



JK TYRE – FMSCI NATIONAL KARTING CHAMPIONSHIP



SPORTING SUPPLEMENTARY REGULATIONS

NAME OF EVENT: JK TYRE – FMSCI NATIONAL KARTING CHAMPIONSHIP

Promoter & Organiser: Mecosports Pvt Ltd

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1. REGULATIONS, RESERVATIONS AND UNDERTAKINGS

1.1. The final text of all Supplementary Regulations for the Event shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in all Supplementary Regulations are for ease of reference only and do not form part of the Supplementary Regulations. Any annexes are an integral part of the Supplementary Regulations.

1.2. The Event shall be run in accordance with the FMSCI General Prescriptions for Karting (2 stroke engines) all Sporting and Technical Supplementary Regulations and Additional Supplementary Regulations of the Event, FMSCI Additional bulletins, Organizers Competitor's Information Bulletin's approved by the FMSCI or the Stewards, FIA International Sporting Code and its appendices (the "Code"), FMSCI Karting Licences for Drivers & Code of Driving Conduct, and CIK-FIA General Prescriptions.

1.3. Any topics not covered by the Supplementary Regulations or Additional Supplementary Regulations of the Event will take reference from the above.

1.4. The organiser reserves the right to issue additional statements and Additional Supplementary Regulations with the approval of the FMSCI or Stewards. All such statements will be published on the notice board or official website of the Event, or posted to the email address indicated on the Entry Form.

1.5. The organiser reserves the right to postpone or cancel any portion of the Event, or make changes to the dates or venues with the approval of the FMSCI.

1.6. The organiser reserves the right to evict any group or individual from the venue for misbehaviour with the approval of the Stewards.

1.7. All pass holders and Officials participating in the Event undertake, on behalf of themselves, their employees and agents, to observe all provisions above and the rules governing FMSCI and CIK-FIA.

2. SPECIFIC INFORMATION

2.1. Status

The X30 Classes consist of the X30 Cadet, X30 Junior & X30 Senior Classes and are part of the **National Karting Championship** with 5 rounds in the season.

2.2-Organiser and Authorizing ASN

The Event is organised by Mecos Motorsports and FMSCI is the ASN of India.

2.3. Contact Office

Meco Motorsports Pvt. Ltd, Address: 14/8, 2nd Floor, Muktha Garden. Spur Tank Road , Chetpet, Chennai- 600031 Email: infomspportx30@gmail.com Website: www.mecomotorsports.co.in



2.4. Dates and Venues

JK TYRE – FMSCI NATIONAL KARTING CHAMPIONSHIP

Round	Dates	Course	Category
Round 1	May 24-26	Meco Kartopia Circuit, Bangalore	Go Kart
Round 2	June 14-16	Meco Kartopia Circuit, Bangalore	Go Kart
Rd -3 & 4	July 12-14	Meco Chicane Circui Hyderabad	Go Kart
Round 5	Aug 2-4	Meco Kartopia Circuit, Bangalore	Go Kart

3. PRINCIPLE AND RUNNING

3.1. Each Round will be run over 4 races. Race Distances and/or durations will be stated in the Official Programme.

3.2. Free Practice

Drivers must have submitted the Entry Form before taking part in Free Practice. There is no classification for Free Practice.

3.3. Official Practice

3.3.1. A registered transponder is mandatory beginning from Official Practice until the end of the Final. It must be fixed on the lower rear-facing back of the kart seat. Drivers are responsible for the proper functioning of their transponder in all cases.

3.3.2. Drivers must have completed Drivers' Sign In and have numbers displayed on their karts before taking part in Official Practice. There is no classification for Official Practice.

3.4. Warm Up

There is no classification for Warm Up.

3.5. Qualifying

3.5.1. Each category will be allowed onto the track for a timed session. If a Driver stops in the Repair Area or Pit Lane during the Qualifying session, the stop will be definitive. The Driver will not be allowed to re-join the Qualifying session.

3.5.1.1. The only exception to this is in the event of a transponder malfunction. In this case, the Driver will be allowed to return to the Repair Area for the sole purpose of rectifying or replacing said transponder. The Driver will then exit the Pit Lane following instructions from Officials and Marshals. No time extension will be given for the session.

3.5.2. Each lap is timed. The fastest individual lap times during the session will determine the starting grid for Race 1. Any ties will be decided by the Drivers' second-best times and so on.



