the field before the start of the race. Such driver must stay at the rear of the field and must not try to take his/her original starting position back otherwise he/she will be penalized. The field will not be delayed for late drivers.

### **11.4 Official Driver Starting**

Any driver who is present with their kart on the grid area prior to the beginning of that specific track session will be considered a starter. Any driver meeting this requirement, will be allowed to take to the track up until the time at which the field comes around past the track entrance the first time under race conditions (after the start of the race). Drivers will have until the "Formation Line" designated in the driver's briefing, on the formation lap to regain their earned starting position, or must start or join at the rear of the field. Once the grid has sealed for that specific track session, no outside tools or supplies will be allowed to enter the grid area.

Any driver/kart experiencing mechanical problems left on the grid after the race group has been released to the track surface, may receive assistance from any persons that is present on the grid with proven passes. More than one person may assist. This can only be done once the race group has vacated the grid area. No outside tools or persons are allowed to enter the grid area once it seals.

In case of a "Controlled Grid", any driver not present at the beginning of the track session and, showing up late at the grid area will only be considered as a starter if he receives authorization to enter the track. Others will be scored as "Did Not Start".

### **11.5 Starting Procedure**

Following starting procedure applies unless specified otherwise in the Event Supplementary Regulations.

#### **11.5.1 Start Signal**

The start signal shall be given by the Starter or Race Director by way of lights, or by flags, or a series of flags, as instructed in each driver's briefing, and per Event Supplemental Regulations.

#### **11.5.2 Type of Start**

There are two types of start: rolling or standing starts. Unless specified otherwise in the Event Supplementary Regulation, 6 speed gearbox classes will use standing starts and other classes will use rolling starts.

The grid will be constituted of two lines of karts. Le Mans type starts are forbidden.

## **Rolling Starts**

### **11.5.3 Warm Up Lap**

The number of warm up laps will be designated at the driver's briefing. Drivers must maintain their starting order and are not allowed to pass other drivers on the warm up laps unless a driver falls out of formation due to experiencing troubles.

Depending of the track configuration (ex. track entry located after the start/finish line) or in case of a long race track, the officials may decide to have a single warm-up/formation lap.

### **11.5.4 Formation Lap**

The Formation Lap is the lap where drivers are to line up and get into formation to prepare to start a race. The pole driver sets the pace for this lap and must carry a "reasonable pace" allowing all drivers, not experiencing troubles, to catch the end of the field. All drivers must be in their earned starting position at the time they reach the Formation Line on this lap, or they must fall into the lineup at their given location, providing it is not ahead of their earned starting position.

Drivers are not allowed to advance their position once past the Formation Line.

### **11.5.5 Formation Line**

The Formation Line is a red line painted across the track, signified by cones trackside, and located at least two corners before the starting line. All drivers must be in their earned starting positions and in formation, by the time they reach this line on the formation lap, or fall into the lineup at their given location, providing it is not ahead of their earned starting position.

Failure to do so may result in a penalty up to 10 seconds.

Should a start be aborted, drivers will have another chance to regain their earned positions prior to reaching this line. Formation lap rules will apply.

### **11.5.6 Starting Lanes**

Two white lanes will be painted on the track approximately 70 meters to the Acceleration Line. On the Formation Lap, drivers must drive into their respective lanes and remain in their lanes until the indication of the start of the race.

Drivers crossing outside of these lanes prior to the start of the race being signaled will be penalized with time penalties. A 3 second penalty for two wheels out and 10 seconds for four wheels out will be assessed after the race.

### **11.5.7 Acceleration Line**

The Acceleration Line is a yellow line painted across the track 25 meters from the starting line, signified by cones trackside, and will be the first line reached by drivers while in their starting lanes. The acceleration line is the point at which karts may accelerate to take the start of a race, on the formation lap. The acceleration line is the beginning of the zone at which a race can be started.

If there are no lanes provided, the acceleration line and start line will be signified by yellow paint and cones trackside. Cones may be placed down the center of the track leading to the acceleration line. Karts will be expected to stay in line until the start of the race has been signaled. Karts jumping out of formation early may be subject to a 10 second penalty. Specific procedures may be clarified in Supplemental Regulations or covered in the driver's briefing.



### **11.5.8 Starting Line**

The Starting Line is a yellow or white line painted across the track, signified by cones trackside and will be the second line reached by drivers while traveling in their lanes. The starting line indicates the end of the zone at which point a race can be started.

