

Kartsport Canada

Book 1 Sporting Regulations

To be read and applied in conjunction with
Kartsport Canada Regulations
Book 2 Technical Regulations,
Rok Cup Canada Regulations,
Briggs & Stratton Canadian Regulations,
where applicable

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Changes to regulations highlighted in Yellow.

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1. General Prescriptions

1.1 Kartsport Canada Affiliated Series

To receive affiliation to Kartsport Canada, a promoter/organizer must make a written application to Kartsport Canada. This will enable Kartsport Canada to keep track of which organizations are using these regulations so that they can be kept up to date on changes as well as to enable Kartsport Canada to publish a directory of affiliated series and/or clubs using these regulations as their core rules package.

1.2 Kartsport Canada Competition Regulations

Kartsport Canada reserves the right to alter these Regulations at any time. Kartsport Canada Bulletins become part of these Regulations.

Each affiliated Club or Series should draft their own Club or Series Supplemental Regulations. Such Regulations should not drastically conflict with these Regulations.

These Regulations have been prepared in English only.

1.3 Knowledge of These Regulations

Every person, body, group of persons, etc., promoting, organizing or participating in a competition or event, by and upon applying for an affiliation of any kind with Kartsport Canada shall by doing so be deemed to and recognize that:

- They have acquainted themselves with these Regulations.
- They have submitted themselves without reservation to the consequences resulting from the application of these Regulations.
- Have renounced, under pain of disqualification, the right to have recourse to any arbitrator or judicial tribunal not provided for in these Regulations.
- Have agreed to exonerate and keep indemnified all bodies; sponsors and their agents, racetrack owners, race organizers and their officials and agents, Kartsport Canada and its directors, officers, officials and its subsidiaries, agents and associate members, from and against all liability whatsoever to any such person or body or group of persons respectively in respect of, or in connection with any meeting, competition, or event held under these Regulations, from whatever cause arising or alleged to arise and notwithstanding that the same may have been contributed to, or occasioned by, the negligence of the said bodies, their agents, officials, servants, or representatives.

In the case of entrants and drivers in events, have agreed in the circumstances (as set out in the preceding paragraph) to exonerate and keep indemnified all and any other competitors, their servants and agents, from and against any liability whatsoever, including direct liability to such entrants or drivers in connection with the driving of karts or any other act, omission, or occurrence during the course of a competition or official practice. Have agreed as set out in this Regulation with each and all the persons

and bodies referred to in these Regulations and so that each and any of those persons or bodies shall be entitled to the benefit of such agreements.

1.4 Acknowledgment of These Regulations

Every driver, entrant, official, promoter, organizer or other participant in a Kartsport Canada affiliated event agrees, without reservation, to conduct themselves in accordance with these Regulations.

In case of a disagreement or dispute regarding the meaning or application of these Regulations, the interpretation and application by Kartsport Canada officials and/or host club/series officials present at an event shall prevail.

In order to promote the sport of kart racing and to achieve prompt finality in competition results, all members and licence holders expressly agree that decisions by officials as to the applicability and interpretation of these Regulations are not subject to litigation.

All members and licence holders covenant that they will not initiate or maintain litigation of any kind against a club or series or anyone acting on behalf of a club or series, with the intention of reversing, modifying or obtaining relief from such decisions.

If a member or license holder initiates or maintains litigation in violation of this covenant, the member or license holder agrees to reimburse a club or series for all the costs of such litigation, including attorney's fees

1.5 Precedence of Regulations

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

1. These Regulations
2. Kartsport Canada Bulletins
3. Club or Series Regulations
4. Club or Series Bulletins
5. Event Supplementary Regulations
6. Event Bulletins
7. Instructions from approved Officials

1.6 Kartsport Canada Bulletins

Kartsport Canada Sporting and Technical Bulletins become effective on the date published. Bulletins published on the Kartsport Canada website (www.kartsportcanada.ca) are deemed to be the official notification to all affiliated organizations, Clubs and participants.

1.7 Television Images

Kartsport Canada is the holder of all rights to the use of television images at all National events.

Promoters and organizers shall co-operate in making available to Kartsport Canada any photographs, film or videotapes, digital video and digital still images of a competition for sporting administration purposes by Kartsport Canada

1.8 Unmanned Aerial Vehicle (UAV) or Drone

Refer to the Transport Canada website regarding the use of UAV (Drone) Unmanned Aerial Vehicle.

<https://www.tc.gc.ca/eng/civilaviation/opssvs/getting-permission-fly-drone.html>

Only licensed operators can fly a drone on the property.

- Operators must sign in before the drone can be flown.
- The operator must make themselves knowledgeable of these regulations.
- Drones can only operate within the regulated sectors as specified by the series for each track.
- Maximum of one drone per sector at any time.
- Crossing Points.
 - Crossing points must be within 20 feet of a marshals stand.
 - Drones cannot cross track while karts are approaching within two corners of the crossing point.
- In the event of an incident the drone must remain 50 feet away and not in any way interfere with the medical team or officials.
- Equipment Must:
 - Stay within the sectors at all times
 - Cross only at designated crossing points
 - Stay 20 feet from any marshals at all times (both altitude and general proximity)
 - Stay 5 feet from the edge of track at all times.
 - Stay at and above 10 feet at all times (Except with special permission)

1.9 Kartsport Canada National Classes

National Age Requirements

- a, Bona-fide proof of age must be available at all times and is required to be shown to a Race Official if requested.
- b, **Age Requirements:** Drivers must be born in years listed beside each class in order to be eligible.
- c, **Changing Classes:** A driver can run in any class that they are age eligible for. Once a driver moves up a class and is no longer concurrently running in the lower class they will not be eligible to go back to a lower class. The exceptions are Senior and Masters drivers can compete in either class so long as they are eligible as well as Rok Sr./Masters and Rok Shifter/Shifter Masters.

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Briggs and Stratton Classes

Class	Kart Numbers	Birth Year
Cadet	2-99	2009 – 2014
Junior Lite	102-199	2007 – 2010
Junior	202-299	2006 – 2009
Senior	302-399	≤2006
Masters	402-499	≤1993 or ≤2006 driver >200lbs.

Rok Cup

Class	Kart Numbers	Birth Year
Mini*	102-199	2009-2014
Junior*	202-299	2006-2009
Senior*	302-399	≤2006
Masters*	402-499	≤1989 or ≤2006 driver >200lbs.
Shifter*	502-599	≤2006
Shifter Masters*	502-599	≤1989 or ≤2006 driver >200lbs.

*Age limits for Rok classes may be changed according to regulations for the Rok Cup Superfinal

Note: Multi Class Entries: A driver competing in both Briggs & Stratton and Rok Cup classes may only compete in classes as per the table below.

Briggs & Stratton Classes	Rok Cup
Cadet	Mini
Junior Lite	Mini or Junior
Junior	Junior

Exceptions to age requirements may be made on a case by case basis

1.10 Assumed Names

No participant shall enter an event or sign the waiver and release with an assumed or fictitious name unless first authorized in writing by Kartsport Canada and/or the host club / series. The use of assumed or fictitious names shall not relieve the individual of any obligations, liabilities or penalties under these Regulations or those of a Series or Event.

Drivers from non affiliated clubs: The driver must have a valid karting license in good standing with an existing karting club or sanctioning body. It is the drivers' responsibility to provide proof of racing experience before being allowed to compete in Kartsport Canada affiliated events.

1.11 Canada - Age of Majority by Province

Province	Age	Province	Age
Alberta	18	Nova Scotia	19
British Columbia	19	Ontario	18
Manitoba	18	Prince Edward Island	18
New Brunswick	19	Quebec	18
Newfoundland	19	Saskatchewan	18

2. Drivers Racing Equipment

2.1 Use of Driver's Racing Equipment

During all on track sessions drivers must at all times wear the required driver's racing equipment as defined in these regulations. All equipment must be properly fitted and secured. (I.e. zipped up, tied, buckled, tucked in, etc. as required)

2.2 Allowable Helmets

A list of acceptable helmets can be found in the Kartsport Canada 2020 Kart Racing Helmets appendix

2.3 Helmet Usage

Helmets should fit according to the manufacturer's specifications. Helmets must be worn and properly fastened during all track sessions. Damaged helmets may be refused at any time. The helmet visor must be in the down (closed) position any time a kart is in motion.

Modifications: No helmet may be modified from its specification as manufactured, except in compliance with instructions approved by the manufacturer and one of the FIA listed standards organizations, which certified the model concerned. Any other modification will render the helmet unacceptable for the requirements of the present article. The addition of devices, whether aerodynamic or other, to helmets is forbidden if they have not been homologated or approved for the helmet concerned.

HANS: (Head and Neck Restraint System) devices or similar devices are not allowed for kart racing.

Maximum Weight: The weight of helmets may be checked at any time during an event and must not exceed 1800 grams.

Decoration: Paint can react with helmet shell material and affect its protective capacity, therefore, where a manufacturer provides guidelines or restrictions on the painting or decoration of helmets, these must be followed, using only paint specified by them (air drying acrylic, polyurethane enamel or others) and preferably a painter having their approval. This is particularly important for injection moulded shells which are not usually suitable for painting. The shell being painted should be efficiently masked as paint penetrating the interior can affect the performance of the helmet liner. Paints requiring heat curing should not be used and any process should not exceed the maximum temperature of conditioning of the helmet in the standard to which it is approved. The manufacturer's instructions should also be consulted for any considerations on the use of stickers and transfers.

2.4 Helmet Cushions (Neck Collars)

Use of helmet cushions (neck collars) is optional. Kartsport Canada and hosting series / clubs reserve the right to prohibit devices that in its opinion may adversely affect safety.

2.5 Rib Protectors

Rib protector devices, designed for motorsport use, are mandatory in all classes. They must fit properly and remain in place at all times when a driver is on the track.

2.6 Driver's Suit

Driver's are required to wear one piece racing suits designed for karting use for all events. CIK-FIA Level 2 homologated racing suits are recommended. Homologated driver's suits remain valid for 5 years after their date of homologation and manufacture. They must cover the whole body, legs and arms included.

Leather overalls complying with the standards defined by the FIM are authorized.

2.7 Gloves and Shoes

Gloves designed for karting use that are abrasion resistant are required. High cut racing boots are recommended. Gloves and boots must be worn with the driver's suit to ensure that wrists and ankles are not exposed.

Gloves complying with the standards defined by the FIM are authorized.

2.8 Long Hair Protection

If hair extends appreciably from beneath helmet level so as to present a safety concern in the opinion of event race officials, it is mandatory that participants wear a balaclava or head-sock to prevent hair from extending outside the helmet.

2.9 Loose Clothing

No apparel items such as bandanas, sweater hoods, loose belts, etc., are permitted.

2.10 Personal Safety Equipment Condition

All driver personal safety equipment must be in good condition and may be subject to pre-race inspection prior to any on-track activities at each event and throughout an event.

2.11 Rain Racing Driver Equipment

Competitors may use a spinner type helmet visor device fitted to their helmet and visor. When a spinner is used, provided it is an accessory offered by the specific helmet manufacturer, the driver's face must be fully protected by a full face shield. Fully protected means that debris from the air cannot enter the helmet.