GRID ORDER FOR RACES	GRID ORDER
RACE 1	QUALIFYING FASTEST LAP
RACE 2	RACE 1 - REVERSED TOP 6
RACE 3	QUALIFYING 2 nd FASTEST LAP
RACE 4	FINISHING ORDER OF RACE 3

3.5.2.1. Drivers without valid individual lap times will start the Race 1 at the back of the grid, in an order determined via ballot.

3.6 The Race:

3.6.1. Upon the leading Driver completing the stipulated number of laps, all Drivers behind him are considered to have finished the Race upon completion of their current lap, regardless of the number of laps completed.

3.6.2. The classification of each Race is determined by the number of laps completed. Drivers who have completed the same number of laps will be classified according to the order in which they crossed the finish line (the "Line").

3.6.3. Possible ties will be settled according to the following, in order of importance:

3.6.3.1. Best qualifying time, followed by 2nd best qualifying time and so on.

3.7. For each Race, the chequered flag will be shown to each kart crossing the Line at the end of the lap during which the leading kart completes the Race Distance. The line consists of a single line across the track.

4. CLASSIFICATION

The final classification of each Round will be according to the Drivers' finishing positions in all 4 races.

4.3. Drivers will be awarded "National Points" (or "Points") according to their positions in each Race as follows:

Position	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
Points	10	7	6	5	4	3	2	1	0	0

4.3.1. Drivers (except for those who were disqualified or suspended) who take the Start but not the Finish of the Race will be awarded Points in accordance with their position at the end of that Race as follows:

4.3.1.1. Less than 2 laps completed: No Points will be awarded.

4.3.1.2. 2 laps or more but less than 75% of the Race Distance completed: Half the Points will be awarded.

4.3.1.3. 75% or more of the Race Distance completed: Full Points will be awarded.

4.3.2. If a Race is cancelled due to "Force Majeure", no points will be awarded for that particular Race.

4.3.3. In the event of disqualification. through scrutinizing or juridical action, no Points will be awarded for that particular Race.

4.3.4. Calculation



4.3.4.1. **Dead Heat:** If two or more drivers finish the season with the same number of points, the higher place in the National shall be awarded to:

- a) The holder of the greatest number of first places.
- b) If the number of first places is the same, the holder of the greatest number of second places.
- c) If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges.
- d) Should a tie still exist, the driver with the best result in the final race will be declared the winner.

5. PROTESTS:

PROTESTS & APPEALS

· LODGING A PROTEST OR APPEAL

All protests and / or appeals must be lodged in accordance with the stipulations of Articles 13,14 and 15 of the Code.

· PROTEST FEES

- a. The protest fees payable is Rs.21,240/- (Rupees twenty one thousand two hundred forty only)
- b. If a protest requires the dismantling and re-assembly of a clearly defined part of the vehicle, any additional deposit must be specified in the Supplementary Regulations of the event – or will be specified by the Stewards upon a proposal of the FMSCI Technical Delegate / Chief Scrutineer.
- c. If the protest is overruled or it is withdrawn after being brought, no part of the fee shall be returned. (Article 13.10.1 of FIA International Sporting Code)
- d. If it is proved that the author of the protest has acted in bad faith, the FMSCI may inflict upon them one of the penalties laid down in the Code. (Article 13.10.3 of sporting code)

· APPEALS

- a. Intention to Appeal : 56,640/= (Rupees Fifty Six Thousand Six Hundred Forty Only) (48,000/= +8,640/= GST) payable by cash, bank transfer or by on par Cheque
- b. Within 96 hrs further : 56,640/= (Rupees Fifty Six Thousand Six Hundred Forty Only) (48,000/= +8,640/= GST)
- c. Competitors may appeal against decisions, in accordance with the stipulations set out in Articles 15.1 of the Code.
- d. Competitors have the right to appeal against a sentence or other decisions pronounced on them by the Stewards of the meeting. They must, however under pain of forfeiture of their right to appeal, notify the Stewards of the Meeting in



writing within one hour of the publication of the decision, of their intention to appeal along with a fee of 56,640/= (Rupees Fifty Six Thousand Six Hundred Forty only).