### **11.5.9 Start of the Race**

All drivers are required to enter the starting lanes as they materialize on the formation lap.

While completely in the lanes, karts should approach the Acceleration Line in proper formation, and proceed at a reasonable and constant speed. Karts are allowed to accelerate only at the Acceleration Line and must remain in their respective lanes until the start of the race is signaled, by waived green flag or specified lighting sequence. At that specific point in time that the race start is signaled, race conditions apply, allowing karts to break their starting formation and or lanes. Should the off pole driver be ahead of the Pole Driver, by his/her own power, at the crossing of the Acceleration Line, he/she will be considered to have "Jumped the Start" and may be assessed up to a 10 second post-race penalty. Should the Pole Driver accelerate prior to the Acceleration Line under his/her own power, he/she will be considered to have "Jumped the Start" and may be assessed up to a 10 second post-race penalty. Trailing drivers deemed responsible for the 'Jumped Start' infractions, by the pole or off pole driver(s), may be assessed the penalties in lieu of the off pole driver(s). Once past the Acceleration Line, all drivers are allowed to accelerate without penalty. The signal to start a race will be given at some point when the front row is between the Acceleration Line and the Start Line.

In general, one attempt will be given to start races.

It is the responsibility of all drivers to be in formation by the start of a race. Officials are not obligated to delay the start of a race to allow trailing drivers to catch up.

Drivers violating these procedures may be penalized rather than race restarts being granted. This decision is at the race director's discretion and will be deemed final.

Race officials will always have until the completion of the first two laps to call for a race restart if they are not satisfied with a signaled start.

If the starting formation is not satisfactory or the race director has a doubt about the formation, he is able to call another formation lap.

Drivers deemed to have caused an improper start may be penalized and placed in a revised position on the grid for the next start attempt.

### **11.5.10 In-operative Karts on Track**

If a driver stops for any reason during the formation lap, and is unable to regain their earned starting position prior to the formation line or take the start at the rear of the field, that driver will have until the race leader puts them a lap down under green conditions to resume racing. Entry onto the track after that point will not be allowed.

### **11.5.11 Regain One's Position**

It is forbidden to use any course other than the track used during the race, (no cutoffs), unless directed to do so by the officials.

It is the driver's responsibility to regain their starting position as long as the maneuvers are completed without incident against other drivers, and before reaching the Formation Line.

### **11.5.12 Vacant spots in the lineup after the release to the track.**

When a driver(s) experiences troubles either on the grid or on the warm up/formation lap, and is not able to occupy their earned starting position, the vacated space in the lineup shall be filled by the trailing karts on the same side of the

grid moving straight forward, regardless of where the vacancy is. This should be done once the drivers have passed the formation line on the formation lap. This includes vacancies in the front row if a front spot become vacant after the karts enter the track. No crisscrossing of positions is allowed.

#### **11.5.13 Immobilized Driver**

If he considers that a driver has been immobilized as a result of another driver's mistake, the chief starter or the race director may stop the Formation Lap and start again the starting procedure on the basis of the original grid, or allow the impeded driver to regain his/her position. The new starting procedure will be ordered immediately, or within 30-minutes, according to the circumstances. The officials may inflict a penalty upon the offending driver(s).

Work on karts may or may not be allowed in this case, as directed by the officials.

#### **Standing Starts**

#### **11.5.14 General**

If a shifter kart/driver is absent from the grid area prior to taking to the track, or fails to make it to their assigned starting grid position on the track, for any other reason, the space will be left open. Karts may not move forward to fill vacated positions.

Shifter karts drivers will have until the time they are pointed into their assigned starting box position on the track starting grid area, to occupy their earned starting position. Drivers not able to take their positions at this time will be designated to start from the tail end of the grid.

#### **11.5.15 Formation lap**

The Formation Lap is the lap where drivers are to line up and approach the on track Starting grid. Drivers should remain in their designated starting positions and should not be passing unless a driver falls out of the formation due to experiencing troubles. Drivers are not allowed to cut or shorten the track on the warm up and/or formation lap. Any driver cutting the track on the warm up or formation lap may be penalized.

#### **11.5.16 Grid Formation**

Drivers should approach the on track starting grid area at reduced speeds in their earned starting grid positions. Drivers will be called forward and pointed into their earned starting box positions by the race officials. Any driver unable to occupy their earned starting grid position at this time may be required to start from the tail of the field. Any starting grid positions vacated for any reason will remain open on the starting grid. on the warm up and/or formation lap. Any driver cutting the track on the warm up or formation lap may be penalized.