3. Participant Conduct

3.1 The Driver is Responsible

Drivers are at all times responsible for the conduct of their mechanics, parents/guardians or team members. When drivers are under the age of majority, their mechanics, parents/guardians or team members are responsible at all times.

A violation of these Regulations committed by a driver, mechanic, parent/guardian or team member may be directly chargeable to the driver and result in penalties that may ultimately affect the outcome of a competition.

3.2 Participants Code of Conduct

- a) All participants must participate 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.

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.

- f) 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.
- g) 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.
- h) 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.

i) 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 possible.

j) 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 excluded from the event and face further disciplinary action.

k) Posting comments that can harm the reputation of officials, competitors, organizers or any person associated with Kartsport Canada directly or indirectly, will be held responsible and liable for their actions.

Competitors, coaches, mechanics, and parents

- First offense is a \$500 fine or a 3-race suspension with 1-year probation from the issue date of the penalty.
- Second offense is a \$1000 fine or a 6-race suspension with 2-year probation from the issued date of the penalty.
- Third offense is a \$2000 fine, 1-year suspension, and 3-year probation from the issued date of the penalty.

Teams, manufacturer reps, sponsors.

- First offense is a \$1000 fine or a 3-race suspension with 1-year probation from the issue date of the penalty.
- Second offense is a \$2000 fine or a 6-race suspension with 2-year probation from the issued date of the penalty.
- Third offense is a \$5000 fine, 1-year suspension, and 3-year probation from the issued date of the penalty.

The person's highest position determines the level of penalty. Fines/suspension/probation increases if more than one name is included. Libelous comments on your post made by others must be removed within 24 hours or face penalty. Sharing libelous comment is considered publishing and shall be treated as such.

4. Organization of Competitions

4.1 Medical Services

During race events, a minimum of one response vehicle with qualified attendants shall be in place prior to official practice. If the response vehicle is called to respond to a race event emergency, the race event will be suspended until the situation is resolved. The vehicle and medical emergency response team used should be licensed by the province in which the competition is being held.

4.2 Kart Weight

The kart is to be weighed as run on the track complying with all technical regulations and including all liquids, driver and all driver personal protective gear. See series regulations and event supplementary regulations for exact class weights. Kart weights at an event must be in either pounds or kilos, not both

4.3 Event Entry

At an event, drivers may not use the track unless they are officially entered for the event in the required class. Substitute or "test" drivers are prohibited. There may be only one entry per class per driver in any event. Pre-entries may be required for optional classes.

4.4 Competitor Entry Form

Entry Forms should contain the following :

Space for the full names and addresses of the driver, full name of Grid Mechanic, full names and addresses of the next of kin, with phone numbers, to be notified in case of emergency.

Space for the signature of the driver.

The following statement; "By signing this form, the Driver has agreed that they have read, accepted and understood the Kartsport Canada Regulations and applicable Club, Series and Event Supplementary Regulations".

The following statement; "If a driver is under the legal age of majority, this form must be countersigned by the appropriate parent or legal guardian".

4.5 Falsification of Entry

An entry containing a false or incorrect statement shall be null and void and the entrant may be deemed in breach of these Regulations and the entry fee shall be forfeited.

5. Event Regulations

5.1 Contents of Supplementary Regulations

Each Club or Series shall draft their own Club Regulations and/or Event Supplementary Regulations. Such Regulations shall not conflict with these Regulations.

Event Supplementary Regulations cannot be changed after the start of an event without the approval of the Steward(s).

The Event Supplementary Regulations shall contain at least the following:

- THE EVENT: The name, place and dates of the proposed competition(s). A full description of the proposed competition.
- THE RACE TRACK: The length, number of corners and direction of the course.
- EVENT ORGANIZER: The name, address and phone number of the promoters and/or organizers.
- EVENT OFFICIALS: The positions and names of the Event Officials. REGULATIONS: Regulations in force and Precedence of Regulations.
- ELIGIBLE ENTRIES AND LICENCE REQUIREMENTS: Driver eligibility and licence requirements.
- CLASSES: A listing of all categories of karts stating any supplementary technical regulations and driver entry or licence requirements.
- CHAMPIONSHIP POINTS AND AWARDS: The method of distribution for championship points and event awards.
- ENTRY FEES: The dates of opening and closing of entries and how and where they shall be made, and the penalty for a late entry if applicable and the conditions under which entries may be refused. The amount of the entry fee, the passes provided and the cost of additional passes to the entrants.
- REGISTRATION: The times and dates fixed for personnel registration at the track.
- TECHNICAL INSPECTION: The method of Technical Inspection being used.
- QUALIFYING PROCEDURES: The method of timing and scoring and how the starting grid is determined.
- OFFICIAL NOTICE BOARD: The location of the Official Notice Board.
- DESIGNATED FUEL STATION: The location of the fuel station and what type or grade of fuel is required for each class.
- REGULATIONS THAT MUST BE SPECIFIED IN THE SUPPLEMENTARY REGULATIONS TO APPLY:
 - Which Start signal will be used (Green Flag displayed, or Red Lights turned off)
 - If the Blue with Red "X" overlap flag is to be used
 - If a Hot Pit is to be used
- OFFICIAL SCHEDULE: The dates and times of the schedule of activities, including Registration, Technical Inspection, the Driver's Briefing(s), Practice, Qualifying and Racing.
- Any other regulations not specified in these regulations.

5.2 Unauthorized Practice

During an event, the Organizer shall not permit any entered driver or kart, nor shall the driver or kart participate in, the use of the race track at any time other than during the scheduled track sessions for the competition entered. The only exception shall be for specific safety reasons and only with the approval of the Steward/Race Director.

5.3 Number of Karts on the Race Track

The Supplementary Regulations shall determine the maximum number of karts permitted to be simultaneously on the racetrack during track sessions.

Karts may be split into groups of approximately equal size for practice, qualifying or racing as specified in the Supplementary Regulations or at the discretion of the Steward and/or the Race Director.

5.4 Combining Classes

If necessary the Steward and/or Race Director may combine entrants into groups.

5.5 Starter's Equipment

The starter shall be located at trackside in a protected position

The following equipment must be available to the Starter for competitions:

- Direct voice communications with the Race Director and Corner Marshals, and a complete set of signaling flags according to these Regulations
- A large flip-type signaling board to display 3-digit kart numbers concurrently with specific flag signals
- If required, a set of starting lights for standing start races installed according to these Regulations

5.6 Flags and Signals

Only the flags specified in these Regulations are to be used during competitions. Any other flag signals that may customarily be used locally are not to be used during competitions.

As a courtesy, the Starter may display to the race leader a "Last Lap" board indicating the driver has started the last lap and it may be displayed to each successive kart during that lap. In the absence of a "Last Lap" board a flag may be used as substitute under the condition it is noted in the supplementary regulations, a bulletin and/or during the drivers briefing.

See Flag Signal Appendix

5.7 Marshal (Observation Posts)

Each post should be provided with a set of signaling flags comprising: 1 - Yellow, 1 - Green, 1 - Red. An additional Yellow, 1 - Black, 1 - Yellow with Red Stripes may be provided. 1 – Blue may be provided and used only under instruction from the Officials. Marshals and observers must normally remain behind a protective barrier while performing their duties.

The minimum size of all flags is 60 cm x 80 cm except the Red and Checkered flags which shall be at least 80 cm x 100 cm

5.8 Timing, Scoring, Results

For all races, the timing and scoring shall commence at the end of the warm-up lap even if the start signal has not been given by the Starter.

The Organizer shall be responsible for the accurate timing and scoring of the event and the timely publishing of such data. As a minimum the Organizer shall provide to the Race Officials the following information:

- Results for each class time trial, heat, pre-final or final must be checked, signed and time/dated by the Chief Scorer, then checked and signed by the Steward(s) prior to posting on the Official Notice Board.
- All penalties must be included and noted on the official results by the Steward(s).

5.9 Race Length

The recommended length of races for Regional or National events is indicated below. Cadet or Junior races may be run over a shorter distance when drivers are primarily age 11 or younger.

The scheduled race length may only be altered by the Steward(s).

Qualifying Heats	From 8 - 15 km	Approximately 10 minutes
Pre-Final Race	From 10 to 20 km	Approximately 15 minutes
Final Race	From 20 to 30 km	Approximately 20 minutes

5.10 Race Winner

The display of the Checkered flag means the race is finished.

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.

Should the Checkered flag be displayed before the scheduled distance or time has been completed, the official number of laps or time shall be as at the time the Checkered flag is first displayed.

Should the Checkered flag be displayed after the scheduled distance or time has been completed, the race will be deemed to have finished when the Checkered flag is waved even if the length and/or time exceeds the scheduled distance and/or time.

5.11 Dead Heats

When using a transponder timing system, and two Karts have their transponders record the exact same time at the finish of the race, a dead heat shall be declared, and the competitors shall share equally the higher finishing position concerned.

When not using a transponder system and two or more karts cross the finish line at the same time with no perceptible portion of one kart ahead of the others, by a Race Official, it shall be declared a dead heat and the competitors shall share equally the higher finishing position concerned.

The official finishing position of the competitors in a dead heat shall be listed as being the same in the results, and the next position shall not be awarded. The Championship points for each of the competitors involved in a dead heat shall be the average of the points involved.

5.12 Overall race Finishers

In order to be classified a race finisher, a kart must have completed a minimum of one/half 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.

Karts that receive the Start Signal and fail to complete the first lap of the race and any laps thereafter, shall be classified as failing to have finished the race with a designation of "DNF" in the official results.

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 a penalty (see Penalty Guidelines document) that is not subject to protest or appeal.

Drivers will be scored in the following order:

- Race Finishers
- Drivers classified as DNF (Did Not Finish)
- Drivers classified as DNS (Did Not Start)
- Exclusions. Drivers who are excluded and will be scored with 0 points.

5.13 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, by the driver or another kart, along the track to cross the finish line is prohibited and will entail immediate exclusion.

5.14 Weighing Scales

The Organizer shall provide scales, on a level pad, able to weigh one kart at a sitting. Such scales shall be the official event scales and the only scales that shall be used.

The only kart weights allowed to be used for official purposes shall be those recorded by the Scale Officials.

The weigh scale will be closed to all competitors once qualifying sessions or racing starts except for official checking as part of the Technical Inspection procedure.

The weigh scale official should record in a Scale Log the weights of all competitors that were required to pass over the scale after a qualifying session, heat or race.

The weigh scale official shall record the weight of any competitor in the Scale Log that does not conform to the regulations. The Technical Inspector must be informed immediately. The Technical Inspector will inform the Steward and/or the Race Director so a penalty can be issued. Timing and Scoring and the Race Control Recorder will be informed when the penalty is issued.

If a kart is unable to reach the weigh area by its own means it will be placed under exclusive control of race officials who will supervise its transportation to the weighing area. The driver shall report directly to the weighing area and remain with the kart.

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 Inspector must immediately be called to the scale area. The driver must remain with the kart under supervision of an official. 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 excluded. No additional attempts to weigh are allowed.

The penalty for a weigh scale violation is exclusion from the qualifying session, heat or race.

5.15 Noise Level of Karts - (95dB/A Guideline)

Noise tests are not required to remove a kart from the track in the case of exhaust system failure or by the judgment of Race Officials. Additional noise restrictions may be employed to meet community requirements where necessary.