- e. The right to bring an appeal to the FMSCI expires 96 hours after the date of the decision of the Stewards of the event on condition that the intention of appealing has been notified in writing to the Stewards of the event within one hour of the decision (see previous paragraph). This appeal may be brought by fax or by any other electronic means of communication with confirmation of receipt. Confirmation by a letter of the same date accompanied by the necessary fee is required. The FMSCI will give its decision within a maximum of 30 days.
- f. All parties concerned shall be given adequate notice of the hearing of any appeal. They shall be entitled to call witnesses, but their failure to attend the hearing shall not interrupt the course of the proceedings.
- g. The confirmation of an appeal to the FMSCI must be accompanied by an additional fee of 56,640/= (Rupees Fifty Six Thousand Six Hundred Forty only)..
- h. This fee becomes due from the moment the appellant notifies the Steward of the intention of appealing, and remains payable even if the appellant does not follow up the declared intention to appeal.
- i. If the appeal is rejected or it is withdrawn after being brought, no part of the fee shall be returned.
- j. If judged partially founded, the fee may be returned in part, and in its entirety if the appeal is upheld.
- k. If it is proved that the author of the appeal has acted in bad faith, the FMSCI may inflict upon them one of the penalties laid down in the Code.

All fees shall be in cash (INR)

6. PRIZES

6.1. At the end of the 5 rounds National, the driver with the highest points will be declared the National Winner of the JK TYRE – FMSCI NATIONAL KARTING CHAMPIONSHIP and the awards are as follows –

a) X30 Cadet :

1st Place - Trophy + 1 set of tyres *

2nd Place - Trophy + 1 set of tyres *

3rd Place - Trophy + 1 set of tyres *

b) X30 Junior

1st Place - Trophy + Entry in the X30 World Finals, 2019.

2nd Place – Trophy + 1 set of tyres *



3rd Place – Trophy + 1 set of tyres *

c) X30 Senior

1st Place - Trophy + Entry in the X30 World FinalsWorld Finals, 2019

2nd Place - Trophy + 1 set of tyres*

3rd Place - Trophy + 1 set of tyres*

6.2. Awards for each category winners of each round of the National are as follows-

a) Cadet :

1 st	-	Trophy
2 nd	-	Trophy
3 rd	-	Trophy

*** Only one winner will be awarded if entry is less than 6 drivers per class.**

b) Junior:

1 st	-	Trophy
2 nd	-	Trophy
3 rd	-	Trophy

*** Only one winner will be awarded if entry is less than 6 drivers per class.**

c) Senior:

1 st	-	Trophy
2 nd	-	Trophy
3 rd	-	Trophy

*** Only one winner will be awarded if entry is less than 6 drivers per class.**

7. CATEGORIES AND LICENSES

7.1.Categories: Consisting of 3 classes with 10 to 12 karts each. The classes are as follows:

a) Cadet Open - Age group - 7-12 yrs

b) Junior National - Age group - 13-15yrs

c) Senior National - Age group - 15 and above

7.2. Competition Licence:



All drivers must be in possession of a valid **National or International Karting Licence issued by the ASN for the year.**

NOTE: ALL LICENCES ARE TO BE HANDED IN TO THE SECRETARY OF THE MEETING AT THE TIME OF REGISTRATION.

7.3. Only licenses issued by the FMSCI are accepted.

8. ENTRIES:

8.1. Opening and Closing Dates

All entries open 21 days before each round and close 1 day before the event. Late entries, if accepted, will be double the entry fee. National Entry fee – **INR 7500 +18% GST** per round to be paid to the organiser.

8.1.2. Entry fees will be refunded in full:

- to a competitor whose entry has not been accepted,
- in the case of the event / race not taking place

8.2. Conditions for acceptance or refusal of Entries:

8.2.1. Competitors who change classes once they have put in an entry for the National cannot accumulate points from the previous class. Points scored in one class cannot be transferred to another class.

8.2.2. All entries received will be considered by the Organiser having regard to the suitability of the kart and driver. The Organiser may refuse to accept an entry without assigning a reason and their decision is final in such respect. Where an entry is not accepted by the Organiser, the entry fee will be refunded in full.

8.3. It is the Entrant's responsibility to ensure that every person concerned by his/her entry observes all the provision of the National Competition Regulations of FMSCI, the Technical Regulations and Sporting Regulations of X30. If an Entrant is unable to be present in person at the event, he must nominate his representative in writing. The person having charge of an entered kart during any part of an event is responsible jointly and severally with the Entrant for ensuring that the provisions are observed.

8.4. Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the event. The presentation of the kart for scrutineering and signing of the scrutineering form will be deemed an implicit statement of conformity.

All Cheque / Demand Draft and NEFT Drafts, etc. must be crossed and made payable to:

“MECO MOTORSPORTS PVT LTD” Please do not send cash in the mail.