#### **11.5.17 Start Signal**

##### **Method 1 – Flag Signal**

Controlled by the official at the head of the grid will be handed off to the Starting Official holding a green flag. A yellow flag or a hand will be raised signaling the start of the 5 second window. Sometime in the next 5 seconds, the green flag will fly and the race will begin. Procedural flag signals may be covered in the drivers briefing.

##### **Method 2 – Light Signal**

Controlled by the official at the head of the grid will be directed towards a light tower. A sequence of lights will signal the beginning of the 5 second window. At any point in the next 5 seconds, lights will change signaling the start of the race. Specifics of the lights will be explained in the drivers briefing.

#### **11.5.18 Drivers stalling karts**

Once the official at the head of the grid has handed control over to the starting official, a stalled driver must remain in the karts, waving their arms until after the race start signal has been given. Once the race start signal has been given and the field vacates the starting grid area, race officials may assist any stalled drivers. This is at the sole discretion of the race officials. That is the last point, in any on track official session, that drivers may receive any outside assistance without it ending their session.

#### **11.5.19 Jumped Starts**

A driver is considered to have jumped the start if he is moving when the start signal is given. A driver may be considered to have jumped the start if he is at a stop but not within his starting box when the signal to start the race is given. A penalty up to 10 seconds may be assessed for jumped starts.

#### **11.5.20 Restarts**

At any moment during the starting procedure, but before the green flag is flying, the Starter can call an additional formation lap. Drivers will complete another formation lap and proceed to the grid formation procedure at the end of this additional lap.

Race officials will always have until the completion of the first two laps to call for a race restart if they are not satisfied with a signaled start. Drivers should slow down and proceed to the grid formation again, otherwise instructed by officials.

Should the race be stopped after two (2) completed lap, restart will be single file rolling restart. Drivers will be lined up in the proper order and given a single formation lap that would be under yellow conditions. The pole sitter will approach the starting area at a consistent and reasonable pace while maintaining a straight line. Trailing drivers are required to stay single file and not pass the drivers in front of them. The Starter will signal the restart with the waiving of a green flag. At the point the race start signal is given, race conditions apply allowing all drivers to break formation and resume racing.

#### **11.5.21 Out of position Driver**

If a driver falls out of his earned position due to no fault of his own prior to the start of the race, the Chief Starter or the Race Director may stop the formation lap and start again the starting procedure on the basis of the original grid, or allow the impeded driver to regain his/her position. The new starting procedure will be ordered immediately, or within 30-minutes, according to the circumstances. The officials may inflict a penalty upon the offending driver(s). Work on karts may or may not be allowed in this case, as directed by the officials.

### **12 Stopping a Race, Qualifying or Practice**

The following procedures are generally followed unless spelled out differently in Event Supplemental Regulations.

Conditions necessary to stop a track session:

In general, a track session may stop because of:

- The perceived need for medical attention;
- Track blockage prohibiting drivers from continuing;
- Danger caused by weather or other conditions making it dangerous to continue;
- At the discretion of the race director.

The decision to stop a track session is at the sole discretion of the race director. The red flag will be flown at the start finish line and all marshals stations or other location described in the driver's briefing.

The Steward(s) can also instruct the Race Director to stop a track session in case of Force Majeure which is normally something which the Race Director cannot be aware of.

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

During a qualifying or race session it is the responsibility of all drivers to immediately slow down, stop racing, no passing is allowed, exercise extreme caution, be prepared to stop if instructed to do so, proceed to the start/finish line and STOP unless a different stopping point has been designated at the driver's briefing.

### **12.1 Neutralization of a Race**

In the event that the racing surface becomes unsafe to proceed under normal race conditions, the officials may opt to "Neutralize" a race. This will be indicated by a "SLOW BOARD" being displayed at the head flag station and yellows waiving from all corner stations. Drivers should fall into single file formation and proceed at a moderate and safe pace set by the race leader.

Any driver involved in the incident that caused the neutralization may be allowed to rejoin the field and will remain in the order in which they reach the end of the field.

Overtaking is forbidden unless a kart experiences significant problems and drops out.

Any kart dropping out due to difficulties, may be allowed to resume, but must rejoin the formation in the order in which they reach the end of the field.

Any driver going a lap down will not be allowed to rejoin.

