GENERAL REGULATIONS

Championship Ethos

The WhiteRiver Winter Series is intended to be a laid-back, fun, off-season Championship. While we intend to run to NGB standards, both sporting and technical, we remind everyone involved that there are no national titles or world final tickets on the line. There will be no lengthy appeals in the days or weeks following events. We are using experienced officials, scrutineers, and professional marshals, all decisions made on the day of the event are final. Respect all officials, marshals, and your fellow competitors and mechanics, and most importantly, enjoy the sport.

Code of Conduct	
By signing yourself, or your junior driver up to the WhiteRiver Winter Series or by attending a race as a mechanic, parent & guardian you agree to the below	
Drivers will: • **Race for enjoyment** • **Race fairly and display sportsmanship** • **Respect fellow competitors on and off the race track** • **Respect the decision of the officials** • **Not break the Championship rules** • **Not use foul/offensive language or raise my voice in an aggressive manner with anyone** • **Understand that kart racing is a non-contact sport** • **Uphold Code of conduct at all times**	**Mechanics, Parents & Guardians will:** • **Encourage my driver to have fun and enjoy racing** • **Not impose my own ambitions on my driver** • **Encourage my driver to display sportsmanship on and off the race track** • **Encourage my driver to apologise to any driver that they may have an on track incident with** • **Show self-control at all times and treat everyone in the paddock with respect** • **Not use foul/offensive language or raise my voice in an aggressive manner with anyone** • **I will not make negative remarks about any driver while spectating a race** • **Respect the decisions of the officials at all times** • **Uphold Code of conduct at all times**

SPORTING REGULATIONS

Drivers, and or Parents/Guardians of drivers certify that they / or their driver if aged under 18 are sound of body and mind, are physically fit and have no medical condition that would prevent them from taking part in a Motorsport Event. Motorsport can be dangerous, despite the best efforts of organisers accidents can and do happen, all competitors are present, and take part, at their own risk.

1. CHAMPIONSHIP REGISTRATION

Registration for the WhiteRiver Park Winter Series is €20 per driver and is available via INEO. Only those registered will be eligible to enter events. The WhiteRiver Park Ltd reserves the right to reject any membership request or event entry without reason. All competitors are bound by our code of conduct.

2. EVENT ENTRIES

Entries for all events will be via INEO, and will close on the Monday before each round at 11.59pm. Late entries, if made available, will incur a €20 surcharge.

Those entered for WhiteRiver Winter Series Races will receive a discounted rate for testing the day before the event of €80 per driver.

Cadet and Inter Classes: €90
Junior Classes: €105
Senior Classes: €120

3. EVENT FORMAT

Events will consist of a 3 lap practice, 1 qualifying session, 2 heats and a final. For round 3 we will incorporate the Rotax Winter Cup. For rounds 1 and 2 there will be 5 class groups with. For round 3 Rotax classes will run separate to IAME / MightE and guest drivers will be permitted in all classes.

4. CHAMPIONSHIP DATES

Round 1: 29/11/2026

Round 2: 21/01/2027

Round 3 28/02/2027

5. CLASSES

Class groups will be as follows. Event awards will be first overall, and 1st 2nd and 3rd in class, and novice awards. If there are fewer than 5 entries classes may be annulled, or race without being awarded trophies.

Cadet Libre

Micro Max
IAME Cadet (Gazelle)
MightE Cadet

Inter Libre

Mini/Inter Max
IAME Waterswift
MightE Inter

Junior Libre

Junior Max
X30 Junior

Senior Libre

Senior Max
Senior Max 177
X30 Senior

Open 125 Gearbox

6. SCORING

Championship points will be based of classes only, there is no Libre Championship. All heats and finals count, no dropped scores. In the event of a tie for any Championship place, the result will be decided under the following procedure. The greater number of 1st place finishes in the Finals will decide the tie. If this does not give a result, the greater number of 2nd places in the Finals will be used. If this does not give a result, the tie will be decided by the earliest scoring of a 1st place in a Final, or if no 1st then 2nds etc.

