



**2010 FORMULA KART PRODUCTIONS FLORIDA WINTER TOUR
FORMULA KART RACING
*Sporting Regulations***

UPDATED JAN 27, 2010 **UPDATES BOLD / UNDERLINED**

1. General

Formula Kart Productions, Inc. owns the Formula Kart Racing Florida Winter Tour, and organizes the FWT Formula Kart event weekends.

Formula Kart reserves the right to amend these regulations for fair and equitable competition.

All the parties concerned (Organizer, competitors and circuits) undertake to apply and observe these rules governing the FWT Formula Kart race events.

ANYTHING WHICH IS NOT EXPRESSILY ALLOWED IS FORBIDDEN.

2. Classes

Pro Rotax / Pro IAME Senior / IAME Junior / Stock Moto / TaG Masters / Masters Shifter / Cadet

3. Regulations

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

3.1 License

The 2010 FWT Formula Kart events do not require any license or membership. Formula Kart Productions, Inc reserves the right to restrict participation.

3.2 FWT Formula Kart Age limits

FORMULA PRO ROTAX, Pro IAME SENIOR and STOCK MOTO CLASSES: Drivers age 15 years and up. Driver must have 15th birthday prior to January 1, 2011

FORMULA IAME JUNIOR CLASS: Drivers age 12-15 years. Driver must have 12th birthday prior to January 1, 2011

FORMULA TaG MASTERS: Drivers age 32 and up, or 25 and up if the driver weighs 200lb with normal safety gear. Driver must have birthday prior to January 1, 2011.

FORMULA MASTERS SHIFTER: Drivers age 32 and up or 16 and up if driver weighs 200lb with normal safety gear. Drivers must have 32nd or 16th birthday prior to January 1, 2011.

FORMULA CADET CLASS: Drivers 8 years to 12 years. Driver must have 8th birthday prior to event date. First time FWT participants must have a letter of recommendation from an official 2010 FWT Sponsor to be eligible for participation. Contact Bill Wright at info@formulakart.com for details.

HONDA GX CUP CLASS(ES): Driver age(es) to be determined. See "Class Info" section at www.flordiawintertour.com

3.3 FWT Formula Kart Race event

Each FWT Formula Kart event-weekend will consist of:

Two non-qualifying timed practice sessions, for each class, on Friday afternoon. Time according to length of race track, according to the event organizer. The competitor's fastest time in these sessions may set the grid orders for the warm-up and qualifying practice sessions on Saturday and Sunday.

Two race-days, Saturday and Sunday;

Each race-day will consist of a minimum of one warm-up session, one qualifying practice session, a pre-final and a final for each class. Laps/Time according to length of race track according to the event organizer.

3.4 Classification

The FWT Formula Kart Points Championship is run over 6 individual race-days. The FWT Formula Kart Points Championship is a best-5-of-6 race-day-points total. Each competitor will have the opportunity to drop one eligible race-day-points total.

3.4.1 Points

Points System: Points are based on finishing order in the Pre-Final and the Final. Driver and eligible kart must be present in the grid at posted start time to be eligible for points.

Pre-Final Points

1st 50	6th 25
2nd 45	7th 20
3rd 40	8th 15
4th 35	9th 10
5th 30	10th 5

Final Points

1 st 200	11 th 102	21 st 50	31 st 28
2 nd 180	12 th 96	22 nd 46	32 nd 27
3 rd 170	13 th 90	23 rd 42	33 rd 26
4 th 160	14 th 84	24 th 40	34 th 25
5 th 150	15 th 78	25 th 38	35 th 24
6 th 142	16 th 72	26 th 36	36 th 23
7 th 134	17 th 66	27 th 34	37 th 22
8 th 126	18 th 62	28 th 32	38 th 21
9 th 118	19 th 58	29 th 30	39 th 20
10 th 110	20 th 54	30 th 29	40 th 19

3.4.1.1 Overall score

5 of 6 race-day combined results of prefinals and finals will count for overall score of the FWT Formula Kart Points Championship.

In case of 2 or more drivers finishing the season with same number of points, the higher place in the championship will be awarded to:

- the holder of the greatest number of first places, if the number of first places is the same, the holder of the greatest number of second places and so until winner emerges. If still the same the fastest combined qualifying times of the individual race-days.

3.4.1.2 Bonus points

1 bonus point for each start in a final race will count towards the overall score. Competitor must compete in all 6 FWT Formula Kart race events to receive bonus points.

3.4.1.3 Disqualification points

At the discretion of the Chief Steward, if disqualified from a prefinal or final because of breach of rules with intent to defraud the points received may not be dropped. Bonus points will be denied.

4. General Conditions

A) It is the competitor's responsibility to ensure that all persons concerned by his entry observe all the provisions of these Sporting Regulations and the Formula Kart Technical Regulations. The person having charge of an entered kart during any part of an Event is responsible jointly with the competitor for ensuring that the provisions are observed.

B) Competitors must ensure that their karts comply with the conditions of conformity and safety throughout the Event.

C) The presentation of a kart for scrutineering will be deemed an implicit statement of conformity.

D) Any person associated with the competitor must at all times wear the appropriate credentials which have been provided to them. Failure to properly display the official credentials will subject the competitor and the offender to exclusion from the event.