6. Conduct of Race Events

6.1 Practice / Testing at an Event

If a driver does not participate in at least one official practice or qualifying session for an event, the Steward(s) and/or Race Director may elect to start the driver at rear of grid or prevent the driver from competing.

6.2 Driver's Briefing

Special conditions and/or regulations for the event may be established by the Race Director or the Steward(s).

At all race events, it is mandatory to conduct a Driver's Briefing. It is mandatory for all drivers (and parents/guardians where applicable) to attend.

Failure for a driver to attend a Driver's Briefing will waive the competitor's right of protest for that event. Roll call may be taken and monetary fines and/or on track penalties may be issued (see Penalty Guidelines document).

6.3 Qualifying for a Race

- (a) Driver of Record: To be considered the driver of record for an event, a competitor must qualify their kart (if applicable) and/or complete at least one racing lap of an event. There are no driver substitutions or relief drivers allowed.
- (b) Transponders: All karts must meet the requirements for the mounting of a transponder. The transponder must be fitted in accordance with the KartSport Canada Technical Regulations.
- (c) Transponder Responsibility: Drivers must arrange to have a transponder at an event. Drivers are responsible to install a timing transponder on their kart prior to each practice, qualifying session, heat or final race as specified in the Supplementary Regulations. It is recommended that drivers purchase their own transponders.
- (d) Qualifying Procedures: Karts will qualify with the method specified in the Supplementary Regulations or by the Steward. Race conditions apply.
- (e) Not following qualifying procedures may result in a penalty.
- (f) A driver may not leave the track and enter the pits, paddock or grid and return during a qualifying session. If a driver stops, on the track, for any reason they will be allowed to attempt to start again unless stated otherwise in the Supplementary Regulations or instructed to leave the track by an official. Should one or several drivers achieve the same time, the tie will be settled on the basis of the second-best time, and so on. Qualifying results may be equalized at the discretion of the Race Director and/or Steward(s) if they are affected by changing weather conditions or force majeure.

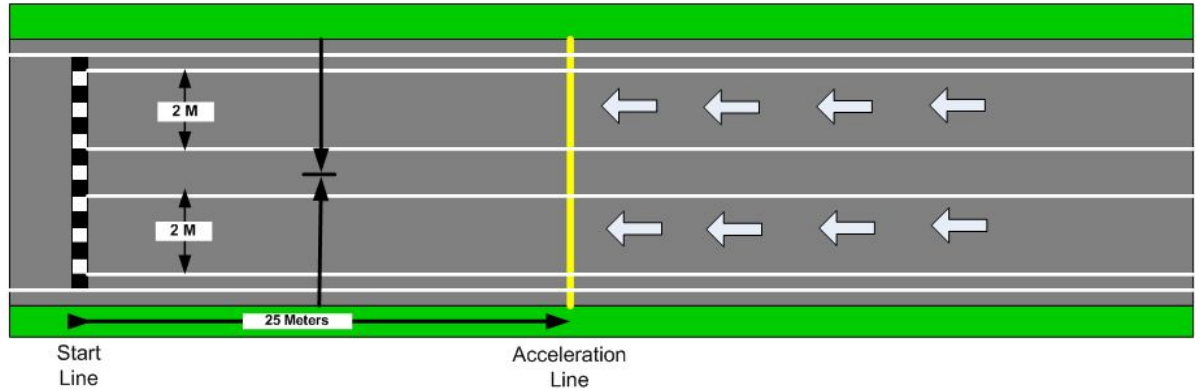
6.4 To Be Considered a Race Starter

To be considered a race starter or to compete in a race, a qualified kart/driver must enter the race before the field has completed 1 green flag lap. Karts that do not comply with this Regulation shall be classified as "DNS".

Be aware that if any driver(s) is deemed to have interfered with the start procedure, such driver(s) is subject to penalty.

6.5 Race Starts - Rolling Starts

- (a) The Formation Line
There will be a marked Formation Line on the racetrack. Typically, the Formation Line shall be located no less than 2 corners prior to the starting area. The Formation Line shall be additionally marked by 2 soft cones at the edge of the track.
- (b) The Acceleration Zone
A Yellow Line shall be painted 25 m prior to the Start Line. This Yellow Line will also be indicated by soft cones (1 cone on each side of the track). This is the start of the Acceleration Zone. The end of the Acceleration Zone is defined by a second set of cones and/or the Start/Finish line.



(c) The Start Procedure

Upon leaving the pre-grid, drivers must maintain their starting grid order at all times.

The warm-up lap is considered a yellow flag lap and passing is not permitted, except if a driver becomes out of position on the track. Such drivers are allowed to regain their position, only prior to reaching the Formation Line. Should a driver fail to regain their position they must file in to the lane they are in at the formation line, regardless of how far back from their qualifying position they are.

On the warm-up lap all marshal stations will display a yellow flag.

It is prohibited to warm the tires by swerving back and forth or abnormally braking and accelerating.

The decision to start the race is made by the Starter alone.

(d) Pole Position Driver's Responsibility

Maintain grid formation and a slow constant pace from the Formation Line to the start area.

(e) Drivers may Not Accelerate Until Entering the Acceleration Zone

The speed of the first two front row karts must maintain a reduced and constant speed and to maintain grid formation at the start of the acceleration zone. The driver in pole position should cross the acceleration line first.

(f) Approaching the Start Area

Drivers must maintain position in their own lane for the start and are not allowed to pass until the Start Signal is given.

A Driver who fails to maintain the speed of the pack during the approach to the Start Line is liable to be penalized by the Officials (see Penalty Guidelines)

A driver must keep their kart entirely within the painted margins of their marked lane prior to the Start Signal being given, failing to do so may be liable to be penalized (see Penalty Guidelines)

A driver significantly leaving their lane prior to the Start Signal being given is liable to be penalized by the Officials (see Penalty Guidelines)

(g) Acceleration Zone Start Procedure

Only upon entering the acceleration zone the pole sitter may choose at their discretion when to begin accelerating before the end of the acceleration zone. If the off-pole accelerates first penalties may apply (see Penalty Guidelines)

(h) The Start Signal

If the formation is satisfactory, the Start Signal will be given by displaying a green flag or by switching off the Red Lights.

If the Starter is not satisfied with the procedure, a Yellow Flag or Yellow Light will be displayed by the Starter and all marshal stations will display a Yellow Flag.

(i) If there is No Start Signal Given

If the formation is not satisfactory to the Starter, one more lap will be completed.

At this point scoring of the race has begun, all drivers must maintain their current position, any driver who was out of position at the first start attempt may not attempt to regain positions to their qualified position.

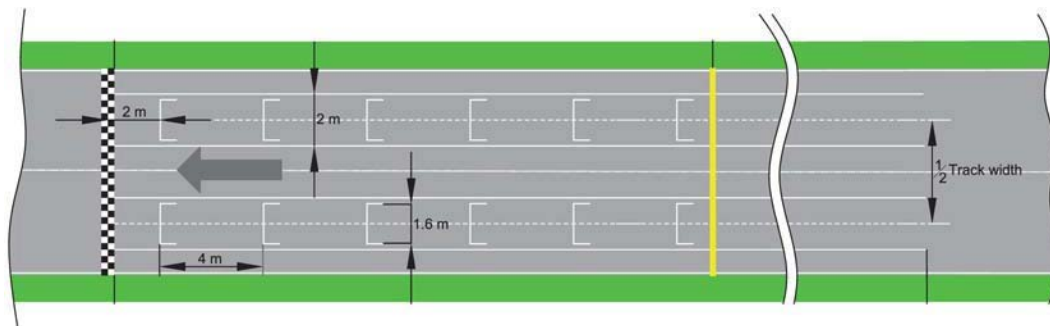
Drivers will reform by the Formation Line and again the driver in the pole position kart is responsible to maintain a reduced and constant speed and maintain grid formation.

If the second formation is not satisfactory, a Red Flag may be displayed in all corners. Drivers deemed to have caused an improper start may be penalized and placed in a revised position on the grid for the next start.

- (j) If the officials determine that the start was improper after the Start signal has been given:
 - (i) Yellow and Red Flags will be waived by the starter.
 - (ii) Yellow flags will be shown at all marshal posts.
 - (iii) Karts may be stopped by a Red Flag.
 - (iv) Drivers deemed to have caused an improper start may be penalized and placed in a revised position on the grid for the next start.
- (k) Race Stoppage Due to Unsatisfactory Start
Should the starter be unable to start a race because of the behaviour of the drivers, the Race Director may display a Red Flag. Drivers must slow down immediately and obey the instructions of the officials.
- (l) Jump Start Penalties
 - (i) Any false or jump start may subject the violators to a maximum penalty (see Penalty Guidelines)
 - (ii) A jump start exists when a kart is clearly visible ahead of the kart on the same starting row. Note: The kart that is ahead may not have jumped the start.
 - (iii) The off-pole may be given a jump start penalty at the Race Directors discretion if they are ahead entering the acceleration zone, at the start/finish line, and/or the first corner.
 - (iv) Jump Start penalties are not subject to protest or appeal.

6.6 Race Starts - Standing Starts

For Classes cited in the Supplementary Regulations. Standing Start Grid Layout.



Standing Start Procedures:

- On the formation lap, marshal posts will display Yellow Flags.
- At the on-track Start Line a Red Flag will be displayed. Drivers are responsible for stopping exactly in their official grid position. When all karts are completely stopped on the grid, a Green Flag will be displayed at the end of the grid, then the Red Flag will be removed.

- When the Starter is satisfied that everything is ready for the start, the Starter will display the Red Lights. The Red Lights will be turned off to start the race between three (3) and eight (8) seconds. When the Red Lights are turned off, racing has begun.
- If the Starter is not satisfied with the procedure, the Starter will switch on the flashing Amber (Yellow) light which means that an additional formation lap must be covered. At the Starters discretion, the karts may be sent around for an additional formation lap for any reason.
- Should a driver stop outside their official grid position a penalty will be applied. The start procedure may be stopped, and the offending driver may be moved to the rear of the field.
- Drivers who stall their engine on the grid before the start is given must raise both their hands clearly above their head and remain stationary in their seat. Any driver who gets out of their seat or attempts to restart a stalled kart at this point in the starting procedure will be penalized.
- Should a kart or karts stall on the grid the Starter may abort the start. If the start is aborted the flashing Amber (Yellow) light will be displayed and an additional formation lap must be covered. Stalled karts may be restarted only by the driver after the rest of the field has departed on the new formation lap.
- Restarted karts can join at the back of the grid. If a stalled kart does not restart after one attempt it is the driver's duty to place the kart as far as possible off the traveled portion of the track and move to a place of safety.
- Karts may not move up in their own row to fill vacant spaces ahead of them on the starting grid. Karts may not move to an adjacent row to fill a vacant space.
- If the start signal has been given a stalled kart or karts may attempt to re-start only after all other running karts have left the starting grid and passed the start line.
- In the absence of lights flags may be used as substitute. If flags are to be used this must be discussed during the drivers briefing

6.7 Racing Commences at the Start Signal

A driver may only commence racing when the Start Signal (Green flag is displayed or Red light turned off) is first shown by the Starter.

Any driver leaving the formation of the grid before Start Signal is given shall be considered to be jumping the start and shall be subject to a penalty (see Penalty Guidelines document). Such penalties are not subject to protest or appeal.