Position	Heats	Finals
1st	25	50
2nd	20	40
3rd	16	32
4th	13	26
5th	12	24
6th	11	22
7th	10	20
8th	9	18
9th	8	16
10th	7	14
11th	6	12
12th	5	10
13th	4	8
14th	3	6
15th	2	4
16th onwards	1	2
DNF /DNS / DSQ	0	0

7. TRANSPONDERS

7.1. Each entrant / driver must provide their own transponder to the specifications listed in Articles 7.3 and 7.4 below.

7.2. The transponder identification number must be entered into the INEO system at the time of entering the event. It is the responsibility of the competitor/entrant to ensure that the transponder number is entered correctly, and that the transponder is working and fitted correctly and safely to the kart as per 7.7 below. Failure of the transponder may result in the competitor not being timed.

7.3. Manufacturer: MyLaps/AMB.

7.4. Permitted Transponder Models: AMB TranX 160 Yellow, MyLaps TranX 160 Yellow, AMB TranX 260 Red, MyLaps TranX 260 Red, MyLaps Kart Flex Yellow, MyLaps Car/Bike Flex Red, MyLaps X2 Kart, MyLaps X2 Car/Bike, MyLaps TR2 Yellow Kart, MyLaps TR2 Red Car/Bike.

7.6 Transponders can also be ordered from www.mylaps.com click on “shop”

7.7 It is mandatory to carry a transponder for all on track activities. The transponder must be fixed on the lower part of the back of the kart seat. It is the entrant / driver's responsibility to ensure the transponder is fully functional and battery charged at all times. Penalties will be applied as per 7.9 below.

7.8. If you are in any doubt about the operation of your transponder, please visit the Timekeepers at the circuit who will be able to facilitate a pre-session test of your transponder to check that it is registering with their system.

7.9. Any kart that enters the track without a working transponder will receive a warning for their first offence. This will be noted at the bottom of the results sheet when posted. Failure to rectify the issue before your next track session will result in a 30 second penalty being applied to each track session thereafter until a working transponder has been fitted. Multiple offences will be subject to further sanctions at the discretion of the Clerk of the Course.

16. STARTING GRID (ON PREGRID) QUALIFYING HEATS & FINAL RACES

16.1. Access to the dummy grid area for each race during the event will open once the previous race has left the dummy grid area. There will be an entrance "GATE" in the form of a physical barrier at the entry point to the dummy grid area and it will be closed by an Official 5 minutes after the start of the previous race. There will be no warning system in place, and it will be the responsibility of each competitor to ensure they are present at the pre-grid area on time for each race.

16.2. Only the driver and their mechanic (one only per kart) are permitted to enter the dummy grid area at any time during the event. Officials, stewards, and other members of the organising committee are permitted to enter the dummy grid area when necessary. Driver coaches, team principals, parents and any other not listed above are NOT permitted to enter the dummy grid area unless they are actually working as a mechanic for a competitor. A parent / entrant / team principal will only be allowed on the dummy grid when requested to do so by the COC or appointed Official.

16.3. The karts placed on the ground in the dummy grid area must be ready to race. Once a kart is placed on the ground on the dummy grid it is forbidden to place it back on the trolley unless a wet race is declared by the COC or officials and or a clear instruction to do so is issued by the COC or official for all competitors on the dummy grid at that time.

16.4. It is strictly forbidden to carry out any work, adjustment and/or set-up on the kart once it has entered the dummy / start grid area, with the exception of tyre pressures, which can be adjusted by the driver or their mechanic using a tyre pressure gauge only.

16.5. Karts that enter the dummy grid area are prohibited from returning to the pre grid area once the dummy grid entry "GATE" has been closed.

16.6. Karts not ready to race (for whatever reason) will be removed from the dummy grid without taking part in that particular warm up / race.

16.7. If a wet race is declared while karts are located in the dummy grid area the COC will confirm the amount of time permitted for the following changes to be carried out should competitors wish to do so.

16.8. If a wet race is declared while on the dummy grid, a wet air intake box may be added. The width of the rear wheels and rear bumper may be adjusted but the wheels must be in line with side bodywork and rear wheel protection and conform to the latest CIK-FIA technical drawings (https://www.fiakarting.com/page/technical-drawings).

Only the driver and ONE mechanic may work on a kart at any time.

If a race is stopped for reasons of change in weather conditions, the CoC may send the karts back to the dummy grid and implement the procedures described in this rule and rules 16.7 and 16.9.