8.5. Address of Entries

Completed entry forms together with the appropriate fees should be sent to:-



To,
The Secretary to the Meet
M/s. MECO Motorsports Pvt Ltd
14/8, 2nd Floor, Muktha Garden
Spur Tank Road,
Chetpet, Chennai - 600031
Ph: +9144 28364115/116

9. BRIEFING

9.1. With reference to Article 2.18 of the CIK-FIA General Prescriptions.

9.2. The Briefing and signing of an attendance list is mandatory for all Drivers and Entrants. Unpunctuality or lack of attendance will incur a fine payable to the ASN authorising the event.

9.3. The reporting time will be as stated in the Official Programme, considered as that of the beginning of the Briefing.

9.4. Extra meetings may be organised if deemed necessary. Notifications regarding additional meetings will be posted on the official notice board. It is the Drivers and Entrants' duty to keep themselves informed about any additional Briefings.

10. GENERAL SAFETY AND PRESCRIPTIONS

10.1 In the case of a Wet Race, the choice of tyres will be left to the appreciation of the organizer . However the Clerk of the Course reserves the right to use the black flag if he deems that a Driver's kart is fitted with the wrong set of tyres and that the Driver is too slow and dangerous for other Drivers. The use of slick tyres is mandatory in any other case.

10.2. Safety: No warming up of engines is permitted in the paddock area. Engines may be started and run for only 5 seconds in the paddock and even then with someone seated in the kart on the ground. Any warming up of engines on the stand is to be done in the area designated by the sign "Engine Warm-up Area". The penalty for disobeying this rule shall be disqualification. of the driver from the competition.

10.3. CODE OF CONDUCT FOR DRIVERS

- a. All participants must play within the rules and respect race officials and their decisions.
- b. All participants must respect the rights, dignity and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.
- c. All participants must encourage and take responsibility for their actions at all times.



- d. All participants must ensure their equipment is safe and race worthy, prior to taking part in training, testing or race events. Only approved racewear (e.g.: helmet, gloves, race boots and suit) to be used by the driver, according to the regulations.
- e. It is the participants own responsibility to identify and measure his/her own skill level against his/her competitors, and take responsibility for the risks associated with training, testing and or racing. It should be noted that a basic level of competence is required.
- f. It is the participant's responsibility to declare, prior to any participation in training, testing or racing, of any medical condition or medication required that may be relevant in the event of an emergency.
- g. All participants are required to display courtesy and etiquette to other members and participants in training, testing and race events. Any disputes or problems that may arise during an event must be addressed in a respectful manner, to the correct person (official) at the event.
- h. The safety of children within the sport is a priority. Knowledge of the code of ethics surrounding care of children in sports will be promoted and encouraged. It is the participant's own responsibility to ensure the safety of children at training, testing or racing events.
- i. When taking part in any event, it is the responsibility of the driver to take the time to read and fully understand the posted rules, regulations and conditions for said event prior to start time, thus eliminating unnecessary delays at the beginning of the event. Requests for clarification of these rules, regulations or conditions, should be asked in the drivers meeting held before each event.
- j. All participants must have respect for the environment and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas that are used as clean and pollution free as pos
- k. All participants must respect that drugs and alcohol are strictly prohibited at training, testing and races. It is an offence and will not be tolerated. Offenders will be disqualified from the event and face further disciplinary action.

10.4. Any abusive comments on social media (Facebook, Twitter, Instagram etc) between teams, competitors, officials, organizers, or any person associated with X30, will be held responsible and liable for their actions.

10.5. THE DRINKING OF ANY ALCOHOLIC BEVERAGES OR INTOXICATION BY ANY OTHER MEANS (e.g. NARCOTICS) IS ABSOLUTELY FORBIDDEN AND ANY DRIVER AND CREW FOUND GUILTY OF SUCH AN OFFENCE WILL BE IMMEDIATELY DISQUALIFIED FROM THE EVENT AND REMOVED FROM THE TRACK.



10.6. Stopping the Race:

Should it be deemed necessary to stop the race due to an accident and on grounds of safety or any other reason, the Red Flag shall be shown by the Clerk of Course at the Start Line and all other Flag Marshalls shall show a Red Flag to indicate the race has been stopped. All drivers will immediately stop racing and continue to the Start Line, being prepared to stop at any point as requested by an Official. The result of stopping the race is as follows:

- a) Should 75% of the race be completed, it shall be deemed a race and the result be the finishing order at the end of the lap preceding the stopping.
- b) Should less than 2 laps have been completed, the race shall be re-run in full and the 1st start be null and void.
- c) Should more than 2 laps but less than 75% of the race been completed, the race will be restarted with the race distance being the original race distance less the laps completed by the race leader before the signal to stop was given.