7. General Racing Conduct

7.1 Completed Laps

A lap is defined to be complete when the last kart on the lead lap has crossed the start / finish line

7.2 Re-starting Karts

- (a) Should a kart stop on the racetrack whether the engine is running or not, and there is no perceived imminent danger, the driver may attempt to restart the kart without assistance other than from officials. The officials may provide assistance but are not obliged to do so.

Should a kart stop on the racetrack, whether the engine is running or not, the officials may order the kart to be removed immediately for safety reasons. Once ordered removed, a kart may not rejoin the track session.

In the opinion of the officials, should attempts to restart appear to be unsuccessful or are taking too much time, or possibly endangering the driver or others, the kart is to be removed from the track when the driver is instructed to do so by the officials.

- (b) For Qualifying and Race Sessions

If during a qualifying session or race a kart is taken to the pit or paddock area, it is not permitted to rejoin the track unless the Supplementary Regulations for the event state otherwise.

Failure to follow the regulations above and/or instructions from the officials may result in penalties including loss of times, exclusion and additional penalties.

The regulations above are not subject to protest or appeal.

7.3 Stopping / Re-starting a Race

- (a) Re-Starts: If the officials determine that the start was improper after the start signal has been given, both Yellow and Red Flags will be wave, or a Race Restart sign will be shown by the Starter when the karts next pass the start line, indicating a complete re-start will be held. Yellow Flags will be displayed at all Marshal posts. Karts will resume their original grid positions without stopping.

- (b) Complete Re-Start After a Red Flag: If less than two laps have been completed a new start will be given. The length of the new race will be the full original race distance.

- (c) Procedure to Stop a Race: Should it be necessary to stop a race for any reason; the Red Flag will be shown by the Starter at the Start/Finish line on order of the Steward or Race Director only. All flag stations will display a Red Flag to indicate the race has been stopped. Waved Yellow Flags will be displayed at the Marshal Post closest to the accident if applicable.

It is the responsibility of all drivers to immediately slow down, stop racing, no passing is allowed, exercise extreme caution, and stop at the next safe straight on the drivers right completely off the racing surface.

The kart may not be worked on by the driver or the mechanic when it is stopped during a Red Flag situation, regardless of its stopped position. Drivers must stay with their karts unless directed otherwise by an official. Mechanics may not attend a stopped kart unless approved by an official.

If repairs to the kart are required in order to continue on a re-start, such repairs may be authorized by the Officials, but the kart must then start from the back of the grid or from the pits at the back of the field.

Drivers may take refreshment during a Red Flag when permitted by an official.

- (d) Red-Flag Re-Starts: If a Red Flag is issued during a race, and the race is to be re-started, the driver(s) causing the Red Flag may be penalized. If the Race Director and/or the Steward determine, by the information available, that the Red Flag incident was deliberately caused, then the participant(s) deemed to have caused the red flag incident are subject to exclusion.

If 2 or more laps have been completed the re-start order will be single file formation according to positions on the previously completed lap.

If a Red Flag is shown a kart sustaining damage may be repaired with permission from the Officials only after the kart has been returned to the pit lane. Repairs may be carried out by no more than three people, including the driver. The driver of any repaired kart must start at the back of the grid. Drivers involved in the incident causing the Red Flag to be displayed requiring medical intervention may take the restart only if cleared by medical personnel.

The restart will occur as soon as the karts are placed in the correct order and clearance to resume racing is given to the Race Director by medical personnel, if required. The start will not be delayed to allow repair of damaged karts or for drivers to obtain medical clearance to rejoin the race.

If the Race Director, in consultation with the Steward(s), decides to return all karts to the paddock area after a Red Flag prior to the completion of two laps, when the restart occurs all drivers are eligible to resume their original grid positions.

- (e) Scoring a Stopped Race: A race that is stopped after 50% of the scheduled laps have been completed may be considered complete at the discretion of the Officials.

A race that is stopped by the Officials before 50% of the scheduled laps have been completed, for any reason, can be declared complete.

If the race is stopped by a Red Flag and is not re-started, the race order will be scored according to official positions on the last completed lap previous completely scored lap.

The driver(s) causing the Red Flag occurrence may be penalized.

7.4 Point Systems

Point scoring system for Series events will be specified in the Supplementary Regulations. Organizers of Regional and/or Club events are responsible for developing and publishing points scoring systems. In the event of a tie in the year-end points total, the tie will be broken as follows:

- (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.

7.5 Wet and Dry Race Procedures

The use of dry tires is mandatory unless a race is declared Wet.

- (a) Wet Race: If the Officials declare the race to be a WET RACE, all karts on the Pre-Grid or Grid on dry tires will be allowed 15 minutes from the official declaration to change to wheels upon which wet tires are already mounted if desired.

Once a race is declared WET this applies to all subsequent classes. No additional notice is required to be given. Karts may make whatever chassis adjustments that can be completed within the 15-minute period. The choice of wet or dry tires will be decided by the individual driver. The Officials reserve the right to use the Black Flag if it is deemed that a kart is too slow or is interfering with other drivers due to the use of inappropriate tires for the track conditions.

- (b) **Stopping A Dry Race Due to Rain:** If a race is started in the DRY, and it starts to rain on all or part of the course prior to completion of 50% of the scheduled race length, the Officials are empowered to use the procedures for Stopping/Re-starting a Race in these regulations.
If the race is to be declared WET and restarted, 15 minutes from the declaration shall be allowed for changing to wheels with rain tires already mounted if desired. Once a race is declared WET this applies to all subsequent classes. No additional notice is required to be given. Karts may make whatever chassis adjustments that can be completed within the 15-minute period.
- (c) **Dry Race:** If the rain has stopped, and the Officials declare the race to be a DRY RACE, all karts on the Pre-Grid or Grid will be allowed 15 minutes to change to wheels upon which dry tires are already mounted if desired.
Once a race is declared DRY this applies to all subsequent classes. No additional notice is required to be given. Drivers may make whatever chassis adjustments that can be completed within the 15-minute period.

7.6 Procedure at The End of a Qualifying Session or Race

No person, except Officials, may approach a driver or kart for any reason until the driver and kart has passed across the scale and/or has been given permission to leave the scale area. If a driver is approached it may result in a penalty being issued. If a driver requires assistance, permission must be obtained from an Official. Permission must be requested every time it is required. Failure to request permission may result in a penalty being issued (see Penalty Guidelines document).

7.7 Podium Procedure and Dress Code

Drivers who achieve a podium finish must wear their driver suit to the award ceremony. The suit must be worn as designed, and not tied around the waist. Sponsor caps may be worn in addition to normal racing attire. Driver's not wearing their driver suit or not attending the podium or award ceremony may be subject to penalty, including monetary fines, loss of awards, loss of points or exclusion unless prior notice is given to an event official or the event organizer that they are unable to attend (see Penalty Guidelines document).

8. Rules of the Pits, Paddock and Grid

8.1 Penalties

Penalties applied for violation of regulations in this section are not subject to protest or appeal.

8.2 General

- At and after the start of any race, the pit lane must be clear.
- Signaling to drivers on the track is done only by Race Officials.
- Participants signaling to drivers from anywhere trackside is not permitted.
- Mechanics working in the pit area must be clean and fully clothed at all times.

- Mechanics shall not sit on any pit wall during any track session.
- Animals of any kind are not permitted in the pit or on the marked racetrack. Animals in the paddock must be leashed and restrained.
- Smoking is not permitted at any time in the pits, pre-grid, grid or at marshal stations while the track is active.

8.3 Quiet Rule - Running of Engines Prohibition

Running of engines of engines on the track property is prohibited at all times except for the following:

- (a) The starting up, running in, warming up or testing of engines can only be carried out in an area designated in the Event Supplementary Regulations.
- (b) Upon a signal from the Officials Engines may be started for one 10 second period in the designated area prior to an on-track session.

8.4 Pit Lane and Track Entry and Exit Speed Limit

Burn-outs or practice starts are not permitted anywhere.

Drivers must always drive at reduced speed and use extreme caution when driving in the track entry lane, exit lane or when approaching the scale area. A speed limit may be imposed. Any driver deemed to be driving with excessive speed by an Official may be issued a fine and/or another penalty (see Penalty Guidelines)

8.5 Pit Stops

When the Supplementary Regulations permit work to be done when a kart stops in the pit lane;

- (a) No more than 3 people, including the driver, even if the driver remains in the kart, shall touch the kart, or in any other way whatsoever provide assistance.
- (b) In the case of a driver change, such as during endurance events, a driver being replaced may assist the replacing driver to prepare for driving but may not work on the kart in any other way. Should a driver participate in servicing of the kart in any way, the rule of 3 people applies.
- (c) The addition of any fluids to a kart during a race is prohibited, except during endurance races.

It is the responsibility of the mechanic to notify the pit marshals immediately of any liquid spills and to assist in their cleanup.

8.6 Refueling

Refueling in the pit lane (grid, pre-grid, scale area) is prohibited during any track session. Karts are to be refueled in the paddock area only. Karts may not be refueled on the Grid or Pre-Grid. During any refueling, the engine must be stopped, and the driver must vacate the kart.

During endurance races, karts may be refueled in the pit lane if the procedure is permitted in the Event Supplementary Regulations.

8.7 Devices in the Pre-Grid, Grid and Pit Lane

Generators and air compressors are not permitted in the pit lane.

Compressed gas cylinders must have a protective structure around their gauges and valves when in the pit area. High pressure cylinders must remain upright and properly supported.

Tools which by their use may cause flame, sparks or a high temperature are not permitted.

8.8 Driving in the Pits or Paddock

It is not permitted to drive the kart under power anywhere on the track property except in the pit lane and on the race track when permitted by the event schedule.

8.9 Prohibited Devices in Paddock or on Race Track

Devices such as golf carts, motorcycles, atvs, scooters, bicycles, skateboards, power wheels cars, toy cars are prohibited in the paddock or on the race track at all times. Violators are subject to confiscation of such devices and a \$50.00 fine. Approved official vehicles for specific purposes are exempted.

8.10 Restricted Areas

The race track infield, the perimeter of the race track, the starter stand, the Technical Inspection Areas, Race Control and Stewards Offices are restricted areas and accessible only to Officials.

8.11 Pre-Grid, Grid Area, Hot Pits

Access to the Pre-Grid or Grid area and pit lane is only available to participants when their class is running.

One mechanic with the appropriate Credential is allowed on the Pre-Grid or Grid with each driver. Entry to the grid areas is strictly under control of the race officials and failure to comply with their directives will subject violators to immediate removal from the restricted/pit area and possible suspension of licence, credential or membership privileges.

Where "hot" pit area is necessary for conduct of event, all regulations regarding grid area apply. If a "hot" pit is to be used at an event, procedures must be outlined in the Event Supplementary Regulations. Adjustments or repairs may only occur in the Paddock or the designated Repairs Area.