16.9. Tyres must be changed from dry to wet but must conform to the necessary technical regulations and all other necessary regulations for the event. During this time the mechanic or driver will be permitted to return to the pre grid area to retrieve their Trolley and wet tyres. At no stage is anyone other than each driver and one mechanic per kart permitted to enter the dummy grid area. A two-minute warning will be issued prior to the permitted time for all changes to be completed expiring. All karts MUST be placed back on the ground in their correct grid positions before the permitted time expires. Failure to do so will result in that kart or karts being asked to leave the dummy grid area.

16.10. Lifting a kart with the engine running on the dummy grid is not permitted at any time. The penalty for this offence is automatic disqualification from that particular race.

17. STARTING PROCEDURE

Starts shall normally be rolling starts. If a class is using standing starts, it shall be notified in Final Instructions.

17.1. The pole position shall be on that side of the track which is on the inside of the first corner after the start. Race starts shall normally be rolling start unless specified in Final instructions in which case the classes and start type shall be listed.

17.2. As soon as the Clerk of the Course or their Deputy or Official appointed Starter (the Starter), indicates with the green flag that the karts may take the start, the drivers are under the orders of the Starter and may no longer receive any outside help. Any driver who has not placed themselves at the orders of the Starter in time with their kart in working order will only be allowed to leave the dummy grid only at the orders of the Starter, or of the Officer in charge of the dummy grid.

17.3. The number of Formation Laps shall be indicated in the Supplementary Regulations / Final Instructions. Karts will cover approximately one Formation Lap before the start may be given. It is forbidden to overtake another driver under pain of a penalty imposed by the Clerk of the Course (10 seconds or exclusion from the Heat).

17.4. If a driver stops for any reason during the Formation Lap, they will not be allowed to try and start again before they have been passed by the whole field. They shall start again from the back of the field. Should they try to start ahead of the field in the hope that the leading drivers overtake them, they will be shown the black flag and be excluded from that race.

17.5. In order to regain one's position, it is forbidden to use any course other than the track used during the race. In the case of rolling starts, a driver who is delayed will have the possibility of regaining their grid position only if this manoeuvre does not impede other drivers and in all cases before having reached the Red Line which will be identified on the track and also shown on the Final Instructions for each event. In the case of standing starts, a driver who is delayed will have the possibility of regaining their grid position until the red starting lights are switched on.

17.6. If the Starter considers that a driver has been immobilized as a result of another driver's mistake, s/he may stop the Formation Lap and recommence the Starting Procedure on the basis of the original grid or allow the impeded driver to regain their position.

17.7. 2-metre-wide lanes bordered by white lines will be painted over the 110 meters leading to the start line. A yellow line shall be placed 25m ahead of the start line. For rolling starts, this Yellow Line will also be identified by soft cones (1 cone of each side of the track).

17.8. At the end of the Formation Lap, drivers will proceed forward at a reduced and constant speed towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track. A driver crossing the lanes is liable to be sanctioned by the Clerk of the Course, on the basis of a time penalty of 3 seconds for partly crossing the corridor lanes (2 wheels outside of the tram lines) and of 10 seconds for completely crossing out of the corridor (4 wheels outside of the tram lines). When the karts approach, the red lights will be on. Karts must maintain their position until the start signal is given.

17.9. When the Clerk of the Course or their officially appointed Starter is satisfied that the karts are approaching the start line in the correct position and at an acceptable speed, the starting signal will be given by extinguishing the red light (or by lowering the National flag should a light failure occur). If a further

lap is required, the red lights will remain on or the flag will not be raised. Once the race start has been given drivers can break formation but should this occur before the lights go out (i.e. drivers leave the corridors, or break formation before the start signal is given) then a penalty will be applied as per Section 17.8 above. Any drivers who have been unable to start will be allowed to get out of their karts and restart only by their own means and once the whole field has passed them. They will not be authorised to regain their original position in the formation and will take the start from the back. No other drivers will be allowed to occupy the places which remain vacant. During the Formation Lap(s), it is forbidden to practise start simulations.

17.10. False Start or Jump start: occurs when a driver under Starter's orders gains an unfair advantage by either: (a) being in an incorrect position on the grid, or (b) moving forward from their prescribed position. e.g. off pole ahead of pole.