NOTE:

- a. For Races, all original drivers will be entitled to take part in the re-start.
- b. Only those drivers who crossed the Finishing Line on the lap prior to the stopping may take part in the re-start.
- c. Only those drivers who took part in the original start will be eligible for the re-start and then only if they were still running when the race was stopped or if they had gone into the pits before the stop under their own power.
- d. The grid for the re-started race will be arranged in the race order at the end of the lap, one lap prior to that during which the signal to stop was given.
- e. Refuelling and repairs will be allowed to be carried out in the interval before the re-start.

The re-start shall take place at least 15 minutes after the stopping of the race.

10.7. Finish: The Chequered Flag will be dropped as the winner crosses the Finish Line and will be held stationary until the last driver completes the lap he is on. To be classified as a Finisher, a kart must cross the Finish Line under its own power with the driver seated in the normal driving position, not more than one minute after the fall of the Chequered Flag, and must have covered not less than half the race distance.

As soon as the Chequered Flag has been shown to a driver at the end of the race, he must proceed directly, using only the authorised route, to the Parc Ferme. From the moment the driver has received the Chequered Flag until he is released from the Parc Ferme he is under Parc Ferme conditions and must make no alterations or adjustments to his kart or other materials or equipment.

10.8. Restarting during the race:

Once a kart is on the circuit, whether in practice or during the race, no outside assistance is permitted.

10.8.2. An Official of the meet may assist a driver to move a stalled kart out of a dangerous position but will not assist to restart. Drivers receiving assistance from any Pit Crew on the circuit during the race will be disqualified from that race and will incur a maximum point penalty.

10.9. Incidents: Article 2.24 of the CIK-FIA General Prescriptions



11. START DELAYED

11.1. If the Clerk of the Course considers that for safety reasons, the start must be delayed, the following procedure will take place:

- 11.1.1. A time period will be given when changes can be made.
- 11.1.2. Drivers outside this time will not be able to enter the race.
- 11.1.3. Only the following modifications or changes may be made:
 - 11.1.3.1. Tyres change
 - 11.1.3.2. Tyre pressure
 - 11.1.3.3. Front and rear track width adjustment
 - 11.1.3.4. Spark plug substitution
 - 11.1.3.5. Inlet silencer protection installation or rotation of inlet direction

12. STARTING PROCEDURE

12.1. The start will be of the «Rolling» type. The regulations for "Rolling start for karts with clutches and without gearbox" of the CIK-FIA general regulations apply. The grid being constituted of two lines of karts.

12.2. Upon arrival at the starting grid, the driver will be positioned by the grid marshals. The Parc Ferme exit to the track will be closed to all drivers 5 minutes before the start of the race. Any driver still remaining at the Parc Ferme area will then only be allowed to join at the **back of the Grid** during the Warm-Up lap.

12.3. The approach to the Warm Up lap would be announced by signal boards showing 3, 1 minute and 30 seconds before the start.

- (i) **3 MINUTE** - Everyone to vacate the Grid area except drivers, officials and 1 team member.
- (ii) **1 MINUTE** - Everyone except competitors must vacate the Grid area.
- (iii) **30 SECONDS** - All drivers to start their engines and remain in their original Grid positions.

12.4. When the 30 seconds are up, a **Green** flag shall be waved by the Starter signaling the start of the Warm Up lap. The Red signal lights will be turned on. Drivers are to complete one Warm Up lap followed immediately by a Formation lap (i.e. total of TWO laps). In both laps, Drivers must **remain in their starting grid order** with the competitor starting from **Pole** position playing the role as leader of the formation in both laps. It is the responsibility of each driver to retain his grid position. If after two laps, the lead karts are still continuing at an excessive speed, the Starter will show a "Slow Down" board and if after one lap the speeding persists, the formation may be stopped at the start line with the False Start flag and the two lead karts relegated to the back of the grid. In the case of the Pre-Final and the Final, the race will be started but the offenders will be penalised 10 seconds.