9. Competitor on the Racetrack

9.1 Driver Conduct on the Racetrack

- (a) No kart, other vehicle, or person is permitted on the race track and its verges at any time during an event without permission from the Race Director.
- (b) Drivers entering the racetrack from the pit lane shall first receive permission to do so from the pit exit Official (or obey the pit exit lights if used) and be prepared to slow significantly or stop if requested. A driver must move up in the Grid area when instructed to do so. A driver must enter the track when instructed to do so. Failure to comply may result in penalties.
Notwithstanding having received permission to enter the track from the pits, drivers shall keep to the side of the track from which they are entering and must satisfy themselves that the track is clear of oncoming karts before entering the main path of race traffic, and shall yield the right-of-way to oncoming race traffic, and not interfere with the path of other karts.
It is not permitted to drive a kart, at any time, in the opposite direction of race traffic. Infractions of this Regulation may mean immediate exclusion.
- (c) Drivers shall drive in a manner compatible with general safety respecting at all times the right of competitors to space marked on the racetrack.
- (d) It is the responsibility of all drivers to avoid physical contact between karts on the racetrack. Only the marked racetrack surface and any curbing may be used by drivers. A penalty may be applied for short cutting the track whether an advantage is gained or not, including exclusion.
- (e) If a kart stops on the track it is the driver's duty to place the kart as far as possible off the traveled portion of the track.
- (f) Except for medical or safety reasons, the driver must move to a protected place as instructed by officials until the end of the practice, qualifying or race session.
- (g) The driver of a stalled kart should raise one or both arms to indicate that the kart will not move until the track is clear.
Any driver who has left the marked track with all four wheels must respond so as to regain control of the kart, stop if necessary, and without driving against the direction of the racetrack, rejoin the track at the nearest point to that where the exit occurred, compatible with safety, and obey the directions of the track marshals in the area.
- (h) A driver who goes off the marked track, in the presence of track marshals or not, and attempts to return to the track and in doing so causes a disadvantage to another competitor or gains an advantage themselves is subject to penalty.
- (i) The repetition of serious mistakes or the appearance of a lack of control over the kart may entail exclusion or other penalty of the driver involved. This includes leaving the marked track, jumping up in the seat, ducking of the head behind the steering wheel so as not being able to see the track in front.
- (j) The Officials may order any kart removed from the racetrack which, in their opinion constitutes a hazard to other competitors. Such action is not subject to protest or appeal.
- (k) The driver alone may repair the kart on the course provided it is safe to do so. The kart must be placed in a safe location. The driver must not receive any physical assistance. This does not preclude assistance by track marshals for safety reasons. It is forbidden to take any tools and/or spare parts on board the kart.

- (l) When exiting the track, the driver must signal by raising an arm. Failure to raise an arm may result in a fine being issued (see Penalty Guidelines
- (m) A driver must not cross over and must stay within the limits of the track exit line if one exists with all four wheels.).
- (n) A driver may not improve or maintain a race position by entering or traversing through the pits, regardless of whether or not a stop is made.
- (o) When a portion of track is under yellow conditions, any driver that contacts a stationary vehicle or person during a race session will be subject to an immediate exclusion from that race session. The penalty for contact under yellow in a practice session will be exclusion from qualifying.

9.2 Passing Other Competitors on the Racetrack

- (a) Corners and curves, as well as the entry and exit zones thereof may be negotiated by drivers as they wish, within the limits of the marked track. Overtaking, according to the circumstances, may be done on the right or on the left.
- (b) The responsibility for the decision to pass another kart rests with the overtaking driver. However, this will not relieve the overtaken driver from the responsibility for the safe passing of another kart. The overtaken driver must not block.
- (c) Drivers are obliged to heed the flag signals displayed around the track. Failure to respond to a flag signal is a serious violation of these Regulations.
- (d) Blocking is defined as driving in a manner which, appears to hinder or discourage another driver seeking to pass, including premature or dangerous changes in direction or deliberate crowding of karts towards the inside or outside of the track, or drivers who swing from one side of the track to the other side of the track in order to prevent other competitors from overtaking, drivers. Drivers blocking may be given the Black flag with kart number, and/or penalized. Systematic or repeated offences may result in exclusion of the offending driver.
- (e) The penalty inflicted for ignoring the Blue flag shall be applied to the drivers who obstruct part of the track and shall range from monetary fine to exclusion.

10. Incidents

An incident means a fact or series of facts involving one or several drivers who:

- Provoked the stopping of a race.
- Violated these Sporting Regulations.
- Have jumped the start.
- Have not respected flag signaling.
- Have caused one or several karts to take a false start.
- Have caused a collision intentionally or unintentionally.
- Have forced another driver off the track intentionally or unintentionally.
- Have prevented a legitimate passing maneuver by a driver.
- Have impeded another driver during a passing maneuver.
- Gain of position after contacting another kart.

11. Regulations of Competitions - Officials

11.1 Steward(s)

At events when a Steward is not available the Stewards duties will be assumed by the Race Director or other designated official.

The Steward(s) shall be responsible for the application of these Regulations and relevant Series and Event Supplementary Regulations and in addition 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 driver or kart.
- Accept or refuse any correction proposed by a Judge of Fact.
- Inflict penalties and fines.
- Pronounce exclusions.
- Amend the classification to take into account a time or distance penalty or the exclusion 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 any driver who they consider, as being ineligible to take part, or who 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 a race.
- Receive these protests and transmit them immediately to the Steward(s), who shall take the necessary action thereon.

11.2 Race Director

The Race Director is responsible for conducting the race meeting in accordance with the official program and in addition shall;

- Shall provide participants at the Driver's Briefing with event specific information and explain race procedures.
- Ensure that the officials are at their posts.
- Ensure that the officials are provided with the necessary information to enable them to carry out their duties.

- 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 in the program.
- Ensure that each kart is driven by the eligible driver and organize the karts in categories and classes as required.
- Convey to the Steward(s) of the meeting any proposal to modify the program, the improper conduct, breach of rule, or protest by a competitor.
- Apply penalties in the event of a breach of the regulations.
- Collect the reports of the Timekeepers, Scrutineers, Marshals, together with such other official information as may be necessary for the determination of the results.

11.3 Clerk of the Course

The Clerk of the Course is responsible for executing the event and other activities safely and in accordance with the regulations, by controlling drivers, their karts, the officials, and workers from the commencement of activities until the time for protests from the last competition has expired. If a race director is appointed the clerk is junior and the race director has ultimate authority. The Clerk shall also:

- ensure that all relevant regulations are complied with and that all the equipment needed to do so is at hand or in use as appropriate;
- ascertain whether Officials are at their posts, and report the absence of any of them to the Stewards of the Event;
- ensure that all Officials are provided with necessary information;
- prevent an ineligible Driver or Kart from competing;
- may provide a driver a notice of penalty either written or verbally
- ensure that a Competitor unable to produce any document necessary to prove his/her eligibility at an Event does not compete without the approval of the Stewards of the Event;
- convey to the Stewards of the Event any proposal to modify the schedule of Competitions;
- receive protests from Entrants or Drivers and immediately transmit them to the Stewards of the Event;
- collect all reports and other official information necessary for the determination of results;
- convey to the Stewards of the Event a report of any breach of the Regulations or of any misbehavior of any Entrant, Driver, Crew, Official, or worker accompanied by an Inquiry

11.4 Timekeepers

Timekeepers are not to communicate any times or results except to the Steward(s) and the Race Director or when instructed otherwise by these officials.

11.5 Technical Inspector

The Chief Technical Inspector is responsible for scrutineering and has full authority over the Technical Inspectors (Scrutineers). Technical Inspectors are entrusted with all checking relating to the mechanical components of karts.

They shall not communicate any official information except to the Steward(s) or the Race Director.

Technical Inspectors (Scrutineers) are entrusted with the checking of the weight of karts, dimensions of their bodywork and accessories, and of all documents relating to competitors and drivers. They shall report to the Chief Technical Inspector the results of pre-race inspections, and any subsequent inspections.

11.6 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 pre-grid, grid, and/or pit lane to the track under direction from the Race Director or Starter.

Organize karts on the Pre-Grid and Grid according to information received from timing and scoring officials.

11.7 Race Control Recorder

A Race Control Recorder should maintain a written Race Control Log of significant on-track activity and incidents during qualifying sessions, heats and races based on reports from officials. The event, class, driver, time and details of the activity or incident are to be logged. At the conclusion of the event the Race Control Log to be given to the Steward.

12. Violation of Regulations

12.1 Evidence

The Officials may acquire evidence of any kind as they see fit in the adjudication of real or alleged rule infractions, inquiries, protests, appeals or for any other purpose as it relates to the enforcement of these Regulations.

12.2 Assessment of Penalties

Any promoter, organizer, official, entrant, driver or other person committing a breach of these Regulations or those of a Series or event, or of any conditions attached to an organizing permit, or of any instructions to drivers, or of any special racetrack Regulations, may be penalized.

12.3 Breach of Regulations

In addition to any other offences, the following offences shall be deemed to be a breach of these Regulations;

- (a) Bribery or attempt to bribe anyone connected with the competition, and the acceptance of or offer to accept a bribe.
- (b) Any action having as its objective participation in the competition of a person or kart known to be ineligible.
- (c) Any fraudulent proceeding or act prejudicial to the interests of motorsport in general.
- (d) Refusing to cooperate with, interfering with or obstructing the action of an official.
- (e) Abusing (physically or verbally) another competitor or official.
- (f) Unsportsmanlike conduct.
- (g) Driving infractions as defined in these Regulations.

12.4 Repeated Violations

Repeated breaches of these Regulations are subject to an increase in severity of the penalty imposed for each subsequent occurrence.

In cases of incidents that involve multiple violations, consecutive penalties may be imposed. Combinations of penalties may be assessed.

12.5 Technical Infractions

Impounding of Racing Equipment: Any kart, racing equipment or materials or components or driver safety equipment may be impounded at the event including when a technical exclusion occurs. The Technical Inspector shall label the impounded racing equipment and one of these officials will be responsible for providing the impounded racing equipment at a protest hearing if called.

Return of Impounded Racing Equipment: If the entrant wants the part(s) in question to be returned the entrant waives all right to protest the decision of the Technical Inspector and/or Steward(s). If the entrant/driver refuses to surrender the part(s) in question the entrant/driver will be excluded from the results and no protest can be submitted.

13. Penalties

13.1 Scale of Penalties

Penalties may be inflicted as follows in order of increasing severity:

- Reprimand (blame), Warning
- Monetary fines
- Position penalty
- Time penalty
- Distance penalty
- Exclusion
- Suspension
- Disqualification

13.2 Reprimand

A reprimand may be imposed by the Steward(s) and/or Race Director

13.3 Monetary Fines

Fines imposed must be paid immediately or within the time period specified when the fine is issued up to a maximum of 72 hours after notification of the competitor. Any delay in making payment will entail suspension of competition privileges equal to the period during which a fine remains unpaid. All fines shall be remitted to the series conducting the event.

Failure to honour a cheque payable to the series conducting the event will result in suspension of the entrant's or driver's competition privileges until full payment of the fine, bank charges and an additional service charge of \$100 has been paid.

13.4 Position Penalty

A penalty may be in the form of 1 or more positions.

13.5 Time Penalty

Time penalties may be imposed by the Officials. Standard time penalties shall be 3 seconds, 10 seconds or 20 seconds.

13.6 Distance Penalty

A penalty may be in the form of one or more laps.

13.7 Exclusion Penalty

Exclusion from participation may be imposed by the Steward and/or Race Director on a person or kart at any time.