Breaking formation: When a driver, under Starter's orders, in the case of a rolling start, fails to maintain their corridor, or accelerates early or unevenly.

The penalty for the driver concerned shall be the addition of 5 seconds to the time taken by them to complete the course. This will not incur penalty points.

17.11. The start signal will not be given before the Yellow Line. The karts approaching the Start Line must remain in formation, at less than half race speed (which will be set by the pole sitter) and be driven within the set of two metre lanes appropriate to their side of the grid. It will be deemed an offence to accelerate in any way before the Yellow Line or drive outside the marked lines until the signal to start the race has been given.

17.12. In the case of repeated false starts or of incidents during the Formation Lap(s), the Clerk of the Course or the acting Judge of Fact, may stop the starting procedure by means of the red flag and inform the Stewards. The Clerk of the Course will be entitled to impose on the offending drivers a penalty of 5 seconds or any other penalty as laid out in article 24. A new procedure will begin either immediately or within 30 minutes, according to the circumstances. The starting grid will be the same as for the initial procedure subject to amendments for penalties incurred for offences in the false starts. All the drivers present in the starting area or in the repair area before the procedure was stopped will be allowed to take the start of the new Formation Lap.

17.13. As soon as the start has been given racing conditions apply. Irrespective of the position of a kart on the track, it is forbidden to give it any assistance, except for parking it to a safe location.

17.14. In the case of an appeal the Stewards may use CCTV video or electronic system likely to help them to make a decision. The Stewards' decisions may supersede those taken by Judges of Fact. Any infringement to the provisions of the International Sporting Code or these Sporting Regulations relating to the starting procedure may entail the exclusion of the driver concerned from the Event.

18. SUSPENDING A RACE OR PRACTICE

18.1. Should it become necessary to suspend the Race or Practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course shall order a red flag to be shown on the start / finish line. Simultaneously, red flags will be shown at marshals' posts provided with these flags. The decision to suspend the race or practice may be taken only by the Clerk of the Course (or, in their absence, by their deputy) or the Stewards of the meeting.

If the signal to stop racing is given:

During Practice/Timed Qualifying: all karts shall immediately reduce speed and go back slowly to the 'Finish' Servicing Park, and all karts abandoned on the track shall be removed; Practice / Timed Qualifying will be resumed as soon as possible to meet the original Practice time.

During the Heats or Final: all karts will immediately reduce their speed and go to the start finish line, or stop on the track at the place indicated by an Official, considering that:

- the classification of the race will be the classification at the end of the lap prior to that during which the signal to stop was given,
- karts or rescue vehicles may be on the track,
- the circuit may be totally blocked because of an accident,
- the weather conditions may have made it impossible to drive at high speed on the circuit.

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

Case A: less than 2 laps. No points will be awarded. If the Race can be resumed the original start will be deemed null and void and all competitors who are able to restart the race will do so in their original grid positions – a normal start procedure will be adopted. The length of the new race will be at the discretion of the Clerk of the Course.

Case B: more than 2 laps but less than 75% of the distance scheduled for the Race (rounded up to the nearest whole number of laps). If the Race can be resumed at the discretion of the Clerk of the Course, the resuming procedure (also known as the 'Slow' procedure') will be conducted as follows:

The start order for the resumed race shall be the classification at the end of the lap prior to that during which the signal to stop was given. At the order of the Clerk of the Course, drivers will proceed to start in a neutralised situation (single file) for one or more laps. The Marshals' Posts will static yellow flags, optionally "SLOW" boards may be displayed. If the formation is satisfactory, the Clerk of the Course will signal the resuming of the Race by means of a waved green flag at the start finish line. Overtaking will remain prohibited until the karts have crossed the start finish line. On approaching the start finish line, where a green flag will be waved by the Starter, the drivers may accelerate only after crossing the yellow line preceding the start finish line. The yellow flags and the "SLOW" boards at the Marshals' Posts will then be withdrawn and replaced by waved green flags. These flags will be displayed for a maximum of one lap.

In this case (Case B), where the race is not restarted, half the points will be awarded.

Case C: 75% or more of the Race distance (rounded up to the nearest whole higher number of laps). The karts shall be sent directly to the “parc ferme” area and the classification of the Race will be the classification at the end of the lap prior to that during which the signal to stop the Race was given. Full points will be awarded.