A driver is not allowed to enter the repairs area or receive any outside assistance (help, tools, parts, etc.) during neutralization. Repairs made by a driver on the racing surface is allowed but must be completed before being lapped by the leaders.

Once race officials are ready to resume racing, waiving yellow corner flags will become standing yellow flags, indicating the next time by the head flag station, the green flag will be given. Karts should approach the head flagger at moderate speed and in single file formation. Once the green flag is waived, race conditions apply and drivers may break formation.

Overtaking or falling out of single file formation is not allowed until the green flag is waived. Laps accumulated during Neutralization will be scored.

Should a race end under Neutralization, results will be final.

### **12.2 During Practice / Warm-ups**

Should practice session(s) be stopped by red flag conditions, those sessions may or may not be resumed or completed.

During Qualifying:

All classes will be guaranteed a minimum of 75% of the original qualifying time posted in the Event Schedule, of green flag conditions for qualifying, excepted in case of absolute necessity due to an unpredictable situation.

Should the session be stopped prior to the 75% of the allotted time in the Event Schedule:

The session will resume after the reason for the red flag is cleared, and conditions are again safe to continue.

The class will be allowed to resume qualifying until the minimum 75% of allotted time in the Event Schedule has expired.

Under no circumstances, may karts be worked on during the stopping of the clock during qualifying by a red flag.

Should the session be stopped after the minimum 75% of allotted time in the Event Schedule have expired:

The session may not resume, and will be considered complete.

### **12.3 During a Race**

In the event a red flag is thrown during a race, the classification of the race will be the classification at the end of the lap prior to that during which the signal to stop the race was given. All karts must come to a stop in the location described in these regulations or indicated in the driver's briefing. Drivers will be instructed by race officials as to the procedures to follow.

The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop was given:

Less than 2-laps completed. If the race can be restarted, Article 12.3.1 (below), Case A will apply.

More than 2-laps completed, but less than 75% of the distance scheduled for the race, (rounded up to the nearest whole number of laps). If the race can be restarted, Article 12.3.1 (below), Case B will apply.

75% or more of the distance scheduled for the race, (rounded up to the nearest whole number of laps). The race may be considered complete. Karts may be directed to the scale area for post-race procedures. Full points will be awarded. The finish order will be considered in the order of the previously completed lap, with karts directly involved in the incident that drew the red flag, potentially being moved to the rear of the field.

#### **12.3.1 Restarting a Race**

##### **Case A:**

If less than 2-laps have been completed, a new start will be given within 30-minutes after presentation of the red flag. A race has reached 2-laps completed when the race leader crosses the finish line completing 2 laps under green conditions. The length of the new race will be the full original race distance. The original start will be deemed null and void and the new race order will be the same as the original race order. In extreme cases, sanctions may be applied.

In this case, work on karts may be permitted only at the direction of the officials, and only in the location directed by the officials.

Officials may consider sending karts back to pits under some circumstances, requiring those karts to reach the grid area in time to make the restart.

Any driver who has presented themselves on the grid at the appropriate time with the intent to start the original race will be eligible for the new start.

Any driver perceived to have needed medical attention by the officials, and causing the red flag to be given, will not be allowed to restart that on track session.

##### **Case B:**

If more than 2-laps have been covered, in most cases a new start will be given immediately, barring conditions, or within 30-minutes after presentation of the red flag.

The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered.

The drivers who have crossed the finish line at the end of the lap prior to that on which the race was stopped when the red flag was shown will be allowed to take the new start. Grid positions will be determined by the finishing order at the end of the lap before the one in which the race was stopped.

Race restart will be a single file rolling restart.

In this case, work on karts may be permitted only at the direction of the officials, and only in the location directed by the officials

Any driver causing a red flag condition due to the official's perceived need for medical attention will not be allowed to restart that race session.

### **12.3.2 Karts involved moved to the rear of the field:**

In Case A generally, karts involved in the incident will not be moved to the rear of the field and all karts will resume as per original grid order.

In case B generally, karts directly involved in the incident that drew the red flag will be moved to the rear of the field if allowed to restart.

Any driver losing consciousness or presenting signs of a concussion on a race day, will not be allowed to race for the remainder of the day unless cleared by trained medical personnel.

### **12.3.3 Race stopped due to weather either Case A, or Case B:**

If the reason for stopping is solely due to severe weather, and only for a race, 15-minutes will be allowed to make any adjustments to karts, within the Technical Regulations, and only within the controlled environment as instructed by the officials. Backup engines will not be allowed under this condition.