In cases where a penalty of exclusion is imposed, the Steward shall amend the placing and awards presented consistent with the revised finishing order.

Any entrant or driver who is excluded from any session or competition shall automatically forfeit all rights to awards in that session or competition.

Loss of points earned by a competitor in a race, or accumulated in a Series, may be imposed by a Series Organizer on the recommendation of the Steward(s) and/or the Race Director.

13.8 Suspension

A sentence of suspension may be pronounced by the series or club.

A notice of suspension should be sent to the recipient in person or by a registered delivery method within 72 hours of being pronounced. A sentence of suspension pronounced by a Series or club will be honoured by all affiliated clubs or series.

13.9 Withdrawal of License

When a sentence of suspension is levied against a driver, the driver's competition license is deemed ineligible and must be surrendered to the issuing karting organization. Delay in surrendering a license as directed shall automatically result in the extension of the suspension by a period double the period of the delay.

13.10 Disqualification

A sentence of disqualification shall entail the permanent loss for the person disqualified of any right to take part in any capacity whatsoever in any competition.

13.11 Disciplinary Action

Participants who display a disregard or repeated disregard for Regulations, or who by their conduct display unsportsmanlike conduct are subject to disciplinary proceedings.

The series or club at its discretion may commence a Disciplinary Action at a competition.

The results of a Disciplinary Action are final, and any orders or penalties applied to a competitor are binding upon the parties.

13.12 Probation

Probation may be imposed by the Steward(s) and/or the Race Director with conditions applied as part of a drivers continued participation or result from a Disciplinary Action or Appeal Proceedings.

Failure to comply with the terms of probation shall be reason for further penalties. The club or series may review any probation before its expiration.

13.13 Notice of Penalty

The Steward(s) and/or the Race Director may give verbal notice of penalty to any participant. Penalties issued to a driver at an event shall be noted on the Official Results and posted on the Official Notice Board.

13.14 Publication of Penalties

Kartsport Canada and the club or series reserve the right to publicize a notice that it has penalized any person or organization and to state the reasons. The persons or body referred to in the notice shall have no right of action against Kartsport Canada or the club or series, or the officials or against any person publishing or printing such notice and may incur further penalties if such action is taken.

14. Inquiry

14.1 The Right of Inquiry

Participants who wish to make an inquiry regarding a penalty and/or decision imposed by an Official must complete the Incident Review Form found below. Any other type of inquiry will not be entertained. Completed Forms will be reviewed and addressed before next on-track session. This is an inquiry only. Full investigations must still follow protest procedures.

It is recommended that there is no fee for an Inquiry however clubs or series may choose to implement a fee for this of no more than \$100.

14. Protests

14.1 The Right of Protest

The right of protest lies solely with participating drivers, or their parent/legal guardian if the driver is under the age of majority in the province of jurisdiction. Protests must be well founded.

A well-founded protest is defined as being reasonable, logical, based on relevant facts and supported by relevant evidence. A fact is defined as something that can be proven, and evidence is defined as that which supports fact, logic or reason. Protests that are deficient in reason, logic, facts or evidence may be deemed as not well founded and may be denied by the Steward(s) with no further recourse.

There shall be no right to protest against refusal of an entry, nor where otherwise expressly prohibited by these Regulations.

The onus is always on the driver, as the protestor, to establish the exact terms of the protest. Drivers must remain at a competition until any protest period relating to their competition has elapsed. No substitute representation is permitted.

Participants involved in a dispute or protest shall remain at the racetrack for the protest period, and for any reasonable period of time beyond as may be requested by the Steward.

Competitors who do not comply or cannot be easily contacted, are subject to judicial proceedings and penalties being applied in their absence. In such cases where penalties are applied, the possibility of appeal is forfeited. Any penalty applied shall remain in force.

It is the protestor's responsibility to understand and comply with these Protest procedures, and no claim for misunderstanding of any kind will be accepted.

A Protest must be completed in full without exception or it will be refused without further recourse. Once submitted, a Protest may not be modified and resubmitted

Videotape, digital video or digital still images from any source may be accepted when requested by officials. Officials may use any physical evidence they deem useful.

14.2 Time Limits for Protests

For a protest to be considered it must be lodged with the Steward(s) in accordance with the following time schedule;

Protesting the Eligibility of a Kart Time Limit

A Protest against any occurrence or irregularity while a practice, qualifying, or race session was in progress;

- Within 30 minutes after the end of the track session in which the alleged infraction is observed.

Protesting On-Track Conduct Time Limit

A protest against any occurrence or irregularity while a practice, qualifying or race session was in progress;

- Within 30 minutes of the posting of the results of the session.

Protesting Results

A Protest concerning the results of a qualifying session or the results of a race;

- Within 30 minutes of the posting of the results of the session.

14.3 Protest of a Kart

Only drivers, or their parent/legal guardian if the driver is under the age of majority in the province of jurisdiction, entered in an event in the same class may protest the eligibility of another kart. A protest can only be submitted by a single individual.

In such cases the protestor shall clearly state the exact Regulation(s) alleged to have been violated and shall additionally stipulate the component(s) that are to be inspected. Components are defined as and include engine, chassis, tires, bodywork.

Such Inspections shall be performed under the direction of the Technical Inspector.

Failure of the entrant and/or driver of a protested kart to allow inspection under the terms of this Regulation shall result in immediate exclusion and other penalties.

A protest under this Regulation may be reduced in scope by the protestor, but not added to, at the time the fee is paid. Once the fee is paid, the stipulated inspections must be completed, except if entirely or partially withdrawn by the protestor before the inspection begins.

If a protest under this Regulation is withdrawn completely by the protestor prior to the commencement of the inspection, the Steward(s) the protest fee will not be refunded.

14.4 Lodging a Protest

The protest must be submitted on the official Protest Form provided by the organizer of the event. The Steward(s) or the Race Director will be provided with copies of the approved Protest Form for distribution by the event organizer. All protests must be addressed to the Clerk of the Course/Race Director.

Every protest shall be made in writing, and;

Specifying which part(s) of the applicable regulations for the event considered to have been violated and by whom, providing names of witnesses, if any, Signed by the driver or their parent/legal guardian if the driver is under the age of majority in the province of jurisdiction making the protest,

Accompanied by the required protest fee payable to the club or series having jurisdiction.

Delivered to the Race Director within the time limit specified within these Regulations.

The Protest must be completed in full without exception or it will be refused without further recourse. Once submitted, a Protest may not be modified and resubmitted.

14.5 Hearing of a Protest

The Steward(s) will form a Protest Board to hear protests. It is possible that Protests can be dealt with quickly. All parties concerned shall be given notice of the time and location of the hearing and must appear in person.

Failure of a party given notice to attend a hearing at a designated place and time will accept that a decision will be made without the participation of the absent party(s).

The Steward(s) shall determine if the protest was submitted in full accordance with these Regulations.

Failure of the protestor to comply with all of these conditions shall result in the return of the protest without hearing and the retention of the protest fee by the club or series having jurisdiction. The onus is always on the protestor to properly present a protest, and no claim based on lack of knowledge of these or Club or Series or Event Supplementary Regulations shall be allowed.

The driver and their parent/legal guardian if the driver is under the age of majority in the province of jurisdiction submitting the Protest must attend the Protest Hearing.

Protestors at a hearing shall themselves (or with the assistance of a designated translator if language difficulties exist) state their case in person and are entitled to call witnesses and shall be responsible for the prompt availability of any witnesses called. Should a protestor designate a translator for purposes of stating or arguing a protest, the words of the translator shall be deemed to be those of the protestor.

In the absence, or undue delay in attendance, of any party to a protest, judgment may proceed by default.

Every effort must be made to handle protests at the event where witnesses can present evidence pertaining to the protests.

Podium celebrations will proceed even if a Protest has not been heard or decided. All results will be considered Provisional and subject to change. Some awards may be withheld pending the publication of Final results which may be after the completion of the event.

14.6 Judgment from a Protest Hearing

All parties concerned shall be bound by the decision given, protests are not subject to appeals.

14.7 Protest Fees

The fee for a Protest is \$500.00 in cash only which must be submitted at the time of submitting the Protest. Any costs associated with a Protest are the responsibility of the protestor regardless of the outcome of the Protest.

Should a Protest be upheld, \$250.00 will be returned.

If the protest is deemed vexatious the protestor shall be deemed guilty of a breach of these Regulations and may be further penalized for this breach.

14.8 Notice of Decision

When a decision is made on a protest the person submitting the protest will be given a written explanation of the decision by the Protest Board.

Every effort must be made to resolve the protest before the competitor leave the circuit where the event is being held.

14.9 Publication of Judgments

Kartsport Canada and/or the hosting club or series shall have the right to publish or cause to be published a judgement of a protest and to state the names of all parties involved. The persons or bodies referred to in such a notice shall have no right of action against Kartsport Canada, the hosting club or series, or against anyone printing or publishing said notice.

Kartsport Canada Sporting Regulations 2021

Participant Behaviour				
Violation	Practice	Qualifying	Heat and Prefinal Races	Final Races
Unsportsmanlike conduct	- Exclusion - Suspension	- Exclusion - Suspension	- Exclusion - Suspension	- Exclusion - Suspension
Abuse (physical or verbal) of another competitor or official	- Start at the rear first race - Exclusion - Suspension	- Start at the rear first race - Exclusion - Suspension	- Start at the rear of next race - Exclusion - Suspension	- Exclusion - Suspension
Arriving late or missing a Driver's Briefing	- Loss of Fastest Lap	- Loss of Fastest Lap	- Start from back of Grid	- Start from back of Grid
Disobeying instructions from, refusing to cooperate with, interfering with or obstructing the action of an official	- Loss of fast time - Exclusion - Suspension	- Loss of fast time - Start at rear of first race - Exclusion - Suspension	- Loss of fast time - Start at rear of next race - Exclusion - Suspension	- Loss of fast time - Scored in last place - Exclusion - Suspension
Starting or running an engine in the Paddock	- Fine (\$25.00 Min) - Start at the rear first race - Exclusion	- Fine (\$25.00 Min) - Start at the rear first race - Exclusion	- Fine (\$50.00 Min) - Scored in last place - Start at the rear next race - Exclusion	- Fine (\$50.00 Min) - Scored in last place - Exclusion
Driving a kart registered to another competitor or in an unregistered kart or use of unauthorized equipment.	- Loss of fast time (Min.) - Start at the rear first race - Exclusion - Suspension	- Loss of fast time (Min.) - Start at the rear first race - Exclusion - Suspension	- Exclusion of both registered - Suspension	- Exclusion of both registered - Suspension
Driving in the pit lane, grid, or pre-grid	- Fine (\$10.00 Min) - Loss of fast time	- Fine (\$10.00 Min) - Loss of fast time	- Fine (\$20.00 Min) - 3 Seconds (min)	- Fine (\$20.00 Min) - 3 Seconds (min)
Receiving assistance after leaving the Pre-Grid	- Loss of fast time (Min.) - Start at the rear first race - Exclusion	- Loss of fast time (Min.) - Start at the rear first race - Exclusion	- Scored in last place - Start at the rear next race - Exclusion	- Exclusion
Starting or running an engine in the designated area for longer than 10 seconds or more than once prior to an on-track session	- Fine (\$25.00 Min) - Start at the rear first race - Exclusion	- Fine (\$25.00 Min) - Start at the rear first race - Exclusion	- Fine (\$50.00 Min) - Scored in last place - Start at the rear next race - Exclusion	- Fine (\$50.00 Min) - Scored in last place - Exclusion
Participating in the wrong practice session or going out in the wrong class or in the wrong group.	- Fine - Loss of fast time (Min.) - Start at the rear first race - Exclusion	- Fine - Loss of fast time (Min.) - Start at the rear first race - Exclusion	- Exclusion	- Exclusion
Numbers: Improper, illegible, obscured, wrong colour / no yellow background	- Warning	- Fine - Black flag w/orange disk	- Fine - Black flag w/orange disk	- Fine - Black flag w/orange disk
Team member or mechanic approaching a driver at the scales		- Loss of fast time (Min.) - Start at the rear first race - Exclusion	- 1 Position (Min.) - 3 Seconds (Min.) - Scored in last place - Start at the rear of next race - Exclusion	- 1 Position (Min.) - 3 Seconds (Min.) - Scored in last place - Exclusion
Submitting a vexatious protest.	- Forfeit protest fee - Exclusion - Suspension	- Forfeit protest fee - Exclusion - Suspension	- Forfeit protest fee - Exclusion - Suspension	- Forfeit protest fee - Exclusion - Suspension