E) A race class may be cancelled if karts of fewer than twelve Drivers have passed scrutineering.

5. Officials

The following Officials are appointed by Formula Kart Productions, Inc:

Chief Steward: Bill Wright

Race Director: Glenn Biggs

Starter: Billy Newberg

Chief Scrutineer: John Motley

Deputy Scrutineer(s): Josh Smith, Steve Haines, Nick Weil.

Secretary/Registrar: Carla Bjorklund

Deputy Registrar(s): Pam Haines, Joann Neri

Chief of Timing and Scoring: Tomas Thelen

Deputy of Timing and Scoring: Angie Welfenberg

Grid Steward: Betty Welfenberg

The Race Director must stay in contact with all Marshals' posts whenever karts are allowed to drive on the track.

The Chief Steward, the Race Director and the Chief Scrutineer must be in permanent radio contact.

6. Eligible Karts and Equipment

A) Karts with engines in different configurations, as defined by the Formula Kart Technical Regulations.

B) If required, each driver will be entitled to submit to Scrutineering the following equipment:

Number of chassis: Drivers will be allowed to scrutinize one chassis only. However if damage occurs to the chassis, which has been scrutinized for the meeting, if in the opinion of the Chief Scrutineer it is not practical to repair in time, one alternative chassis may be scrutinized, in order to continue the meeting.

Number of engines: Drivers will be allowed to scrutinize one "primary" and one "backup" engine. With the approval of the Chief Scrutineer drivers may "share" "backup" engines.

7. Distribution and Limitation of Tires

7.1 Dry Race Tires

All competitors are required to race on specified dry MG race tires purchased from and distributed by Formula Kart Productions, Inc. No tire treatments of any kind are allowed. This is a post tech item.

Competitors in the Cadet and TaG Masters classes are allowed one set of dry MG race tires (4) for each event-weekend. Competitors in all other classes are allowed one set of dry MG FZ race tires (4) for each race-day.

Dry MG race-tires will be redeemed at the FK tire desk beginning no later than Friday at 9am. Unless specified otherwise in the official schedule, for all FK classes tires must be acquired no later than 6pm on Friday.

No modification or alteration, including heating, of any tires is allowed. Non compliance may result in exclusion from the event.

7.2 Rain Tires

Although FKP does sell rain tires in the FWT web store, and will make those tires available when purchased during on-line registration, competitors are responsible for securing their own rain tires. FKP does not guarantee availability of rain tires at the event site.

All classes may pick-up the MG rain-tires purchased from FKP at the FK tire area beginning no later than Friday at 9am. All classes rain tires must be acquired no later than 6pm on Friday. NO EXCEPTIONS!

For all FWT Formula Kart classes rain tires are MG WZ. Competitors are allowed maximum one set per race-day. Rain tires must be marked during the times posted on the official schedule(s).

Rain tires may be new or used. Please note that rain tires are subject to digital and durometer scrutineering. No tire treatments are allowed. This is a post tech item. Damaged tires may be replaced at the discretion of the Chief Scrutineer. All "damaged" tires will be impounded in the post-tech area until the end of the event-weekend.

8. Distribution of Fuel and Oil at the Event

All competitors are required to race using the official fuel and oil as supplied at the track. This is a post-tech item.

9. Racing Numbers

Competitors Racing Numbers will be assigned during registration. In all classes the assigned kart numbers must be present and clearly visible on all four exterior sides of the kart, steering fairing, both side pods, and rear bumper. Kart number displayed must be consistent with Driver's assigned number. This is a pre and post-tech item.

10. Sporting Checks and Scrutineering

A) During the initial Scrutineering and Sporting Checks, which will take place on the dates and at the times and locations specified on the official schedule, each competitor must have all required documents and equipment available.

B) At registration each Competitor will receive a Pre-Tech Form for each class entered. All details relating to the equipment must be checked on this form, and the person submitting the equipment for scrutineering must sign the form, before submission to Scrutineering. An incomplete Pre-Tech Form will be rejected.

C) Racing numbers and FWT and Skip Barber stickers must be on the kart when the equipment is submitted to Scrutineering.

D) Unless a waiver is granted by the Chief Scrutineer in particular circumstances, competitors who do not keep to the time limits imposed will not be allowed to take part in the Event.

E) No kart may participate in an Event unless it has been checked by the Scrutineers.

F) At any time during an Event, the Scrutineers may:

a) check the eligibility of the kart or of the Driver's equipment.

b) require a kart to be dismantled by the Competitor to make sure that the conditions of eligibility and conformity are fully satisfied.

c) require a Competitor to supply them with such parts or samples as they may deem necessary.

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

H) The Race Director may require that any kart involved in an accident be stopped and checked.

I) Checks and Scrutineering shall be carried out by duly appointed officials who shall also be

responsible for the organisation of the Servicing Parks, and who alone are authorised to give instructions to the Entrants.

J) The Stewards will publish the findings of the Scrutineers concerning all karts controlled and will place them at the disposal of other Entrants on request. These findings will not include any specific figures.

K) Submitting a kart to Scrutineering shall be considered as an implicit statement of conformity.

L) A Driver shall not be allowed to change his/her equipment after it has been identified at Scrutineering.