The officials may advance the schedule to the next group during the stopped element.

## **12.4 Repairs under Red Flag Procedures**

### **12.4.1 Working on karts**

Working on karts during red flag conditions of a race is prohibited, unless allowed to do so by the officials.

If the officials provide that work will be allowed on karts, the following conditions will be applied.

Persons:

The only persons allowed to intervene on a kart are the driver himself and his appointed mechanic, holding of the appropriate credential.

With the authorization of the officials, a mechanic may be substituted by another mechanic to make the repairs. Race officials may allow additional people in exceptional circumstances.

### **12.4.2 Allowances:**

It will be allowed to introduce spare equipment, as allowed by the officials. The officials can allow a driver and his/her mechanic to replace damaged parts only, not make tuning adjustments, parts may be changed with "like for like" parts (example axles may be replaced with same stiffness as damaged axle).

Under no circumstances can anything be "passed" into the controlled area by an outside party for any reason, under pain of being excluded from the remainder of that race.

All replacement parts can be obtained and sent to the Post-TCI area.

Refueling will only be allowed under complete restart conditions and at the direction and allowance of the officials.

Tire pressure may be adjusted in these circumstances.

Neither chassis nor engine changes will be allowed after original start orders have been given.

### 12.4.3 Time Frame

Drivers that have not completed their work within the allotted time frame, will be placed at the back of the grid for the restart, (only if their work is completed before the order is given to start the re start, otherwise normal late start procedures will apply). Their start position will be filled from the grid spot directly behind them and so on.

If the restart falls under – **RESTARTING A RACE – CASE A**, open grid spot, grid formation rules apply for open grid spots.

## 13 End of a race

### 13.1 Ending the race other than the scheduled distance

Should for any reason other than under section 12.3, the signal indicating the end of the race will 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 last crossed the finish line before the signal was given. 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 (scheduled distance).

### 13.2 Direction of karts after the finish, after having received the signal indicating the end of the race

All karts should directly go to scales, without an unnecessary delay, without performing donuts, without stopping, without cutting the track, and without any outside assistance (except that of officials, if necessary).

Any classified kart unable to reach the scales and tech area by its own means will be placed under the exclusive control of the officials, who will supervise the taking of the kart to scales and tech in a regular manner.

### 13.3 Race Winner

The winner shall be the competitor that covers the scheduled distance of a race in the least time, or the greatest distance within a scheduled time for a race, and at that point receives the checkered flag.

The checkered flag normally shall be displayed first to the winner completing the scheduled distance or time of the race, and then to the other finishers as they cross the finish line.

### 13.4 Overall Race Finisher

In order to be classified a race finisher; a kart must have completed a minimum of 75% of the total number of laps completed by the winner of the race. Only those laps completed at the time of receiving the checkered flag or the end of the race will be counted.

Finishing positions shall be determined according to the number of laps completed regardless of whether or not a kart is running at the display of the checkered flag.

Karts completing the same number of laps shall be ranked according to the time taken to complete those laps. Karts running on the track at the time the checkered flag is first displayed must pass the checkered flag under their own power after display of the checkered flag in order to be credited with the lap.

Any driver who presents to the grid at the appropriate time and with appropriate equipment will be considered to have started, these drivers will be scored ahead of drivers that received a DNS.

Drivers having received a checkered flag must slow down and exit the track to the pits and not again pass the finish line, unless directed to do so by the race officials. Unauthorized passing of the finish line may result in penalties and of fines at the discretion of the officials.

#### **Drivers will be scored in the following order:**

- Race Finishers
- Drivers classified as DNF (Did Not Finish)

- Drivers classified as DNS (Did Not Start)
- Disqualified
- Drivers who are disqualified will be scored with 0 points.

### **13.5 Crossing the Start/Finish Line**

A kart crosses the finish line when any portion of the kart first intercepts the vertical plane of the finish line.

Pushing a kart along the track to cross the finish line is prohibited, and will entail immediate exclusion.

## **14 Wet Race**

During any official track session, the use of rain tires is prohibited until race officials declare a "Wet Race".

From this point forward for the remainder of the day or until the race officials declare a "Dry Race".

The use of rains or slicks will be at the sole discretion of the driver. Race officials reserve the right to use the black flag if he deems that a driver's kart is fitted with the wrong set of tires and that the driver is too slow and dangerous for other drivers. This decision by the race officials may not be protested.