Race Start Procedures				
Using any route other than the official track configuration to regain a place			- 1 Position (Min.) - 3 Seconds (Min.) - Scored in last place - Start at the rear next race - Exclusion	- 1 Position (Min.) - 3 Seconds (Min.) - Scored in last place - Start at rear of grid - Exclusion
Being out of position during the formation laps or on the start			- 1 Position (Min.) - 3 Seconds (Min.) - Scored in last place - Start at the rear next race - Exclusion	- 1 Position (Min.) - 3 Seconds (Min.) - Scored in last place - Exclusion
Passing after the formation line			- 10 seconds	- 10 seconds
Gaining positions during the second formation lap.			- 1 Position (Min.) - 3 Seconds (Min.) - Scored in last place - Start at the rear next race - Exclusion	- 1 Position (Min.) - 3 Seconds (Min.) - Scored in last place - Exclusion
Stopping outside official grid position on a standing start.			- 1 Position (Min.) - 3 Seconds (Min.) - Scored in last place - Start at the rear next race - Exclusion	- 1 Position (Min.) - 3 Seconds (Min.) - Scored in last place - Exclusion
Getting out of the seat or attempting to restart a stalled kart on the grid before the start signal is given on a standing start			- Start at the rear next race - Scored in last place - Exclusion	- Start at rear of grid - Scored in last place - Exclusion
False/jump start			- 1 Position (Min.) - 3 Seconds (Min.)	- 1 Position (Min.) - 3 Seconds (Min.)
Deliberately causing an improper start or a restart			- 1 Position (Min.) - 3 Seconds (Min.) - Scored in last place - Start at the rear next race - Exclusion	- 1 Position (Min.) - 3 Seconds (Min.) - Start at rear of grid - Scored in last place - Exclusion

Rolling Start with Marked Lanes				
Failing to maintain the speed of the pack during the approach to the Start Line			- 10 seconds	- 10 seconds
Partly crossing the limits of the marked lane prior to the Start Signal			- 3 seconds	- 3 seconds
Completely leaving the limits of the marked lane prior to the Start Signal			- 10 seconds	- 10 seconds
False or jump start (One may be allowed to be restarted)			- Drivers can be moved to a different Row - Up to 20 seconds	- Drivers can be moved to a different Row - Up to 20 seconds

Kartsport Canada Sporting Regulations 2021

Flag Signals - All Flag violations are 1-12				
Pass under Yellow Flag	- Warning	- Loss of fast time (Min.)	- 1 Position (Min.)	- 1 Position (Min.)
Pass under Yellow Flag after Checkered Flag	- Warning - Fine (\$10.00 Min.)	- Warning - Fine (\$10.00 Min.)	- Fine (\$20.00 Min.)	- Fine (\$20.00 Min.)
Contacting a stopped kart, driver, medical personnel, or official while under yellow	- Exclusion from on track session	- Exclusion from on track session - Start at rear of first race	- Exclusion from on track session - Start at rear of next race	- Exclusion
Disobey Black Flag or Black Flag with Kart Number	- Start at the rear first race - Exclusion - Suspension	- Start at the rear first race - Exclusion - Suspension	- Scored in last place - Start at rear of next race - Exclusion - Suspension	- Exclusion - Suspension
Disobey Blue Flag	- Warning	- Warning - Black Flag - Start at the rear first race - Exclusion	- Warning - Black Flag - Scored in last place - Start at the rear first race - Exclusion	- Warning - Black Flag - Scored in last place - Exclusion
Disobey Black Flag w. Orange Disk	- Loss of fast time	- Loss of fast time (Min) - Black flag - Start at rear of first race - Exclusion	- Black flag - Scored in last place - Start are rear of next race - Exclusion	- Black flag - Exclusion
Disobey Blue with Red X Flag				- Black Flag - Exclusion
Disobey Blue with Red X Flag, interfering with overtaking karts				- Black Flag - Exclusion

Kartsport Canada Sporting Regulations 2021

Driver Conduct				
Not wearing the required drivers racing equipment	- Black Flag - Loss of fast lap - Start at the rear first race - Exclusion	- Black Flag - Loss of fast lap - Start at the rear first race - Exclusion	- Black Flag - Scored in last - Start at rear of next race - Exclusion	- Black Flag - Scored in last - Exclusion
Speeding in pit lane	- Loss of fast time	- Loss of fast time - Start at rear of first race	- 3 seconds (Min) - Start at rear of next race	- 3 seconds (Min) - 10 seconds
Driving a kart in restricted/pit or paddock including public roads	- Start at rear of first race - Exclusion	- Start at rear of first race - Exclusion	- Start at rear of next race - Exclusion	- Exclusion
Failure to raise an arm entering or exiting the track	- Fine (\$10.00)	- Fine (\$10.00)	- Fine (\$10.00)	- Fine (\$10.00)
Burnouts or tire scrubbing	- Fine	-Loss of fast time (Min.)	- 3 seconds (Min)	- 3 seconds (Min)
Driving counter race	- Start at rear of first race - Exclusion - Suspension	- Exclusion - Suspension	- Exclusion - Suspension	- Exclusion - Suspension
Restarting a kart when not allowed or improper restart	- Black flag	- Black Flag - Loss of fast time (Min.) - Start at the rear first race	- Black Flag - Scored in last place - Start at rear of next race	- Black Flag - Scored in last place - Exclusion
Short cutting the track whether an advantage is gained or not	- Loss of fast time (Min.) - Start at the rear first race	- Loss of fast time (Min.) - Start at the rear first race	- 1 Position (Min for each gained.) - 3 Seconds (Min.) - Scored in last place - Start at the rear next race - Exclusion	- 1 Position (Min for each gained) - 3 Seconds (Min.) - Scored in last place - Exclusion
Deliberately causing a Red flag	- Loss of fast time - Exclusion	- Loss of fast time - Strat at rear of first race - Exclusion	- Scored in last place - Strat at rear of next race - Exclusion	- Scored in last place - Exclusion
Appearance of lack of control of a kart including leaving the marked track, jumping up in the seat, looking away from the direction of travel, ducking of the head behind the steering wheel	- Warning - Loss of fast time - Black flag - Exclusion - Suspension	- Warning - Loss of fast time - Start at rear of first race - Black flag - Exclusion - Suspension	- Warning - 1 position (Min) - 3 seconds (Min) - Start at rear of next race - Black flag - Exclusion - Suspension	- Warning - 1 position (Min) - 3 seconds (Min) - Black flag - Exclusion - Suspension
Being a hazard to other competitors	- Black Flag - Exclusion - Suspension	- Black Flag - Exclusion - Suspension	- Black Flag - Exclusion - Suspension	- Black Flag - Exclusion - Suspension
Unauthorized repairs on the course	- Black flag	- Loss of fast time (Min.) - Black Flag	- Loss of fast time (Min.) - Scored in last place - Black Flag	- Loss of fast time (Min.) - Scored in last place - Exclusion
Preventing or impeding a legitimate passing manoeuvre, Sudden lane change, Swerving, Blocking	- Warning - Black Flag - Loss of fast time (for each instance) - Start at the rear of first race - Exclusion - Suspension	- Warning - Black Flag - Loss of fast time (for each instance) - Start at the rear of first race - Exclusion - Suspension	- Warning - 1 position (Min for each instance) - 3 seconds (Min) - Black Flag - Start at the rear of next race - Scored in last place - Exclusion - Suspension	- Warning - 1 position (Min for each instance) - 3 seconds (Min) - Black Flag - Start at the rear of next race - Scored in last place - Exclusion - Suspension

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Having caused a collision intentionally or unintentionally	<ul style="list-style-type: none"> - Warning - Black Flag - Loss of fast time (for each instance) - Start at the rear of first race - Exclusion - Suspension 	<ul style="list-style-type: none"> - Warning - Black Flag - Loss of fast time (for each instance) - Start at the rear of first race - Exclusion - Suspension 	<ul style="list-style-type: none"> - Warning - 1 position (Min for each lost by impeded driver(s)) - 3 seconds (Min) - Black Flag - Start at the rear of next race - Scored in last place - Exclusion - Suspension 	<ul style="list-style-type: none"> - Warning - 1 position (Min for each lost by impeded driver(s)) - 3 seconds (Min) - Black Flag - Start at the rear of next race - Scored in last place - Exclusion - Suspension
Forcing another driver off the track intentionally or unintentionally	<ul style="list-style-type: none"> - Warning - Loss of fast time - Black Flag - Start at the rear of first race - Exclusion - Suspension 	<ul style="list-style-type: none"> - Warning - Loss of fast time - Black Flag - Start at the rear of first race - Exclusion - Suspension 	<ul style="list-style-type: none"> - Warning - 1 position (Min for each lost by impeded driver(s)) - 3 seconds (Min) - Black Flag - Start at the rear of next race - Scored in last place - Exclusion - Suspension 	<ul style="list-style-type: none"> - Warning - 1 position (Min for each lost by impeded driver(s)) - 3 seconds (Min) - Black Flag - Start at the rear of next race - Scored in last place - Exclusion - Suspension
Gain of position from contact			<ul style="list-style-type: none"> - Warning - 1 position (Min for each lost by impeded driver(s)) - 3 seconds (Min) - Black Flag - Start at the rear of next race - Scored in last place - Exclusion - Suspension 	<ul style="list-style-type: none"> - Warning - 1 position (Min for each lost by impeded driver(s)) - 3 seconds (Min) - Black Flag - Start at the rear of next race - Scored in last place - Exclusion - Suspension
Pushback Nose Cone Activation (Both Sides)		<ul style="list-style-type: none"> - 3 positions (Min) - 10 seconds (Min) 	<ul style="list-style-type: none"> - 3 positions (min) 	<ul style="list-style-type: none"> - 3 positions (min)
Passing under yellow	<ul style="list-style-type: none"> - Warning 	<ul style="list-style-type: none"> - Loss of fast time 	<ul style="list-style-type: none"> - 1 position (Min) 	<ul style="list-style-type: none"> 1 position (Min)
Contacting a stopped kart, driver, medical personnel, or official while under yellow	<ul style="list-style-type: none"> - Exclusion from on track session 	<ul style="list-style-type: none"> - Exclusion from on track session - Start at rear of first race 	<ul style="list-style-type: none"> - Exclusion from on track session - Start at rear of next race 	<ul style="list-style-type: none"> - Exclusion
Unauthorized passing of the Finish Line after display of checkered flag. (taking an extra lap)	<ul style="list-style-type: none"> - Warning - Fine (\$20.00) 	<ul style="list-style-type: none"> - Warning - Fine (\$20.00) (additional laps are unscored) 	<ul style="list-style-type: none"> - Warning - Fine (\$20.00) 	<ul style="list-style-type: none"> - Warning - Fine (\$20.00)

