



# **MECO MOTORSPORTS FMSCI NATIONAL ROTAX **MAX** KARTING CHAMPIONSHIP 2017**

## **SUPPLEMENTARY REGULATIONS**



1. **Organiser** : MECO Motorsports Pvt Ltd, Chennai
2. **Name of Event** : MECO Motorsports FMSCI National Rotax **Max** Karting Championship 2017
3. **Type of Event** : Mass Start Circuit Races for Karts
4. **Track** : See Additional Sporting Regulations
5. **Status** : **National Championship**
6. **Permit Numbers** : **188/2017 (Micro Max), 189/2017 (Junior Max) & 190/2017 (Senior Max)**
7. **Jurisdiction** : Held under the Meco Motorsports FMSCI National Rotax Karting Championship **Supplementary** & Technical Regulations, the International sporting code, The FMSCI Sporting code, The International Karting regulations of the CIK/FIA **and** any Additional Sporting Regulations issued by the Organiser with the approval of FMSCI / Stewards

This Championship is restricted to Rotax engines and is run under the following specific regulations:

- (a) Rotax MAX Championship Technical Regulation 2017 Edition 2017 11 22 issued by BRP- Powertrain GmbH
- (b) Rotax MAX Championship Technical Regulation 2017 Appendix for 125 Micro MAX Edition 2017 11 22 issued by BRP-Powertrain GmbH.
- (c) Rotax Max Championship Technical and Sporting Regulations 2017

The Sporting and Technical Regulations are available for download from [www.mecomotorsports.co.in](http://www.mecomotorsports.co.in) or upon request from MECO Motorsports. Team Managers and drivers are reminded to read and understand the Regulations. Ignorance of the regulations is no excuse.

**ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN.**

**8. Dates & Venue:**

Round	Dates	Course
MNRMC Rd 1	16-18 June	Chicane Circuit, Hyderabad
MNRMC Rd 2	<b>14-16</b> July	Chicane Circuit, Hyderabad
MNRMC Rd 3	<b>25-27</b> August	Kari Motor Speedway, Coimbatore
MNRMC Rd 4	<b>22-24</b> September	MECO Kartopia, Bangalore
MNRMC Rd 5	13- 15 October	MECO Kartopia, Bangalore

**9. Officials of the Meeting:** **In separate sheet**

**Program of the Meeting :**

**In separate sheet**

**10. Race Organising Committee:**

The Race Director shall have authority over the Clerk of the Course in the Following areas:-

- a) Controlling the Free Practice Session, Qualifying Session and Races, adherence to the timetable and, if deemed necessary, any requests made to the Stewards to modify the timetable in accordance with the provisions of the FIA International Sporting Code and these Regulations.
- b) Stopping a kart in accordance with the provisions of the FIA International Sporting Code and these Regulations.
- c) Stopping a Practice Session or Time Trials or suspending a Race in accordance with these Regulations, if deemed necessary for safety reasons and the restart procedure after a suspension.
- d) The Starting procedure.

The Race Director will be in contact with the Clerk of the Course and the Chairman of the Stewards at all times when karts are permitted to run on the circuit.

**11. Entries:**

**i. Opening and Closing Dates**

- i. All entries open 21 days before each round and close 5 days before the event.
- ii. Basic Entry Fee per driver per Round – INR 7500/- Inclusive of Service. Late entries, if accepted, will be double the entry fee.

**ii. Conditions for acceptance or refusal of Entries:**

- a. Competitors who change classes once they have put in an entry for the Championship cannot accumulate points from the previous class. Points scored in one class cannot be transferred to another class.
- b. All entries received will be considered by the Organiser having regard to the suitability of the kart and driver. The Organiser may refuse to accept an entry without assigning a reason and their decision is final in such respect. Where an entry is not accepted by the Organiser, the entry fee will be refunded in full.
- c. A competitor may enter any per class of classes in either Championship but the basic entry fee of INR 10000/- must be paid. It is the responsibility of the competitor to ensure that he /she has sufficient time between races to switch karts or components to comply with a particular class. No time allowance will be given to anyone.
- d. **It is a condition of entry that one set of MOJO slick tyres be purchased for every Rotax class entered (unless specified otherwise)**

**Payment for these tyres must be made together with the entry fees and a voucher will be given for collection of the tyres at Parc Ferme. The tyres will be marked with the competition number by officials of the MMS on delivery and must be surrendered and used for the competition. No other tyres, even of the same make will be permitted to be used for that event.**

- e. It is the Entrant's responsibility to ensure that every person concerned by his/her entry observes all the provision of the National Competition Regulations of FMSCI, the Technical

Regulations and Sporting Regulations of Rotax. If an Entrant is unable to be present in person at the event, he must nominate his representative in writing. The person having charge of an entered kart during any part of an event is responsible jointly and severally with the Entrant for ensuring that the provisions are observed.