12.5. Any competitor who is not able to start the Warm Up lap must raise his arm. After all the other karts have left the grid, his mechanic will be allowed to make an attempt to start the engine. If it can be started **before** the completion of the Warm Up lap, the driver may re-join in the Warm Up lap at the original position of the formation. If the kart cannot be started, then it must be removed from the track to the pits. If following this the kart is started, it may join the race from the back of the grid after the race has been started.

12.6. Should a driver stop for any reason during the Warm Up or Formation lap, he may not attempt to re-start until he has been passed by the entire field. He may then re-join at the back of the Formation and must NOT try to regain his Grid position. If the kart cannot be started, then it must be removed



from the track to a place of safety. Similarly, should a driver without stopping fall behind the entire field he must remain at the rear for the Start and must NOT attempt to regain his position.

12.7. The start of the race will be given by the GREEN Flag by COC at the Start Finish line. If the formation is not to the satisfaction of the Starter he may Show the Yellow Flag indicating that the formation is to continue on one more lap and the start will now be the Green Flag.

12.8. In the case of rain, the Clerk of the Course may declare a WET RACE. The choice of tyres will be left to the drivers. However the Clerk of the Course reserves the right to use the black flag if he deems that a driver's kart is fitted with the wrong set of tyres and that the driver is too slow or a danger to other drivers (CIK General Prescriptions Art.2.14)

12.9. Jump Start: Refer Penalty Catalogue below.

13. PADDOCK

13.1. Entrants are to note the exiguity of the space in the paddock reserved for servicing vehicles.

13.2. Only vehicles with authorised passes are allowed in the paddock. It is mandatory for all vehicles to report to the Organisation Counter and obtain a Paddock Vehicle Pass before entering the paddock.

13.3. It is strictly forbidden to erect or unload any equipment until the paddock space has been allocated.

13.4. Each paddock lot shall be equipped with at least one fire extinguisher. It shall be the Entrant's responsibility to equip the paddock space with a fire extinguisher.

13.5. It is strictly forbidden to smoke or to use any device risking provoking fire in the paddock area. It is forbidden to cook in the paddock, except with special authorisation from the organiser. In all cases, such installations shall be electrical, isolated and equipped with at least one fire extinguisher.

13.6. No catering awnings are allowed in the paddock. If space allows, a separate area will be allocated for such purposes.

13.7. Usage of motorised vehicles such as mini-motors within the paddock is forbidden without a Paddock Vehicle Pass. Violators face risk of disqualification.

13.8. Ground carpets must be used throughout the entire Event.

13.9. Refuelling is only allowed in the allocated paddock space and only with the use of a ground sheet.

14. START AND FINISH SERVICING PARKS, WEIGHING AREA, AND PARC FERME

14.1. Only the Driver and his Mechanics are allowed in the Start and Finish Servicing Parks and Pre-Grid, and only with the valid passes indicating the appropriate kart number.

14.2. Entrant pass holders will be allowed in the Start and Finish Servicing Parks and Pre-Grid at the discretion of the Officials.



14.3. Access to the Weighing Area and Parc Ferme is restricted to Officials unless otherwise instructed

14.4. Scale and Weighing Procedure: Article 11 of the CIK-FIA Specific Prescriptions.

14.5. It is absolutely forbidden to drink, pour water on the suit, or introduce any kind of liquid inside the Finish Servicing Park, Weighing Area, and Parc Ferme.

14.6. **Parc fermé**

14.6.1. Only those officials charged with supervision may enter the **Parc fermé**. No intervention of any kind is allowed there unless authorized by such officials.

14.6.2. When the **Parc fermé** is in use, **Parc fermé** regulations will apply in the area between the Line and the **Parc fermé** entrance.

14.6.3. The **Parc fermé** shall be sufficiently large and secure that no unauthorized persons can gain access to it.

15. SCRUTINEERING

15.1. Initial scrutineering (pre-event scrutiny) of the karts will take place at a time and place given in the official programme of each event.

15.2. No kart may take part in the event unless it has been passed by the Scrutineers.

The Scrutineers may

- a) Check the eligibility of a kart or of a competitor at any time during an event.
- b) Require a kart to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied,
- c) Require a competitor to pay the reasonable expenses while exercise of the powers mentioned herein may entail,
- d) Require a competitor to supply them with such parts or samples as they may deem necessary.

15.3. Any kart which, after being passed by the Scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutiny approval.

15.4. The Race Director / Clerk of the Course may require any kart involved in an accident be stopped and checked.

15.5. Checks and Scrutiny shall be carried out by duly appointed officials who shall also be responsible for the operation of the **Parc fermé** and who alone are authorized to give instructions to the competitors.