11. Briefings

A) Definition: The Drivers' Briefing is a meeting organised by the Chief Steward for all Drivers entered in the Event.

B) Aim of the Briefing: to remind Drivers of the specific points of these Regulations concerning the organisation of the Event; to remind them of the safety notions, either general, or specific to the circuit used; to give any clarification concerning the interpretation of the Regulations.

C) The time of the Briefing is indicated in the official schedule of the Event. The time is considered as that of the beginning of the Briefing and access to the Briefing will be closed. The meeting should always be held on Friday evening after non-qualifying timed practice, but must always occur before Qualifying Practice or the first Qualifying Heat. Extra meetings may be organised if this is deemed necessary.

D) The presence of all concerned Drivers is mandatory throughout the Briefing under pain of a sanction or even of a possible exclusion from the Event. Attendance Sheets must be signed.

E) Any Driver who does not attend the Driver Briefing will be assessed a 10 second penalty, added to their fastest time in non-qualifying practice for that event-weekend.

F) Drivers who do not speak English are required to attend with an interpreter.

12. General Safety

A) 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.

B) During non-Qualifying Timed Practice, Qualifying Practice, the Qualifying Heats and the races of the final phase, Drivers may use the track only and must at all times observe the dispositions of the Code relating to driving on circuits.

C) During non-Qualifying Timed Practice, Qualifying Practice, the Qualifying Heats and the races of the final phase, a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or impede another Driver. If the Driver is unable to remove the kart from a dangerous position by driving it, and if a safe condition exists, the marshal may choose to assist; however, if the kart restarts as a result of such help, it will be excluded from the classification of the Qualifying Practice or the race in which this help was provided. Except for medical or safety reasons, the Driver must stay close to his kart until the end of non-Qualifying Timed Practice, Qualifying Practice, the Qualifying Heat or the race(s) of the final phase.

D.) Any repairs with tools are banned outside the Repairs Area. It is forbidden to take any tools and/or spare parts on board the kart. The Driver can receive help only in the Repairs Area determined during the Briefing.

E) Except in cases expressly provided for by the Regulations, no one except the Driver is authorised to touch a stopped kart unless it is in the Repairs Area.

F) When the track is closed by the Race Director during and after practice and after the finish until all concerned karts, whether they are mobile or not, have arrived at the «Finish» Servicing Park no one is allowed to access the track without the approval of a Marshall, with the exception of Marshals carrying out their duties and of Drivers when they are driving.

G) During Qualifying Practice, the Qualifying Heats and the race(s) of the final phase, the kart may be restarted only by the Driver himself, except if he restarts from the Repairs Area. The Driver may not receive any outside help on the track during the running of an Event, except in the Repairs Area, which he may reach only by his own means.

H) A speed limit may be imposed in the pit lane and in the Repairs Area during practice and the Formation Laps. Any Driver breaking this speed limit may have a penalty imposed.

I) If a Driver is faced with mechanical problems during practice, the Qualifying Heats or the race(s) of the final phase, he must evacuate the track as soon as possible for safety reasons.

- J) If a Driver is involved in a collision, he must not leave the circuit without the Stewards' agreement.
- K) No Driver may leave the Repairs Area without having been invited to do so by Marshals.
- L) Official instructions will be transmitted to the Drivers by means of the signals provided for in the Briefing. Mechanics must not use flags similar to these ones in any way whatsoever.
- M) Any Driver who intends to leave the track, to return to the Servicing Park or to stop in the Repairs Area shall demonstrate his intention in due time and shall ensure that he may do so safely.
- N) During the Event and at the order of the Race Director a Driver who breaches the Technical Regulations, except during the final lap, must stop in the Repairs Area and remedy the breach before rejoining the track.
- O) When they participate in non-Qualifying Timed or Qualifying Practice, in the Qualifying Heats or the races of the final phase, Drivers must at all times wear the full equipment required by the FWT Safety Equipment regulations.
- P) It is forbidden to circulate with motorbikes, scooters or any other motorised devices in the Paddock without the express written approval of the Chief Steward.
- Q) In the case of a «wet race» (conditions signaled by the Race Director), the choice of tires will be left to the appreciation of the Drivers, the Race Director reserving the right to use the black flag if he deems that a Driver's kart is fitted with the wrong set of tires and that the Driver is too slow and dangerous for other Drivers.
- R) Any competitor who's average lap time during any official session is more than 107% of the average times for the session may be removed from the event for general safety of the competitors.
- S) All competitors may be queried by the Race Director at any time about their knowledge of flags and procedures. Failure to provide the correct response may result in exclusion from the event.
- T) If a kart leaves the racing surface (all four off) for any reason it is the drivers responsibility to safely re-enter the track in substantially the same area that the kart left the track. Failure to make a substantial effort to do so will result in a minimum of position penalties.
- U) Any driver who, in the opinion of the officials, cuts the track with the intent to gain an advantage may be disqualified from the race-day, and will not be allowed to drop said disqualification from their Championship Points totals.

13. Number of Kart Allowed on the Track

The number of karts allowed on the track is according to length of race track, according to the event organizer. Numbers will be posted in the official event schedule.