18.2. A competitor who is deemed to have caused a red flag will not restart that race and shall not be classified in the Final results of that race. If a competitor has caused the accident they will be dealt with in line with the code of conduct and if necessary, penalised.

18.3. The COC in consultation with the attending Medical Officer must be satisfied that drivers who are permitted to restart the race are fit to restart the race. Likewise, the COC in consultation with the Chief Scrutineer must be satisfied that the driver’s equipment is fit to restart the race.

18.4. While the race is stopped the whole course shall be considered as “parc ferme” and no work can be carried out to any kart. If a kart leaves the course during the race stoppage it will not be permitted to rejoin the race. When authorised by the COC plugs may be changed and finger adjustments made to carburettor settings.

18.5. Front bumpers (fairing) can only be reset in the event of a full restart being declared (Case A, less than 2 laps completed as per 18.1). Any competitor or mechanic attempting to reset a front bumper/fairing without first getting the permission of the COC will be excluded from the event.

18.6. The Clerk of the Course or Deputy may decide to neutralise a Heat or a Race. This procedure will be used only if the Track is obstructed, or if the drivers or Officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the Heat or Race.

18.7. When the order is given to neutralise the Heat or Race, this ‘slow’ procedure shall apply: All marshals posts will display single waved yellow flag and optionally a “SLOW” board (yellow board with the word “SLOW” written in black), which shall be maintained until the neutralisation is over.

18.8. All the competing karts must then line up behind the leading kart, and overtaking is strictly forbidden. Overtaking will be permitted only if a kart slows down because of a serious problem.

18.9. During the neutralisation laps, the leading kart will dictate the pace, at a moderate speed, and all the other karts must remain in as tight a formation as possible.

18.10. The karts may enter the “Repair Area” during the neutralisation, but they can rejoin the track only when authorised to do so by a marshal. A kart rejoining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart.

18.11. When the Clerk of the Course decides to end the neutralisation the signal to the drivers that the Race is to resume next time the Line is crossed will be indicated by a static yellow flag at the last marshal post and a green flag by the Starter at the start finish line.

At that moment, the leading kart will continue to set the pace, at a moderate and constant speed. Overtaking will remain prohibited until the karts have crossed the Line at the end of the neutralisation of the Heat or Race. On approaching the Line, where a green flag will be waved by the Starter, the drivers may accelerate only after crossing the yellow line preceding the Line. The yellow flags and the “SLOW” boards at the marshals’ posts will then be withdrawn and replaced with waved green flags. These flags will be displayed for a maximum of one lap.

18.12. Each lap completed during the neutralisation will be counted as a racing lap.

18.13. If the race finishes during the neutralisation, the karts will take the chequered flag as usual. Overtaking will be permitted only if a kart slows down because of a serious problem.

19. SIGNIFICATION OF FLAGS

Flag signals to be used by the Clerk of the Course or their deputy at the start line:

(a) National flag/Green Flag: This flag may be used to start the race. The starting signal must be given by lowering the flag which, for standing start Competitions, must not be raised above the head until all karts are stationary and in no case for more than 10 seconds.

(b) Red flag or light: This flag must be waved at the start line and all marshal posts when it has been decided to stop a practice session or the race. The red flag may also be used by the Clerk of the Course or their deputy to close the circuit.

(c) Black and White Chequered flag: This flag must be waved. It signifies the end of a practice session or a race.

(d) Black flag: This flag should be used to inform the driver concerned that they must return to Parc Fermé. The decision to show this flag rests solely with the COC of the meeting. A driver who receives this flag shall normally be excluded from the race.

(e) Black flag with an Orange Disc (40 cm in diameter): This flag should be used to inform the Driver concerned that their kart has mechanical problems likely to endanger themselves or others and means that they must stop in the “Repair Area” on the next lap. When the mechanical problems have been rectified, the kart may rejoin the race. A driver who ignores this flag for more than 2 laps shall be shown the black flag and will be excluded from the race.

(f) Black and White flag divided diagonally: This flag should be shown only once and is a warning to the driver concerned that they have been reported for unsportsmanlike behaviour.