In the event a "Wet Race" is declared after the race day schedule has started, up to a 15 minute delay may be granted for the first group affected, drivers to make their decision and change tires. No further delays will be given in the schedule.

Installation is allowed on the grid.

Drivers are responsible to be ready to take to the track at the appointed time. The appointed time is the specific moment in time the grid official indicates the track session is green and karts may enter. Any driver not ready to take to the track at this time, due to tire mounting/choice, may be required to take the start at the rear of the field. Late entries onto the track will be arranged at the rear of the field in the order they take to the track.

Drivers are responsible to be ready to take to the track at the appropriate time.

In the case of a "Sealed Grid", once the grid "seals" indicated by the command to take the track, additional tires and or anything else, will not be allowed to enter the grid. Standard sealed grid procedures apply.

In the case of a "Controlled Grid", once the grid "controlled" indicated by the command to take the track, standard controlled grid procedures apply.

Should the original declaration of a "Wet Race" be made with a group on the grid, the 15 minute delay may be imposed. During this exact circumstance, the only allowed changes made to a kart on the grid, other than the changing of wheels and tires, will be the moving of rear hubs to meet bodywork requirements. No other adjustments are allowed.

The number of rain tires allowed and their requirements will be covered in the Event Supplemental Regulations.

## **15 Scale Procedure**

### **15.1 Location**

The organizer shall place the scales at the end of the exit lane and near the Post-TCI area to ensure control of the area, and must provide for sufficient personnel to ensure the placing of the kart on the scales. Mechanics will be kept away from the karts until the weighing procedure of their karts is over, unless authorized by an official. The location of this area must be a controlled location.

### **15.2 Occurrence**

After the non-qualifying timed practice, if required by the Event Supplemental Regulation, the qualifying practice, the last chance race, the consolation final, the pre-final or the final, each kart must be weighed. If the kart is unable to reach



the weighing area by its own means it will be placed under the exclusive control of the officials, who will take it there or have it taken there, and the driver shall report to the weighing area as soon as he returns to the scale area, so that his weight may be established.

Race officials reserve the right to waive karts to scale in reasons deemed necessary.

### **15.3 Kart**

No solid, liquid or gaseous matter or substance of any nature whatsoever may be added to a kart, placed on it or removed from it before weighing (except by an official within the framework of his official duties).

### **15.4 Persons**

Only officials are allowed in or behind the scale area. No intervention whatsoever is allowed in that area unless it has been authorized by an official. This includes the introduction of tire pressure gauges.

### **15.5 Underweight Kart**

The official scale readings will be deemed official and final. If a kart does not meet the minimum weight on its first attempt it will be removed from the scale and placed to the side. A Steward and/or the Technical Delegate must immediately be called to the scale area if required by the driver. The driver must remain with the kart under supervision of an official. The scale will be reset to zero and the kart and driver will be placed back on the scale for one attempt to re-weigh. The driver must sit in the kart. If the kart does not meet the minimum weight the driver will be penalized. No additional attempts to weigh are allowed.

## **16 Technical inspection**

Technical inspections may take place at any moment during an event. If done before a track session, driver will be asked to comply with the technical regulation before going on track otherwise track access will be refused.

After each session, a certain number of drivers will be requested to present themselves with their equipment to the technical area. Normally the top 5 of each class will be requested for a post session technical inspection but the technical inspector may decide to request specific or random drivers to go to the post session inspection.

## **17 Podium**

The drivers classified 3rd, 2nd and 1st in the final shall climb on the podium one after the other.

The first 3 competitors must wear their overalls zipped up at prize giving ceremonies.

If caps are supplied by the organizer they must be worn by the drivers during the podium ceremony.

Competitors who fail to adhere to these podium standards or who fail to appear for the podium ceremony without the approval of a steward may be subject to penalty, including monetary fines, exclusion from the event and loss of points and awards.

## **18 Incidents & Penalties**

### **18.1 Definition**

Penalties are decided by the Steward(s). They may request a suggestion from the official who report the infraction (ex. Race Director, Chief Technical Inspector, Video Judge) but they are responsible of the final decision.