14. CODE OF DRIVING CONDUCT ON KART CIRCUITS

14.1 Observance of signals (FLAGS)

Each competitor shall adhere to the following flag signals. Any driver that commits a flag procedure infraction is subject to penalties at the discretion of the Race Director.

Green Flag - A green flag is displayed at the start of practice or competition.

Restart Flag - If the starter, after giving the green flag determines the need for a restart, he will display the "restart" flag (yellow and red diagonal). If this happens, all corner workers will go to a waving yellow flag. Drivers should reorder in original start positions. Complete restart.

Waving Yellow Flag - A waving yellow flag indicates that there is a problem on the course ahead. The driver is to proceed with caution and raise a hand to signal following drivers. A driver is not to pass another driver from the point that the yellow flag is being displayed until cleared of the incident. Passing on a yellow flag will result in position penalties.

Standing Yellow Flag (not waving) - Continue at racing speed. Minimal danger ahead requiring driver's attention. No passing until clear of the incident.

Waving yellow flag with SLOW board – Neutralization of a Session

A) The Race Director may decide to neutralize a session. 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 session.

B) When the order is given to neutralize the session a “SLOW” board will be displayed at the flagmans area and all corner stations will display waved yellow flags which shall be maintained until the neutralization is over.

C) 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.

D) During the neutralization 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.

E) The karts may enter the repair zone during the neutralization, but they may rejoin the track only when authorized 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.

F) When the Race Director decides to end the neutralization, he will remove the “SLOW” board and the corner stations will hold the yellow flags stationary; this will be the signal to the Drivers that the Race is to resume next time the Line is crossed.

G) At that moment, the leading kart will continue to set the pace, at a moderate speed. The Starter will signal the resumption of the Race by means of a waved green flag at the Line. On approaching the Line, where a green flag will be waved by the Starter, the Drivers may accelerate and passing may resume only after the green flag is waved.

H) Each lap completed during the neutralization will be counted as a racing lap.

I) If the race finishes during the neutralization, the karts will take the checkered flag as usual, without being allowed to overtake. Overtaking will be permitted only if a kart slows down because of a serious problem.

Red Flag - A red flag indicates that the race is stopped due to an emergency, weather or darkness. A driver is to slow down and be prepared to stop where directed by officials during the Drivers Briefing. A driver may not enter the pits and may not work on the kart unless otherwise directed by the Race Director.

The race order for the restart is determined by the last fully completed and scored green flag lap. Any kart involved in any red flag incident, under any circumstances, will go to the back of the field. If more than two karts are involved in a red flag incident, position at back of pack will be determined by last scored position in a fully completed lap.

Blue Flag - A blue flag indicates that the driver is being approached by faster kart(s). When indicated, the blue flag can be used as a removal flag. If not used as a removal flag, the driver being lapped is to make room for the faster kart and point to the safest side for the pass. The driver is not to race the lapping kart.

Rolled Black Flag - A rolled Black Flag may be displayed as a warning of a driving infraction. If the driver does not heed the rolled Black Flag warning, the Unrolled Black Flag may be displayed.

Unrolled Black Flag – An Unrolled Black Flag indicates that the driver has committed an infraction. A sign board with offending kart number will be displayed at the flagmans area. The driver is to immediately report to the pits and stop where directed by a race official. Failure to respond to the Black Flag will result in lap penalties or disqualification.

Black Flag with Orange Disc – Mechanical black flag. If a black flag with an orange disc is displayed the driver has a mechanical situation requiring the driver to report to the servicing area. A sign board with offending kart number will be displayed at finish flag area. The driver is to immediately report to the servicing area. Failure to respond to the Mechanical Black Flag will result in lap penalties or disqualification.

Crossed Flags: A set of crossed flags (Green & White) is displayed to indicate that the race is at the halfway point.

Two Vertical Flags Side by Side: A rolled Checkered and rolled White Flag, side by side, represents two laps remaining in the race.

White Flag: A white flag is displayed to indicate that the race has one more lap.

Checkered Flag: A checkered flag is displayed at the finish of competition or practice. A driver is to race to the checkered flag irrespective of the lap number.

Checkered Flag waving with a Black Flag: A checkered flag displayed at the finish of competition with a black flag indicates that the results of that session are under officials protest, and a final result is pending a Chief Steward decision.

14.2 Overtaking

- A) 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 maneuver. He shall give the other kart the right of way in order to allow for passing.
- B) If the Driver who has been caught does not seem to notice that another Driver wants to overtake him, 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 penalized by the Stewards. Systematic or repeated offences may result in the exclusion of the offender from the race.
- C) 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, maneuvers 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 penalized, 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.
- D) Any obstructive maneuver 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.
- E) 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, thus ranging from a fine to the exclusion from the race. 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.
- F) The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the exclusion of the Drivers concerned.
- G) The race track alone shall be used by the Drivers during the race.
- H) Contacts / collisions (during the race, deceleration lap included): sanctions may be imposed on a Driver who abuses another Driver.

14.3 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 maneuver is carried out safely and as near as possible to the point of exit.
- B) During non-Qualifying Timed Practice, Qualifying Practice, the Qualifying Heats and the races of the final phase, a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or impede another Driver. If the Driver is unable to remove the kart from a dangerous position by driving it, and if a safe condition exists, the marshal may choose to assist; however, if the kart restarts as a result of such help, it will be excluded from the classification of the Qualifying Practice or the race in which this help was provided. Except for medical or safety reasons, the Driver must stay close to his kart until the end of non-Qualifying Timed Practice, Qualifying Practice, the Qualifying Heat or the race(s) of the final phase.
- 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.