Flags(d), (e) and (f) should be shown motionless and accompanied by a blackboard with a white number which should be shown to the driver of whose kart the number is displayed. These flags may also be displayed at places other than the start line should the Race Director or the Clerk of the Course deem this necessary. Normally the decision to show flags (e) and (f) rests with the Race Director or the Clerk of the Course; however, it may be taken on request of the Stewards of the meeting in order to impose a sporting sanction.

(g) Yellow flag or light: This is a signal of danger and should be shown to drivers in two ways with the following meanings: -

- Single waved: There is a hazard on the edge or on part of the track, reduce your speed, do not overtake and be prepared to change direction. Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.

- Double waved: There is a hazard wholly or partly blocking the track, reduce your speed, do not overtake and be prepared to change direction or stop. Yellow flags should normally be shown only at the marshals' post immediately preceding the hazard. Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.

(h) Yellow flag with Red Stripes: This flag should be shown motionless to inform drivers that there is a deterioration of adhesion due to oil or water on the track in the area beyond the flag. This flag should be displayed for at least 4 laps unless the surface returns to normal beforehand. However, it is not necessary for marshals in the sector beyond the place where this flag is being shown to show a green flag.

(i) Blue flag or light: This flag should normally be waved, as an indication to a driver that they are about to be overtaken.

(j) Green flag or light during session: This flag should be used to indicate that the track is clear and should be waved at the observation post immediately after the incident that necessitated the use of one or more yellow flags. It may also be used, if deemed necessary by the Race Director or the Clerk of the Course, to signal the start of a warm-up lap or the start of a practice session

(l) Green flag with Yellow V: This flag is used to signify a false start

Drivers who ignore the flags in (g) and (i) may be reported to the Clerk of the Course who may apply penalties.

19.1. Flags to be available at each marshal's post must include Red flag, Yellow flag, Blue flag, Green flag, and optionally yellow flag with red stripes.

20. CODE OF DRIVING CONDUCT ON KARTING CIRCUITS

The instructions detailed in Article 19 Signification of Flags are deemed to be part of this Code of Driving Conduct. All drivers must be thoroughly acquainted with them.

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

Observance Of Signals

20.2. Overtaking

During a race, a kart alone on the track may use the full width of the said track. However, as soon as it is caught up by a kart which is either temporarily or constantly faster, the driver is not allowed to swing from one side to the other or make a move sideways in order to prevent a legal overtaking manoeuvre when the other Competitor is already by their side. They shall give the other kart the right of way in order to allow for passing.

20.3. If the driver who has been caught does not seem to notice that another driver wants to overtake them, the flag Marshal(s) will give a warning by waving the blue flag to indicate that another Competitor wants to overtake. Any driver who does not take notice of the blue flag may be penalised by the COC. Systematic or repeated offences may result in the exclusion of the offender from the race. Curves, as well as the approach and exit zones thereof, may be negotiated by the drivers in any way they wish, within the limits of the track. Overtaking, according to the circumstances, may be done either on the right or on the left. However, manoeuvres liable to hinder other drivers such as premature or dangerous changes of direction, more than one change of direction, deliberate crowding of karts towards the inside or the outside of the curve or any other dangerous change of direction, are strictly prohibited and shall be penalised, according to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.

20.4. Any obstructive manoeuvre carried out by one or several drivers, either having common interests or not, is prohibited. The persistent driving abreast of several karts, as well as fan- shaped arrangement, is authorised only if there is not another kart trying to overtake. Otherwise the blue flag will be waved.

20.5. The penalty inflicted for ignoring the blue flag will also be applied to the drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction. The same penalty shall be applied to drivers who swing from one side of the track to the other in order to prevent other Competitors from overtaking.

20.7. The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may result in the exclusion of the drivers concerned.

20.8. The racetrack alone shall be used by the drivers during the race.

20.9. Contacts / collisions (during the race, deceleration lap included): sanctions may be imposed on a driver who pushes another driver.

20.10. Stopping of a kart during the race

A: The driver of any kart leaving the race shall signal this intention in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to the point of exit.

B: Should a driver be compelled to stop his/her kart, either involuntarily or for any other reason, the kart shall be moved off the track as soon as possible so that its presence does not constitute a danger or prevent the normal running of the race. If the driver is not able to move the kart out of the potentially dangerous position, it is the duty of the Marshals or other officials to help.

C: Any replenishment carried out on the track itself is prohibited and will entail immediate exclusion.