Incident means a fact or a series of facts involving one or several drivers or any driver's action reported to the stewards by the Race Director or noted by the stewards and reported to the race director inquiry, who:

- Provoked the stopping of a practice, qualifying or race;
- Violated these Sporting Regulations, Code of Conduct, Technical regulation or any other regulations or instructions from the Officials;
- Have disregarded the instructions of the officials;
- Have jumped the start;
- Have accelerated before the acceleration line (early acceleration);
- Have not respected flag signaling;
- Have caused one or several karts to take a false start;
- Have caused a collision;
- Have forced another driver out of the track;
- Have illegally prevented a legitimate passing maneuver by a driver(s);
- Have illegally impeded another driver during a passing maneuver.
- Have caused a collision of kart and/or person(s) after the checkered flag has been displayed. In this case, regardless of when the incident occurred, the offending driver will be disqualified from the session and additional penalty, up to exclusion from the event, may be imposed:
- Gained position(s) as a direct result of contact initiated.

If in the opinion of the Officials:

A driver(s) and/or any persons associated with him/her, is found to cause incidents above, or have shown any retaliation against any other persons associated with an Event after a checkered flag, that driver(s) may be penalized according to rule and/or at the race officials discretion, for the associated on track session in which the violation(s) occurred. These penalties may include disqualification or other sanctions, including exclusion from the event.

If a driver(s) is involved in a collision or an incident:

If he/she was informed of this by the officials within 30-minutes after the end of the race, he/she must not leave the circuit without the agreement of the officials.

If an incident was caused during a Qualifying Practice or Qualifying Session, the officials may decide of a sanction they deem appropriate and customary for the incident.

#### **18.1.1 Careless**

Departing from the standard of a reasonably prudent, competent driver and/or reasonable personal conduct. Minimum Penalty will be #2 in the Scale of Penalties.

#### **18.1.2 Reckless**

Performing an act or omission which creates an obvious and serious risk to others, without due consideration of the consequences. Minimum Penalty will be #3 in the Scale of Penalties.

#### **18.1.3 Dangerous**

Performing an act or omission that creates an obvious and serious risk to others and with deliberate disregard of the consequences. \*Penalty #6 through #9

### **18.2 Scale of Penalties**

The Penalties that follow apply to driver conduct as well as personal conduct for any person attending the event. In some case, multiple penalties (ex. Exclusion + fine) may be imposed.

1. Warning;

2. Fine;
3. Loss of fast lap(s);
4. Loss of position(s);
5. Time penalty;
6. Lap(s) penalty;
7. Drop of grid positions;
8. Disqualification for the session;
9. Loss of competition points;
10. Exclusion from the Event;
11. Suspension for future US RMC event(s).

Stewards have the power to request the driver and or designated people to leave the premises.

Suspension for future US RMC event(s) can only be imposed by US RMC after reception of a report from the Stewards of the event where the incidents occurred.

### **18.3 Delivery of penalty**

Stewards will notice the penalty after the race or as soon as possible to the driver. If for any reason, Stewards are not able to reach or find the driver, notice of penalty posted on the official race results will be considered as the penalty notice.

## **19 Video Evidence**

Only official video from the event can be used by officials for incident or penalty investigation. A driver cannot request to see the images but officials may, as a courtesy, show the images supporting their decision to the driver.

## **20 Sporting Regulation Violations**

### **20.1 Protests**

Drivers wishing to protest eligibility of another competitor to compete in a class at the event must complete an official protest form and return it to the Stewards office, or other designated location as per event supplementary regulations, at least one (1) hour before the qualifying session of the class.

Drivers wishing to protest rulings made in regards to sporting regulations or on track calls or wishing to Protest rulings made in regards to a technical compliance rulings must complete an official protest form and return it to the Stewards office, or other designated location as per event supplementary regulations, within 30 minutes after the Stewards have noticed the driver of the penalty.

For drivers wishing to protest the results of a track session must complete and return their Protest form to the Steward office, or other designated location as per event supplementary regulations, within 30 minutes of the posting time written on the results on the event Official Notice Board.

Protest forms are available at the Steward office or other designated location as per event supplementary regulations.

Every protest shall be made in writing, specifying which part(s) of the Regulations is protested and providing names of witnesses, if any.

The Event Supplemental Regulations may include a protest fee payable in cash money. The complete protest fee, if applicable, must be paid at the same time as the return of the completed protest form otherwise the Protest will be refused by the Stewards.

Protests may only be filed by a driver or their representative and only for matters in a class they participate in.

Once a protest of a sporting regulation violation or technical compliance violation protest is filed, the appointed race officials will gather additional information and review the facts. Non-official video will not be considered. All information will be considered and a decision will be made. Notification of the decision will be made prior to the involved parties taking to the track for their next session if the decision may affect the starting grid.