15.6. Protective clothing must be CIK or FMSCI approved and must be produced at the time of scrutinising.



Note: Only the following minimum helmet standards are acceptable:

- Snell Foundation 1998-SA, K-98, SA2000 and SA2005 British Standards Institution A-type and A/FR-type BS 6658-85, includes amendments.
- SFI Foundation Inc., Spec. SFI 31.1 and 31.2 (U.S.A.)
- ISI / Dot Standards

6. WEIGHING

16.1. All karts and drivers will be weighed during Scrutineering and after Time Trials, all Races, Karts that do not cross the Finish Line at the end of a race may not be required to be weighed.

16.2. Only Scrutineers and Officials are permitted in the weighing area. No mechanics are permitted anywhere near their karts until after weighing.

16.3. No solid, liquid or gaseous matter or substance is permitted to be added or given to a kart or driver from the time of the dropping of the chequered flag and the weighing of the kart and driver.

16.4. No kart or driver is permitted to leave the weighing area without the authorisation of the Chief Scrutineer.

16.5. Any infringement of these provisions relating to the weighing procedures may entail the disqualification. of the driver and kart concerned.

16.6. It is authorised to adjust the mass of the kart with one or several ballast weights subject to their being solid blocks, fixed to the chassis or to the seat by two bolts for each weight with a minimum diameter of 6 mm.

17. ENTRANCE TO THE PIT LANE

22.1. Article 3.6.4 (CIK FIA) of the International Karting Licenses for Drivers and Code of Driving Conduct



18. PENALTY CATALOGUE

The following penalty catalogue is only a recommendation.

<p>FALSE START (Type A) means Kart 2 leaves the marked corridor during launch phase with at least two tyres before the start has been released. Leaving = the tyres are completely on or outside the corridor line.</p>		<p>General:</p>
<p>FALSE START (Type B) means Kart 2 leaves the marked corridor during launch phase with at least four tyres before the start has been released. Leaving = the tyres are completely on or outside the corridor line.</p>		<p>A: 3 seconds B: 10 seconds</p>
		<p>Without advantage:</p>
		<p>Not relevant</p>
		<p>With advantage:</p>
		<p>Not relevant</p>

<p>JUMP-START means that Kart 2 accelerates during launch phase leaving Kart 1 behind before start has been released. It is irrelevant if the start will be repeated afterwards. To be more explicit, if Kart 2 crosses the start-finish line timing loop line before the start has been released ahead of Kart 1 as confirmed by the timing system, it will mean that it is a jump start.</p>		<p>General:</p>
		<p>10 seconds</p>
		<p>Without advantage:</p>
		<p>Not relevant</p>
		<p>With advantage:</p>
		<p>Not relevant</p>



<p>CUT-IN means that Kart 1 constricts the driveable section towards the curve centre forcing Kart 2 to leave the driveable section either partial or completely for passing the curve. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tyres next to rear tyres) next to Kart 1.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 suffers a position loss or drop-out. - Kart 2 suffers a damage leading in a position loss or drop-out within the same lap. 		General:
		Not relevant
		Without advantage:
		10 seconds
		With advantage:
10 positions		

<p>EDGE-INTO means that Kart 2 drives next to Kart 1 (e.g. in order to start an overtaking action) without possessing enough driveable section (including kerbs). It is irrelevant if Kart 2 is completely or partial next to Kart 1 or if Kart 2 is completely or partial off the track.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position. - Kart 1 suffers a position loss or drop-out - Kart 1 suffers a damage leading in a position loss or drop-out within the same lap. 		General:
		Not relevant
		Without advantage:
		10 seconds
		With advantage:
10 positions		



<p>PUSH-OUT means if Kart 1 constricts the driveable section towards the outside line forcing Kart 2 to leave the driveable section either partial or completely. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tyres next to rear tyres) next to Kart 1.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 1 wins a position. - Kart 2 suffers a position loss or drop-out. - Kart 2 suffers a damage leading in a position loss or drop-out. 		General:
		Not relevant
		Without advantage:
		10 seconds
		With advantage:
10 positions		

<p>BUMP means that the front of Kart 2 touches the rear of Kart 1. Neither the reason nor the intensity of the contact is relevant. Only the consequences of the impact are relevant to judge an advantage, not the impact itself.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position and the previous order cannot be restored within the same lap. - Kart 1 suffers a position loss or drop-out. - Kart 1 suffers a damage leading in a position loss or drop-out within the same lap. 		General:
		Not relevant
		Without advantage:
		Warning only
		With advantage:
10 positions		