14.4 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 may 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 his 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.

E) Except in cases of Force Majeure (accepted as such by the Stewards of the meeting), any line painted on the track at the pit exit or the Repairs Area for the purpose of separating karts leaving the pits or the Repair Area from those on the track must not be crossed by any part of a kart leaving the pits.

14.5 Apex Cones / Off-Track / Cutting the Track

Any kart intentionally displacing the cone(s) placed in the apex of each corner during any official segment will be assigned a 10 second penalty.

If a kart leaves the racing surface (all four off) for any reason it is the drivers responsibility to safely re-enter the track in substantially the same area that the kart left the track. Failure to make a substantial effort to do so will result in a minimum of position penalties.

Any driver who, in the opinion of the officials, cuts the track with the intent to gain an advantage may be disqualified from the race-day, and will not be allowed to drop said disqualification from their Championship Points totals.

15 RUNNING OF THE EVENT

A) The Event will consist of the minimums described in 3.3 .

a) Non-qualifying Timed Practice:

The time schedule of the Event may provide for Non-Qualifying Timed Practice for each category. They are reserved for those Drivers having passed the Sporting Checks and Scrutineering. If necessary the Drivers shall be divided into two series for odd and even numbers. Time of sessions according to the length of track according to the organizers. The use of transponders is mandatory as from the beginning of the Non-Qualifying Timed Practice.

b) Qualifying Practice:

Drivers who have passed Scrutineering may be gridded based on the times achieved in Non-Qualifying Timed Practice. One 10 minute session per series is provided for. Each series will comprise a maximum number of Drivers according to the length of the track, according to the organizers. During each session, Drivers will take the start when they choose. Any Driver having crossed the line drawn at the exit of the start area will be considered as being a starter and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is timed. The time retained is that of the best lap covered during the session. Any ties will be decided by the 2nd best time set by each Driver, and so on in the case of further ties.

The final classification of Qualifying Practice will be drawn up as follows:

- If there is only one series: the grid will be drawn up in the order of the fastest time achieved by each Driver.

- If there are two series and if the fastest time achieved in the slower series is not more than 101% of the fastest time achieved in the faster series: the classification will be determined by the order of the fastest times achieved by each Driver.

- If there are two series and if, in the opinion of the Race Director there are extenuating circumstances that negatively impact the results of one of the series, and if the fastest time achieved in the slower series is more than 101% of the fastest time achieved in the faster series: 1st place goes to the fastest time of the 1st series (fastest time overall), 2nd place to the fastest time of the 2nd series, 3rd place to the 2nd fastest of the 1st series, 4th place to the 2nd fastest time of the 2nd series, 5th place to the 3rd fastest time of the 1st series, and so on.

- and so on according to the same principle if there are further series.

If no time is taken into account for a Driver, he/she will take the start at the end of the Grid. If several Drivers are in that situation, their starting position will be decided by drawing lots. Pushers are not allowed to help Drivers once they have crossed the line drawn at the exit of the start area. If a Driver stops in the Repairs Area or in the Servicing Park, it will be final. He/she shall not be allowed to start again.

A defined number of drivers will advance directly from the Qualifying practice into the Pre-Final. Number according to the length of the track, according to the organizers.

c) Last Chance Race

If necessary, a defined number of drivers, who do not qualify directly to the Pre-Final after Qualifying Practice, may participate in the Last Chance Race. This race will transfer a defined number of drivers into the Pre-Final. Number according to the length of the track, according to the organizers. Distance and maximum time according to the length of the track, according to the organizers.

d) Consolation Final

If, after the last chance race, there are a minimum of 12 or more drivers not qualified for the pre-final, the organizer may run a Consolation Final. Maximum number according to the length of the track, according to the organizers. Distance and maximum time according to the length of the track, according to the organizers.

e) Final phase:

A defined number of drivers, according to the length of the track, according to the organizers, will compete in the final phase according to the following format: Pre-Final and Final.

* **Pre-Final** : Starting positions according to 1. the times of Qualifying Practice, or 2. combination of the times of Qualifying Practice and the finish order of the qualified positions of the Last Chance Race.

* **Final** : Starting positions determined by the classification of the Pre-Final.

f) During the Pre-Final and the Final any Driver about to be overtaken by the race leader(s) or who has been overtaken for any reason whatsoever may be shown the black flag with his number. He shall return to the scales and will be classified according to the number of laps that he has actually completed.

16 STARTING GRIDS

A) At the end of the final Qualifying Practice session, the list of qualified Drivers as well as the starting grids will be officially published and posted on the official Results Board.

B) Only these Drivers will be allowed to take the start of the Last Chance Race, The Consolation Final, the Pre-Final and the Final.

C) Any Entrant whose kart(s) is (are) unable to take the start for any reason whatsoever or who has good reasons to believe that his kart(s) will not be ready to take the start must inform the Grid Steward, who will advise the Chief of Timing and Scoring and the Race Director as soon as possible, but always before the start of the session.