D: Apart from the driver, and in exceptional cases, the competent officials, nobody is allowed to touch a stopped kart under penalty of its exclusion from the race.

E: Pushing a kart along the track or pushing it across the finishing line is not allowed and will entail immediate exclusion.

F: Any kart abandoned on the circuit by its driver, even temporarily, shall be considered as withdrawn from the race. A kart left temporarily by its driver whilst a race is suspended will not be considered abandoned.

20.11. Entrance to the pits (or Repairs Area or Servicing Parks)

A: The so-called 'deceleration zone' is a part of the pits area.

B: During the practice sessions and the race, access to the pits or to the Repairs Area is allowed only through the deceleration zone. The penalty for a breach of this rule shall be exclusion from the race.

C: Any driver intending to leave the track or to enter the pits or the Servicing Park or the Repairs Area shall signal their intention in good time and make sure that it is safe to do so.

D: Except in cases of Force Majeure (accepted as such by the Stewards of the meeting), the crossing, in any direction, of the line separating the deceleration zone and the track is prohibited.

20.12. Any radio communication between a driver on the track and any other body is forbidden.

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

Should, for any reason other than under Article 18, the signal indicating the end of the race be given before the leading kart completes the scheduled number of laps or before the prescribed time has elapsed, the race will be deemed to have finished when the leading kart last crossed the Line before the signal was given. Should the signal indicating the end of the race be delayed for any reason, the Race will be deemed to have finished when, under normal circumstances, the end of the race would have been decided if there had been no delay.

For a finish to be considered valid, a Driver must have crossed the Finish Line seated at the wheel of his kart. In the case of a dead heat on the Finish Line revealed by timekeeping or by a photo finish system (which shall prevail over timekeeping and/or a report from the Finish Line Judge, if such a Judge had been appointed), the rule for deciding between tying Drivers shall be the fastest lap time recorded by each Driver during the race concerned.

20.14. Parc Ferme

At the end of the race, all karts will return to parc ferme. No personnel (mechanics/parents) other than the drivers are permitted in parc ferme unless given permission by the chief scrutineer.

21. BRIEFING

21.1. Definition: The Competitors' and Drivers' Briefing is a meeting organised by the Clerk of the Course for all Competitors and drivers entered in the Competition.

21.2. Aim of the Briefing: to remind Competitors and drivers of the specific points of the Supplementary Regulations and Final Instructions concerning the organisation of the Competition; to remind them of the safety aspects, either general or specific to the circuit used; to give any clarification concerning the interpretation of the Regulations

21.3. The time of the Briefing is given in the Supplementary Regulations or Final Instructions of the Competition. The time is considered as that of the beginning of the Briefing and any Competitor/Entrant late to the Briefing will be subject to a €50 fine. The meeting will always be held before on track activities commence. Extra meetings may be organised if this is deemed necessary.

21.4. The presence of all Drivers and Entrants is mandatory throughout the briefing under pain of a sanction or even of a possible disqualification from the Competition. Two attendance sheets may be signed, one by drivers and the other by entrants.

21.5. Any instructions given at the briefing shall be deemed to form part of the regulations for the event.

22. PADDOCK REGULATIONS & SAFETY

22.1. It is forbidden to use motorbikes, scooters or any other motorised devices in the Paddock, except where Clerk of the Course have given special permission

22.2. Each Paddock space (8x6 meter) shall be equipped with at least one 5 Kg fire extinguisher

22.3. Ground sheets are compulsory to be used in the awning or where you are working on your kart for the race weekend

22.4. Refuelling is only allowed in your paddock space, and only with the use of a groundsheet. Except in the case of 6.4 being applied.

22.5. Standing in or on any unsafe areas such as part of a Vehicle or other portable raised platform for spectating purposes is not permitted at the track during race day. Breach of this rule will result in the exclusion of the driver/entire team and any other driver associated in any manner with those involved in the breach from the event. Contact MI Kart Commission for further information on safe areas to spectate.

23. FRONT FAIRING

The front fairing must be installed as per appendix technical rules 3.3 and 3.4

23.1. In a race, a 5 second penalty will apply on reporting by the officials (Clerk of Course, Judge of Fact), that the fairing is not in its original position after passing the finish line until the time the competitor is released from parc fermé conditions.