<p>SHORT-CUT means that Kart 2 leaves the track completely and returns to the track at a different section. It is irrelevant why Kart 2 has left the track.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position or gains time which cannot be balanced within the same lap. - Kart 1 or any other is handicapped by the return of Kart 2. - Kart 1 or any other suffers a position loss or drop-out by the return of Kart 2. 		General:
	Not relevant	
	Without advantage:	
	Warning only	
	With advantage:	
10 positions		

<p>ZIG-ZAG means that Kart 1 changes the driving line more than two times on a straight track section for more than a kart width. It is irrelevant how far Kart 1 is ahead of Kart 2 or if Kart 2 would have been able to overtake.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 1 acts more than once a time this way within the same race. 		General:
	Not relevant	
	Without advantage:	
	Warning only	
	With advantage:	
10 positions		



<p>TECHNICAL LACK is at hand, if the Kart is not fulfilling the technical regulations in all parts. It is irrelevant, if the technical lack arises before, during or after the race. It is also irrelevant, if the technical lack would have led to an advantage or not. The only relevant thing is the technical condition at the time of examination.</p> <p>Typical examples for a technical lack are:</p> <ul style="list-style-type: none"> - Lack of weight - Wrong setup - Wrong fuel, oil, coolant, ... - Modified parts <p>etc.</p>		General:
		Disqualification.
		Without advantage:
		Not relevant
		With advantage:
Not relevant		

Participants, who commit an irregularity, shall be punished with a penalty according to the above regulations. Further suggestion: Involved participants shall receive a Minute -point for each irregularity, which will stay valid for the whole season. If a participant has received a certain number of Minute -points, he shall be disqualified from the following race to which he was signed in.



19. PENALTIES

19.1. The below penalties are not exhaustive. The Stewards of the Meeting **may** impose alternative or additional penalties.

Infringement	Qualifying	Races
Front fairing found to be in incorrect position (CIK Technical Drawing 2D) at the time of inspection	Cancellation of the Driver's three fastest times achieved	3 sec Time Penalty Cadet categories 5 sec Time Penalty – Other categories
Intentional rectification of an incorrectly positioned front fairing at any time after the Start, except in the Repair Area	disqualification. from the relevant Race	disqualification. from the relevant Race
Illegal modifications, tampering of engine/chassis, failure to conform to the Technical Regulations	disqualification. from the relevant Race	disqualification. from the relevant Race
Driving at more than 20km/h in the Pit Lane	Cancellation of the Driver's three fastest times achieved and/or Fine	10 sec Time Penalty and/or Fine
Unnecessary overtaking of another kart during the formation laps	N.A.	10 sec Time Penalty
Jump/False start	N.A.	10 sec Time Penalty
Any team members, other than the driver, coming onto the track during the Race without permission from the Clerk of Course	Disqualification. from the relevant Race and/or Fine	Disqualification. from the relevant Race and/or Fine
Failure to obey flag signals	Cancellation of the Driver's three fastest times achieved and/or Fine and/or disqualification. from the relevant Race	10 sec Time Penalty and/or Fine and/or disqualification. from the relevant Race
Abuse, intimidation, misbehaviour or fighting	Fine and/or disqualification. from the relevant Race or Event	Fine and/or disqualification. from the relevant Race or Event
Driving under the influence of alcohol or drugs	disqualification. from the relevant Race and/or Fine	disqualification. from the relevant Race and/or Fine
Unpunctual attendance of stipulated Briefing(s)	Fine of Up To Rs 3000/-	
Causing a collision or contact with another kart	Cancellation of the Driver's three fastest times achieved and/or Fine and/or disqualification. from the relevant Race or Event	Time Penalty and/or Fine and/or disqualification. from the relevant Race or Event
Partial crossing of the tramlines during a Formation Lap	N.A.	3 sec time Penalty
Complete crossing of the tramlines during a Formation lap	N.A.	10 sec Time Penalty
Speeding on approach to the Start Line during a Formation	N.A.	Maximum 10 sec Time Penalty



lap		
Failure of front Starters to complete the Start to the satisfaction of the CoC after 2 Formation Laps	N.A.	Front Starters shall take the Start from the back of the Grid, at the discretion of the CoC

Dated: 30th March 2019

Place: Chennai