D) The Grid shall be made up of two lines of karts.

E) The pole position Driver of each Grid will have the choice in the pole position (on the left or right side of the track), providing that he advises the Grid Steward as soon as he reaches the Grid. This choice will only modify the first row, to the exclusion of the others. Failing this, the pole position Driver of each Grid will take the start of the race from the grid position designated as such in the Drivers Briefing.

F) Any kart which has not taken its position on the Grid at the published start time shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the Race Director.

G) Any Driver who is present, with his/her kart, on the Grid within the time limit will be considered as a starter.

H) If it starts to rain before the Drivers have left the Grid, and in the opinion of the Race Director, the competitors must be given the possibility of changing tires, the "START DELAYED" announcement will be made and the starting procedure will be delayed by 10 minutes to allowing the wheels to be changed.

17 START PROCEDURES

17.1 Rolling Start

- A) The start signal shall be given by means of a waived green flag.
- B) The start will be of the «rolling» type. The grid being constituted of two lines of karts.
- C) A Yellow Line shall be painted 25 meters ahead of the Start Line. It is forbidden to accelerate or pass drivers before having crossed that line. For rolling starts, this Yellow Line will also be materialized by a row of soft cones. 1 cone on each side of the track and 4 cones placed on the centre line of the track. If a driver hits the centerline cones during the start he/she will be penalized 10 seconds in addition to any lane penalties.
- D). As soon as the Grid Steward indicates that the karts may take the start, the Drivers are at the orders of the Race Director and may no longer receive any outside help. Any Driver who has not placed himself at the orders of the Race Director in time with his kart in working order will be allowed to leave the Assembly Area only at the orders of the Grid Steward.
- E) Karts will cover a defined number of warm up / formation lap(s) before the start may be given. Number according to the length of the track, according to the organizer. It is forbidden to overtake another Driver under pain of a penalty inflicted by the Stewards (10 seconds or exclusion from the Heat).
- F) If a Driver stops for any reason during the Formation Lap and subsequently tries to start ahead of the field in the hope that the leading drivers overtake him, he would be shown the black flag and be excluded from that race.
- G) Driver who is delayed will have the possibility of regaining his grid position only if this maneuver does not impede other Drivers and in all cases before having reached the Red Line which will be materialized on the track and indicated by the Race Director at the Briefing.
- H) If the Race Director considers that a Driver has been immobilized as a result of another Driver's mistake, the Race Director may stop the formation lap and start again the starting procedure on the basis of the original grid or allow the impeded Driver to regain his position.
- I) All drivers are required to be in official formation by the time they reach the red line painted on the track at a point identified in the Drivers Briefing, or they must start from the back of the formation. At the end of the formation lap, drivers will proceed forward at a reduced speed, minimum 18 mph, maximum 31 mph, toward 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 subject to sanction on the basis of a time penalty of minimum 3 seconds for partly crossing the lanes and ten seconds for completely getting out of the corridor. A driver exceeding the maximum speed during the approach is subject to sanction on a basis of a time penalty of 1 second per extra mph with a maximum penalty of ten seconds. There will be a Yellow line painted on the track surface 25 meters in front of the start line. This will also be noted by soft cones on each side of the track as well as four cones placed on the centerline of the track. It is forbidden to accelerate, pass or get out of the lane before crossing the yellow line. If a driver hits the centerline cones during the start he/she will be penalized 10 seconds in addition to any lane penalties. If the starter is satisfied with the line up he will raise and waive the green flag. If the starter is not satisfied with the line up he will turn and walk away. In the case of a no start all drivers are required to raise their hands indicating no start, and proceed around at the formation lap speed for another attempt.
- J) In the case of repeated false starts or incidents during the Formation Lap(s), the Race Director, acting as a Judge of Fact, may stop the starting procedure by means of the red flag and inform the Stewards, who will be entitled to inflict on the offending Drivers a penalty. 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. All the Drivers present in the starting area or in repair area before the procedure was stopped will be allowed to take the start of the new Formation Lap.
- K) Any attempts to jump the start or delay it shall be sanctioned.
- L) As soon as the start has been given, racing conditions are applied and, irrelevant 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.
- M) The Stewards may use any video or electronic system likely to help them to take a decision. The Stewards' decisions may supersede those taken by Judges of Fact. Any infringement to the provisions of these Sporting Regulations relating to the starting procedure may entail the exclusion of the kart and of the Driver concerned from the Event.

17.2 Standing Start

One or more warm up laps as designated in the drivers briefing are provided with the field staying in grid position. At the direction of the officials, the field will slow and proceed to their designated starting grid position in two abreast format. It is the driver's responsibility to know their proper grid position. Failure to arrive in the proper sequence will require the driver to start from the rear of the field. If a driver stalls their kart after arriving at the starting area but before the green flag an official may provide assistance for one restart attempt. If the kart does not restart the driver must immediately assist the official in removing the kart from the starting area and will not be allowed to restart. If the kart does restart, the driver must move to the rear of the field for the start. If that start sequence is subsequently aborted, the driver must take the re-start from the rear of the field.

Once the field is set:

1. The flagman will raise his non-flag hand vertically, with the green flag pointed straight down and beside his leg, to signal a five-second "window" count.
2. The flagman will throw the green flag at any time within the five-second window.