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

**An Entrant can be either the driver himself or a Team. In the case of a Team, a Team Entrant license for 2017 must be produced at the time of registration. Failure to produce a valid Team Licence will render the entry be classified under the driver's name.**

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

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

iii. Competition Licence

- All drivers must be in possession of a valid **National or International Karting Licence issued by the ASN for the year.**
- Overseas competitors must be in possession of a valid Karting Licence issued by their ASN for the year together with a release letter or the entry form endorsed by the ASN.

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

- **Address of Entries**

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

To,  
The Secretary fo the Meet  
M/s. MECO Motorsports Pvt Ltd  
14/8, 2<sup>nd</sup> Floor, Muktha Garden  
Spur Tank Road,  
Chetpet, Chennai - 600031  
Ph: +9144 28364115  
Fax: +9144 28364116

**12. Insurance:** All Drivers will only be covered for Public Liability risks only by insurance arranged by the Organiser.

**13. CODE OF CONDUCT FOR DRIVERS**

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

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

**As all rounds are being run in India, all competitors holding FMSCI competition licenses will automatically be awarded points towards the MNRMC and to represent India at the Rotax Max Grand Finals in the Micro, Junior and Senior categories every year.**

**Note: GF Seat for Micro Max will be awarded based on RMCGF Age Regulations.**

**I. Rotax Max Championship 2017**

All rounds will count as rounds of the Mecosports FMSCI National Rotax **Max** Karting Championship 2017 round for the following classes:

- a) Rotax Micro Max National Karting Champion 2017
- b) Rotax Junior Max National Karting Champion 2017
- c) Rotax Senior Max National Karting Champion 2017

The classifications of the Championship will be established by the addition of the results of all the rounds obtained in the Championship by the drivers concerned.

The winner shall be the Driver who scores the most number of points in each category.

- a. The Overall winner of each category in each round of the Championship will be determined from the official classifications of the Final race of the day.
- b. Points will be awarded in each round of the Championship to the highest placed first Driver in each category, in accordance with the Championship Technical Regulations 2017 and the Rotax Mojo Max Championship Sporting Regulations 2017.

<b>Pre-Final</b>	Points 34, 33, 32, 31, 30..... to last placed finisher
<b>Final</b>	Points 55, 52, 50, 49, 48, 47..... to last placed finisher
<b>Non-finisher at the Pre-Final and Final</b>	Minus 5 points off last placed finisher either the Pre Finals or Finals.
<b>Definition of non-finisher</b>	A non finisher is a participant that was physically part of the starting grid at the start of the warm up lap, even if the participant could not reach the green flag, or green lights, due to a mechanical failure
<b>Definition of DQ for Points scoring</b>	In the event of any technical infringement reported by the scrutineer points scored will be "0" Points in either the Pre Finals or Finals. Note: For Heats refer Art No. 24

- c. Points achieved at the Pre-Final and Final of a race event count towards the overall score.

**The promoters reserve the rights to alter the technical regulations at short notice to ensure safety of drivers, fairness of competition, economy and the wishes of competitors. Reference ROTAX MAX Championship Technical Regulations 2017.**

- II. At the end of the Championship the first winners of the Junior & Senior category will be selected to attend the Rotax Max Grand Finals. They shall be obligated and subjected to rules and conditions issued by the Rotax Distributor of their home country at the Grand Finals whether written or verbal. Anyone found having breach the rules or conditions will NOT be allowed to start or join the race. Drivers are obligated to wear the Team clothing issued to them with all sponsors emblems (if any). The Rotax Distributor of the driver's country will act as the Entrant for all the selected drivers attending the Grand Finals and therefore has the jurisdiction to take action against any driver found to have misbehaved or has brought disrepute to the country.

Attendance at the Drivers' Parade in the Grand Finals **IS COMPULSORY**. All drivers must attend the Parade even though they are out of the race. No excuses will be accepted. Penalty for missing the Drivers' Parade will be (1) blacklisted for future participation (2) informed to the ASN concerned for further action.