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Technical Infractions				
Underweight		- Start at the rear first race - Exclusions	- Scored in last place - Start at the rear first race - Exclusions	- Exclusion
Exceeding allowed noise limits	- Warning - Black Flag	- Warning - Black Flag - Loss of fast time (Min.) - Start at the rear of first race	- Warning - Black Flag - Scored in last place - Start at the rear of next race	- Warning - Black Flag
Authorized repairs after a Red Flag			- Scored in last place - Start at rear of next race	- Start at rear of grid
Unauthorized repairs after a Red Flag		- Exclusion	- Exclusion	- Exclusion
Not passing over the scale or leaving the scale area		- Start at the rear of first race	- Scored in last place - Start at the rear of next race	- Exclusion
Loose heat protective wrapping on a 4-cycle header/silencer	- Black Flag w. Orange Disk	- Black Flag w. Orange Disk	- Black Flag w. Orange Disk	- Black Flag w. Orange Disk
Loss of header/silencer on a 4-cycle kart	- Black Flag w. Orange Disk	- Black Flag w. Orange Disk - Start at rear of first race	- Black Flag w. Orange Disk - Scored in last place - Start at rear of last race	- Black Flag w. Orange Disk - Scored in last place - Exclusion
Loss of intake silencer on a 2-cycle kart	- Black Flag w. Orange Disk	- Black Flag w. Orange Disk - Start at rear of first race	- Black Flag w. Orange Disk - Scored in last place - Start at rear of last race	- Black Flag w. Orange Disk - Scored in last place - Exclusion
Loose bodywork including side pods, front fairings, rear protection, bumpers, chain guard if judged by officials to be a hazard	- Black Flag w. Orange Disk	- Black Flag w. Orange Disk - Start at rear of first race	- Black Flag w. Orange Disk - Scored in last place - Start at rear of last race	- Black Flag w. Orange Disk - Scored in last place - Exclusion
Loose bodywork including side pods, front fairings, rear protection, bumpers, chain guard whether or not Black Flag w. Orange Disk is shown	- Black Flag w. Orange Disk	- Black Flag w. Orange Disk - Start at rear of first race	- Black Flag w. Orange Disk - Scored in last place - Start at rear of last race	- Black Flag w. Orange Disk - Scored in last place - Exclusion
Pushback Nose Cone Activation (Both Sides)		- 3 positions (Min) - 10 seconds (Min)	- 3 positions (min)	- 3 positions (min)
Absence, loss or looseness of any piece of driver safety equipment	- Black Flag w. Orange Disk	- Black Flag w. Orange Disk - Start at rear of first race	- Black Flag w. Orange Disk - Scored in last place - Start at rear of last race	- Black Flag w. Orange Disk - Scored in last place - Exclusion
Any on track technical infraction deemed necessary by officials	- Black Flag w. Orange Disk	- Black Flag w. Orange Disk - Start at rear of first race - Exclusion	- Black Flag w. Orange Disk - Scored in last place - Start at rear of next race - Exclusion	- Black Flag w. Orange Disk - Scored in last place - Exclusion
Unauthorized repairs or Replacement after Technical Marking		- Start at rear of first race - Exclusion	- Scored in last place - Start at rear of next race - Exclusion	- Exclusion
Replacement after Technical Marking		- Start at rear of first race - Exclusion	- Scored in last place - Start at rear of next race - Exclusion	- Exclusion
Tech Sheet or Passport incomplete or missing		- Start at rear of first race - Exclusion	- Scored in last place - Start at rear of next race - Exclusion	- Exclusion

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Serial numbers missing on Tech Sheet or Passport or the use of unlisted equipment		- Start at rear of first race - Exclusion	- Scored in last place - Start at rear of next race - Exclusion	- Exclusion
Missing, incorrect, uncrimped or broken seals on engine, chassis or tires		- Start at rear of first race - Exclusion	- Scored in last place - Start at rear of next race - Exclusion	- Exclusion
Not proceeding to Parc Fermé as instructed/required		- Start at rear of first race - Exclusion	- Scored in last place - Start at rear of next race - Exclusion	- Exclusion
Technical Infraction during inspection		- Exclusion - Start at rear of first race	- Exclusion - Start at rear of next race	- Exclusion
Using unauthorized or additional tires		- Exclusion - Start at rear of first race	- Exclusion - Start at rear of next race	- Exclusion
A cracked or broken header/silencer that does not pass technical inspection		- Start at rear of first race - Exclusion	- Scored in last place - Start at rear of next race - Exclusion	- Exclusion
Failing fuel test		- Exclusion - Start at rear of first race	- Exclusion - Start at rear of next race	- Exclusion
Radiator tape not continuous or removal of tabs	- Warning - Loss of fast time	- Loss of fast time	- 3 second (Min) - Black Flag w. Orange Disk	- 3 second (Min) - Black Flag w. Orange Disk

Violation of Regulations – Repeated Violations:

Repeated breaches of the Regulations are subject to an increase in severity of the penalty imposed for each subsequent occurrence. In cases of incidents that involve multiple violations, consecutive penalties may be imposed. Combinations of penalties may be assessed.

Probation:





A driver who has repeat or multiple violations may be put on probation with conditions applied as part of their continued participation.

Scale of Penalties:


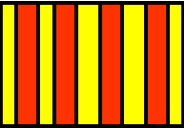




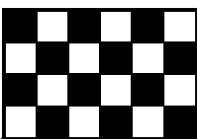
Penalties may be inflicted as follows in order of increasing severity:


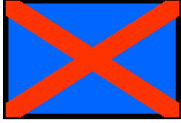
1. Reprimand/Warning (blame)
2. Monetary fine
3. Position penalty
4. Time penalty
5. Distance penalty
6. Exclusion (from session or entire competition)
7. Suspension (only by karting club or series)
8. Disqualification (only by karting club or series)

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Flag	Image	Notes
Green		Used by the Starter to start all track sessions and races, and sometimes by corner Marshals to indicate that the track is clear. Some races may be started by using a light system
Yellow		Any YELLOW Flag is a signal of danger of any nature at or beyond the post displaying the flag. Contacting a stopped kart, driver, medical personnel, or official while under yellow will result in penalties
Yellow Motionless		Take care, Danger, Slow down. NO PASSING FROM THE FLAG UNTIL PAST THE EMERGENCY AREA. Note: A driver may encounter several YELLOW flags before reaching the emergency area. The requirements are the SAME, SLOW DOWN, NO PASSING.
Yellow Waved		Great Danger, Slow Down. Be prepared to stop. NO PASSING FROM THE YELLOW FLAG UNTIL COMPLETELY PAST THE EMERGENCY AREA(S). Note: AT AN EMERGENCY AREA, THERE MAY BE MULTIPLE KARTS INVOLVED IN AN INCIDENT. IT IS THE DRIVER'S RESPONSIBILITY TO NOT PASS UNTIL FULLY PAST THE END OF THE EMERGENCY AREA(S).
Black Flag Displayed by the Starter and Black all Posts		Informs drivers that a session has been halted because of a reason other than accident or incident, a BLACK Flag will be shown at the Start/Finish line and simultaneously each corner post will display a BLACK Flag. Drivers complete the current lap and proceed to the pits. Karts entering the pits must remain in single file and stop in the pit lane. If during a qualifying or race session, no work or service shall be performed on any karts until after the track has been re-opened, except under the direction of the Steward(s) or Technical Delegate.
Red Flag		Should a decision be made to stop any track session, including a race, because of an accident or an incident, a RED Flag will be shown at the Start/Finish line and simultaneously each corner post will display a RED Flag. During any session it is the responsibility of all drivers to immediately slow down, stop racing, no passing is allowed, exercise extreme caution, and stop at the next safe straight on the drivers right completely off the racing surface.

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		If during a qualifying or race session, no work or service shall be performed on any karts until after the track has been re-opened, except under the direction of the Steward(s) or Technical Delegate.
Blue Flag Motionless		Faster karts are approaching, exercise caution and be prepared to yield the racing line to allow the overtaking kart(s) to pass.
Blue Flag Waved		You are about to be lapped by a faster kart(s). The driver must yield the racing line to allow the overtaking kart(s) to pass them safely. Failure to obey the BLUE Flag may result in the BLACK Flag with Kart Number being shown and additional penalties may apply
Debris Flag		Advises drivers to take care. Used to indicate a slippery surface such as the presence of oil, water and/or debris on the racing surface.
White Flag		<p>Informs driver that a vehicle which is traveling at a much slower speed than the competing karts is on the track. The slow moving vehicle might be an ambulance, service vehicle or a slow moving kart.</p> <p>Some clubs or series may use this flag to signal the final lap, when announced at drivers meeting and when waved by the Starter.</p>
Driver Standards Flag With Kart Number		<p>Warns the driver of unsportsmanlike or unsafe conduct and that a penalty may be pending.</p> <p>A rolled black flag may be used as substitution for a Driver Standards Flag if one is not available.</p>
Black Flag With Kart Number		<p>Informs the driver to proceed directly to the pits and that they have been excluded from the current session.</p> <p>A driver who fails to obey this flag after it has been displayed twice will be excluded from the results and additional penalties may be issued.</p>
Black Flag With Orange Disk With Kart Number		<p>Informs the driver of a mechanical problem likely to cause danger and to reduce speed and stop at the pits.</p> <p>Failure to obey this flag may result in a BLACK Flag with Kart Number being shown, the driver will be excluded from the results and additional penalties may be issued.</p>
Checkered Flag		<p>A BLACK and WHITE CHECKERED Flag. The on track session has ended, racing must stop and all drivers must slow down and return to the pits or other designated area.</p> <p>There is to be no passing after the checkered flag. Penalties may apply if a driver passes after the CHECKERED Flag</p>

<p>Checkered Flag with Black Flag</p>		<p>A BLACK and WHITE CHECKERED Flag combined with a BLACK Flag may be shown at the completion of a race.</p> <p>These flags indicate that the race is under enquiry by the race officials.</p>
<p>Blue With Red "X"</p>		<p>Shown to a driver about to be lapped or who has already been lapped. The driver must stop racing, maintain racing speed and return directly to the pits. Drivers who do so will be scored in the position they were in the last time they crossed the timing and scoring line.</p> <p>Failure to obey this flag will result in a BLACK Flag with Kart Number being shown, the driver will be excluded from the results and additional penalties may be issued.</p> <p>This flag is unique to karting and may only be used at events if specified in the Supplementary Regulations.</p>