If a driver stalls the kart after the green flag they must signal this by raising both hands high above their heads. After all the karts have passed the stalled kart the driver can attempt to restart the kart with no assistance. At all times during the restart attempt the driver must obey the instructions of the officials. If the driver can restart with no assistance they may rejoin the field. If the stalled kart goes one lap down the kart may not restart.

18 STOPPING A RACE

A) Should it become necessary to stop the race or practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director may order a red flag to be shown at the flagmans area. Simultaneously, red flags will be shown at Marshals' posts provided with these flags. The decision to stop the race or practice may be taken only by the Race Director (or, if he had to leave, by his Assistant). If the signal to stop racing is given:

- a) during practice, all karts shall immediately reduce speed and go back slowly to the area defined in the Drivers Briefing.
- b) during the Last Chance Race or the Consolation Final all karts will immediately reduce their speed and go to the area defined in the Drivers Briefing.
- c) the procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop was given:
 - less than 75% of the distance scheduled for the race (rounded up to the nearest higher whole number of laps). If the race can be restarted, 19 will apply.
 - 75% or more of the distance scheduled for the race (rounded up to the nearest higher whole number of laps). The karts will be directly led to the scales and the race will be considered as having stopped when the leading kart crossed the Line at the end of the lap prior to that during which the signal to stop was given. Offending drivers may be penalized.
- d) during a race of the final phase, all karts must immediately reduce speed and go to the area defined in the Drivers Briefing.
- e) 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. Offending drivers may be penalized.
- f) The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop the race was given:

Case A: less than 2 laps. No points will be awarded. If the race can be restarted, 19 Case A will apply.

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 restarted, 19 Case B will apply. Should this not be possible, 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 Servicing Park and the race will be deemed to have finished when the leading kart crossed the Line at the end of the lap prior to that during which the race was stopped. Full points will be awarded. Offending drivers may be penalized.

19 RESTARTING A RACE

A) Working on karts will be allowed only in the Servicing Park; it will even also be allowed to introduce spare equipment (only the equipment identified in the case of chassis and/or engines) in the Servicing Park. Re fuelling will be allowed.

Case A: If less than 2 laps have been covered, a new start will be given within 30 minutes after presentation of the red flag. The length of new race will be the full original race distance. The original start will be deemed null and void. The starting grid will be the same as for the original race. Those Drivers having crossed the Finish Line at the end of the lap prior to that during which the race was stopped and those who were in the Repairs Area when the red flag was shown will be eligible to take the restart, either in their original kart or in their reserve kart. Unoccupied places on the grid shall remain vacant.

Case B: If more than 2 laps have been covered, a new start will be given within 30 minutes after presentation of the red flag. The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered. The Drivers who have crossed the Finish Line at the end of the lap prior to that on which the race was stopped and those who were in the Repairs Area (except in a final phase race) when the red flag was shown will be allowed to take the new start. Grid positions will be determined by the finishing order at the end of the lap before the one on which the race was stopped. Offending drivers may be penalized.

21 SCALE / WEIGHING PROCEDURE

A) The scale of the day will be located in "Servicing Park". This scale is the only one which will be officially used and counted. The scale will be available from Friday morning.

B) After the Non-Qualifying Timed Practice (**officials option**), the Qualifying Practice, the Last Chance Race, the Consolation Final, the Pre-Final or the Final, each kart may be weighed. If the kart is unable to reach the Weighing Area by its own means it will be placed under the exclusive control of the Marshals, who will take it there or have it taken there, and the Driver shall report to the Weighing Area as soon as he returns to the pits so that his weight may be established.

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

D) Only Scrutineers and Officials may penetrate in the Weighing Area. No intervention whatsoever is allowed in that Area unless it has been authorized by these Officials.

E) A kart or a Driver is not allowed to leave the Weighing Area without the authorization of the Scrutineer.

F) Any infringement to these provisions relating to the Weighing or karts may entail the exclusion of the Driver and kart concerned.

G) The Organizer shall place the scales at the entrance to the "Finish" Servicing Park and must provide for sufficient personnel to ensure the placing of the kart on the scales. Mechanics will be kept away from the karts until the Weighing Procedure of their karts is over, unless authorized by a Scrutineer.

H) If the weight of a Driver and of his kart is under that specified in the Technical Regulations, the result will be communicated in writing to the Entrant, and the kart and its Driver will be excluded from the session concerned.

I) The Organizer must provide for certified weights for the calibration of the scales.

J) Drinking water from a clear plastic bottle is allowed in servicing park, before weighing, however any driver pouring water over head and race overall will be penalized with 2 (two) additional pound on the weight of kart and driver (i.e., junior $320 + 2 = 322$)

22 FINISH

A) The signal indicating the end of the race shall be given on the Line as soon as the leading kart has covered the full race distance.

B) Should, for any reason the signal indicating the end of the race be given before the leading kart completes the scheduled number of laps, 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.

C) After having received the signal indicating the end of the race, all karts shall directly go to the Scales without stopping and without any help (except that of Marshals if necessary).

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

D) For a finish to be considered valid, a Driver must have crossed the Finish Line seated at the wheel of his kart.