## **20.2 Appeals**

Should a driver wish to appeal any decision that is made regarding a protest, an official event Appeal form may be required to be filed with an accompanying fee establish in the Event Supplemental Regulations.

Appeal forms will only be available for final race events, from the Steward's office. Appeal must be completed and returned to the Steward's office within 30 minutes of Protest denial. The Appeal fee, if applicable, must be paid at the same time otherwise the Appeal will be refused by the Stewards.

The Appeal Committee (if established) will hear all information gathered from both sides of the discrepancy and make a ruling. This ruling will be deemed final and no further process will be considered. The hearing of the Appeal can take place at the event or at a later. In this case, event's final result will be suspended until the decision of the hearing is published.

Any driver not complying with any Appeal decision may be disqualified from the event and further participation in additional affiliated events may be forfeited.

## **21 Miscellaneous**

### **21.1 Fire Extinguisher**

Competitors are required to have a fully serviceable, minimum 8 pound, ABC rated fire extinguisher in their pit at all times. Failure to have this item could result in monetary fines and/or exclusion from the event

This guideline is a minimum; as the local track option will take precedence over this rule, if the minimum is greater.

### **21.2 Video and Photography**

By entering participant areas at any US RMC event, all participants, including drivers, team members and relatives, agree that the event organizer and or promoter and its sponsors may use official photographs or video featuring participants for advertising, publicity and public relations purposes without restriction.

### **21.3 Event Area Access**

Any person found inside an official US RMC event areas, who has not signed the proper liability insurance waiver form is subject to exclusion from the current and any future US RMC events and/or a fine of minimum \$100 cash. If it is determined that the person is part of a specific driver's crew that driver may be subject to penalties.

### **21.4 Event Clean Up**

As per Event Supplemental Regulations

It is driver's responsibility to make sure they leave their pit spot as clean as it was when they set-up their pit. Failure to clean up may results in penalty and refusal to register for any further event. The driver is responsible to any environmental contamination of is pit spot by him and/or teammates will. Any fees for decontamination will be invoiced to the driver, plus administration fees.

## **22 Rule of Interpretation**

The rules, as stated above shall be interpreted in a logical manner. The interpretation of the rules shall follow a logical thought process. Every situation cannot be foreseen. The officials shall apply the rules in a manner that does not strain the Technical Inspection

The appointed Technical Director of any US RMC event has the right to confiscate an illegal or suspicious part, but that part must be submitted to the US RMC.

The part must be accompanied by the name for the driver, serial number of the engine, number of both top and bottom engine seal, the name of the service center according to the engine Passport, and in no case will an illegal part be returned.

### 23 Appeal of Technical Disqualification

Appeal process will be the sole responsibility of US RMC.

If equipment of a competitor is found to be illegal during an event, the competitor may file an official technical Appeal. Basic appeal process will be as follows; the part will be confiscated and submitted from the official US RMC series to US RMC via mail US RMC will collect the information, inspect the part and discuss internally to make an official decision. The decisions made by US RMC will be final.

The appeal must be submitted within 48 hours of the decision by fax at 954.251.0016 to the attention of Michel Boisclair. The competitor must keep a proof of delivery. No time extension will be accepted. The competitor must send the original copy of his/her Appeal with payment of the Appeal fees of \$1000.00 at US RMC head office. If the original of the Appeal and/or payment of the Appeal fees are not received by the in a delay of 5 business day following the notice of Appeal, the protest will be declared abandoned.

### 24 Age Limits

To participate in any RMC event, the driver must be within the indicated age limit during the year of the event:

| Age Limits | MICRO     | MINI      | JUNIOR    | MAX       | MAX-MASTER | DD2       | DD2-MASTER |
|------------|-----------|-----------|-----------|-----------|------------|-----------|------------|
|            | 8-11      | 10-13     | 12-15     | 14-99     | 32-99      | 15-99     | 32-99      |
| Age Groups | 2006-2009 | 2004-2007 | 2002-2005 | Till 2003 | Till 1985  | Till 2002 | Till 1985  |

### 25 Minimum weight

|     | MICRO | MINI | JUNIOR | MAX | MAX-MASTER | DD2 | DD2-MASTER |
|-----|-------|------|--------|-----|------------|-----|------------|
| lbs | 235   | 265  | 320    | 364 | 395        | 381 | 397        |