In qualifying if the fairing is not in its original position then that competitor shall have their fastest lap from qualifying disallowed.

The penalty is final and no appeal allowed. Drivers/ Entrants affected by a penalty will not be called by the COC.

A Driver intentionally causing the detachment of another Driver's front fairing through brake testing or otherwise (as decided by an official or a judge of fact), will be punished by exclusion from the session where detected (time qualifying, qualifying heats, race 1/race 2, pre-final or final). In this case the competitor with the dropped bumper will not receive the penalty.

23.2 It is prohibited for drivers/ entrants to re-attach or attempt to reattach the front fairing, either on the track, on the recovery vehicle or in the parc fermé area until released from Parc Fermé conditions, a breach of this rule shall result in the exclusion of the Driver from the event.

23.3 Any competitor attempting or succeeding to tamper with or re attach front fairing at any time from race start to release from parc fermé conditions, except as permitted under rule 18.5 will be excluded from the event.

24. Penalties

The Officials of the meeting may impose a penalty consisting of one or more of the following types:

Fine

Grid position penalty

Time penalty

Placement penalty

Points penalty

Disqualification/exclusion from that section of the meeting

Disqualification/exclusion from the meeting

Multiple race ban

Suspension from the Championship

Expulsion from the Championship

A number of examples of offences and subsequent penalties that may be imposed by the race Officials, based on the requirements set out in these Regulations as presented below. This list, however, is by no means exhaustive.

Example Offences and Subsequent Penalties Offence	**Penalty**
Driver Sign on / check in	
Driver not signed on for meeting	Disqualification from meeting
Late sign on infringement	€50 Fine (no participation until fine is paid)
Driver's Briefing	
Driver's briefing – failure to attend	Failure to attend the driver's briefing will result in the driver being placed at the back of their grid. A driver who has failed to attend drivers briefing will not be allowed on track until such time as the driver has been briefed by the CoC or an appointee of the CoC
Driver's briefing – entering track without attending driver's briefing or without being separately briefed by the CoC or an appointee of the CoC	Disqualification from the meeting.

Example Offences and Subsequent Penalties Offence	Penalty
Race Wear	
Failure to wear race suit, boots, gloves, helmet, rib protector (where specified), neck brace (where specified)	No admission to track through to disqualification from session
Failure to obey instructions / flags	
Failure to obey instructions of Officials or Marshals	Grid position penalty through to disqualification from meeting
Failure to comply with Yellow or Blue Flags	3 place penalty through to disqualification from race
Failure to comply with Mechanical Failure Flag or Black Flag	Disqualification from meeting
Failure to present kart, engine or apparel to the CoC or scrutineers on request	Disqualification from meeting. Forfeit all points already gained at that meeting.
Dummy Grid	
Starting a kart in the dummy grid area whilst on a trolley or Lifting the kart on the dummy grid while the engine is running.	Placed to the back of the grid.
Lifting the rear of a Bambino or Cadet kart whilst the engine is running.	Placed to the back of the grid.
Driving	
On approaching the start line all karts must remain in their grid row until they pass Start/finish line.	A penalty of 5 seconds
Avoidable kart contact on track (e.g. pushing or banging)	3 place penalty through to disqualification from meeting
Dangerous or over aggressive driving	Disqualification from session through to multiple race ban
Gaining an unfair advantage	5 seconds or 1 lap penalty
Starting infringement	Grid placement penalty or time/placement penalty applied to finishing results

26. Complaints Procedure

All complaints must be directed to the designated Complaints Administrator, who will be identified at the driver's briefing before racing commences. Any complaints relating to a racing incident must be submitted to the Complaints Administrator no later than 30 minutes after the race/incident in question. Failure to do this within the given timeframe, the complaint will not be addressed.

All Complaints lodged at the race meeting must be made in writing on the correct form available from the Race Complaints Administrator. A fee of €100 must be paid when a complaint is lodged and will be returned to the complainant if the complaint is upheld. All complaints relating to heat 1 and 2 will be addressed by the CoC and at least 2 circuit representatives during the lunch break. All complaints relating to pre finals and finals will be addressed by the CoC and at least 2 circuit representatives immediately following the end of the meeting. The person raising the complaint must make themselves available during this time to put their case forward if required.

No post event appeals will be entertained, as per the championship ethos.