23 SERVICING PARK

A) Only ONE driver per kart and ONE mechanic is allowed in "Servicing Parks" and only with proven passes. No karts / persons are allowed to enter "Servicing Park" with any liquids. (Except water in clear transparent plastic bottles, for drinking purposes.)

24 FINAL CLASSIFICATIONS

A) The following final classifications shall be drawn up: classification of drivers in the Pre final and classification of drivers in the Final.

25 INSTRUCTIONS AND COMMUNICATIONS TO ENTRANTS

A) All classifications and results of non-qualifying timed practice, Qualifying Practice, the Last Chance Race, the Consolation Final, the Pre Final and the Final, as well as any decisions of the officials of the Event will be posted on the official Results board.

26 INCIDENTS

A) An «Incident» means a fact or a series of facts involving one or several Drivers (or any Driver's action reported to the Stewards by the Race Director or noted by the Stewards and reported to the Race Director for inquiry), who:

- provoked the stopping of a race
- violated these Sporting Regulations;
- had jumped the start;
- have not respected flag signaling;
- have caused one or several karts to take a false start;
- have caused a collision;
- have forced another Driver out of the track;
- have illegally prevented a legitimate passing maneuver by a Driver;
- have illegally impeded another Driver during a passing maneuver.

(a) It will be the responsibility of the Stewards to decide, further to a report or a request of the Race Director, if one or several Driver(s) is/are involved in an Incident he/they must not leave the circuit without the Stewards' agreement.

(b) If a Driver is involved in a collision or an Incident and if he was informed of this by the Stewards within thirty minutes after the end of the race, he must not leave the circuit without their agreement.

B) Penalties for incidents are determined by the gravity of the incident and the effects on the fairness of competition and the orderly conduct of the event. Only the Chief Steward can over rule a decision made by the Officials. The power to reinstate a suspended or revoked driver's privilege rests solely with the Chief Steward and will be based on the severity of the rules infraction and/or the seriousness of the act or omission. Although there can be confusion between the following descriptions of driving and personal conduct at the event, the definitions below are a guideline for driver conduct as well as participant conduct (for any person attending the event).

Careless: Departing from the standard of a reasonably prudent, competent driver and/or reasonable personal conduct *Penalty #1 through #11

Reckless: Performing an act or omission which creates an obvious and serious risk to others with out due consideration of the consequences.

*Penalty #2 through #14

Dangerous: Performing an act or omission that creates an obvious and serious risk to others and with deliberate disregard of the consequences *Penalty #13 through #14

The Penalties that follow apply to driver conduct as well as personal conduct for any person attending the event.

1. Verbal Warning
 2. Loss of practice or practice time
 3. Docked one position
 4. Docked three positions
 5. Docked all positions gained - plus one
 6. Docked all positions gained plus three
 7. Moved to the rear of the field
 8. Docked one lap
 9. Disqualified from Qualifying, Heat, Pre-final, or Final + no points that qualifying session, Heat or Pre-final, Final
 10. Disqualified for Day + No Points for the Day
 11. Disqualified from Event + No points for that event. Must leave Premises*
 12. Suspension for One Race + No points for that Event. Must leave the premises*
 13. Suspension for One or More Races + No points for that event. Must leave Premises*
 14. Suspension for present season or Next season. Must leave the premises*
- *Must leave the premises may be option of the Chief Steward and/or the Clerk of the course.

27 PROTESTS AND APPEALS

- The right to protest lies only with the competitor or his parent/guardian. The protest must be presented on the official Formula Kart Racing Protest Form, which is located at the scales. Protest must be presented to the Chief Scrutineer or to his deputy within 30 minutes after the posting of the results of the session. Protest will be accompanied by the fee of **\$100** U.S. -
Protests and appeals will be reviewed by the Chief Steward. Fee to be returned if protest is upheld.

28 FINES

- A fine may be inflicted on any Driver, assistant, or Organizer who does not respect the direction of the officials of the Event. A fine may be inflicted by the Chief Steward.
- All fines must be paid to Formula Kart Productions, Inc before the next official phase of the event, or the competitor will not be allowed to continue.

29 PODIUM CEREMONY

The Drivers classified 3rd, 2nd and 1st in the Final shall climb on the podium one after the other. The first 3 competitors must wear their overalls zipped up at prize giving ceremonies. If caps are supplied by the organizer they must be worn by the drivers during the podium ceremony.

30 ADVERTISING ON KARTS, OVERALLS AND HELMETS

Competitors who do not display the graphics requirements listed in the Supplemental Regulations will be subject to penalty, including exclusion from the event and loss of points or awards.

31 SAFETY EQUIPMENT

Helmets, gloves, rib protectors, boots, race suits must all be approved under the CIK/FIA rules 2008, Technical Regulations, Art.3

32 FIRE EXTINGUISHER

Competitors are required to have a fully serviceable, minimum 10 pound, ABC fire extinguisher in their pit at all times. Failure to have this item could result in exclusion from the event.

33 VIDEO AND PHOTOGRAPHY

By entering participant areas at any Formula Kart Productions event, all participants agree that Formula Kart Productions, Inc and its sponsors may use official Formula Kart Productions photographs or video featuring Formula Kart Productions participants for advertising, publicity and public relations purposes without restriction.