14. **PRIZES:** At the end of the 5 rounds Championship, the driver with the highest points will be declared the National Champion of the Rotax Max Championship 2017 and the awards are as follows –

Rotax Micromax	1 <sup>st</sup> to 3 <sup>rd</sup>	-	Champion Trophy
Rotax Max Junior	1 <sup>st</sup> to 3 <sup>rd</sup>	-	Champion Trophy
Rotax Max Senior	1 <sup>st</sup> to 3 <sup>rd</sup>	-	Champion Trophy

14.1 **Additional Trophies will be awarded**

1. MECO Rotax Indian Class 1 <sup>st</sup> Place	-	Trophy
2. Winning Team Champion for Each Class	-	Trophy
3. Maximum Number of Pole Position	-	Trophy
4. Maximum Number of Wins	-	Trophy
5. Best New Comer	-	Trophy
6. Best Driver of the Year	-	Trophy
7. Akbar Ebrahim Most Improved Karter of the Year	-	Trophy

14.2 **Special Awards:**

- First winner of the Micro / Junior & Senior category will be awarded a sponsorship of INR 50000/- for those who are participating in the World Finals 2017.

14.3 **Awards for Each Round :**

Awards for each category winners of each round of the championship are as follows-

1 <sup>st</sup>	-	Trophy + Cash Prize + Tuner Trophy
2 <sup>nd</sup>	-	Trophy + Cash Prize
3 <sup>rd</sup>	-	Trophy + Cash Prize
1 <sup>st</sup>	-	Trophy for Best New Comer

**\* Only one winner will be awarded if entry is less than 8 drivers per class.**

15. **Drivers' Briefing:**

All Drivers and Entrants must be present for Drivers' Briefing. Any driver who is not present at the Driver's Briefing will not be allowed to compete. Drivers / Entrants will be informed of the place for Drivers Briefing during Signing-in. Children under the age of 18 must be accompanied by their parent(s) or legal guardian.

16. **Classification of Karts & Engines:**

**Engine**

The only engines permitted in this competition are the **Rotax FR125 MAX, FR 125 Junior MAX, Rotax Micro Max.**

- i) This engine is a single cylinder, liquid cooled, reed valve two stroke. All engines must be sealed between cylinder, crankcases, cylinder head and reed valve block with an official Rotax seal to prevent modification.

All engines are issued with an official identity card. It is the competitor's responsibility to ensure that the numbers inscribed on the engine and seal must correspond with those on the identity card at all times. Only authorised dealers will be issued with seals for use during maintenance of the engines. The identity card

must be filled in and signed by the authorised distributor. The engine must be presented at scrutineering with the official class seal intact and the identity card lodged with the scrutineers. The card must be collected by the competitor at the end of the race meeting. Should a seal become damaged, loose or lost during racing it must be reported to the scrutineers before leaving Parc Ferme. The scrutineer may at his discretion re-seal the engine. The new seal number must be entered in the engine's identity card and signed by the scrutineer.

- ii) The engine and its ancillaries may not be modified in any way and must conform to the official Technical Specifications. The engine must be raced in standard form as manufactured by Rotax. Filing, grinding, polishing, surface treating, machining or lightening of any component is expressly forbidden. The addition of material to any component is not allowed. All parts used in or on the engine must be of original manufacture or source except where expressly allowed. The engine is to be used with airbox, carburettor, fuel pump, radiator, wiring loom, ignition system and exhaust system as supplied by the manufacturer. The radiator must be fitted to the right hand side of the engine using standard hoses and connections supplied by Rotax. Customising the cylinder head by painting is permitted.

**ANYTHING WHICH IS NOT STATED TO BE ALLOWED IS FORBIDDEN.**

iii) **Eligible engines allowed to be used in the classes are:**

- a) Full EVO Max engines as standard
- b) Non-EVO Max engines 2014 and below
- c) Non-EVO Max engines but with COMPLETE EVO upgrades kit.

For Micro Max class ONLY FULL EVO Max engines and Non-EVO Max engines with complete EVO upgrade kits are allowed.

*All cylinders with numeral marks (0 to 9) will no longer be allowed to be used. Only cylinders with alphabets will be permitted subject to the below Cylinder control regulations.*

**iv) MICRO MAX AND JUNIOR MAX CYLINDER CONTROL :**

- *All Micro Max and Junior Max Cylinders will be of the 2017 make and can only be supplied by the Indian Rotax Distributor as a controlled cylinder.*
- *Use of any other Cylinder is not permitted.*
- *Use of a similar Cylinder but not purchased from the Distributor and not sealed by the Distributor is also not permitted.*
- *All Engines will be checked and sealed along with the Cylinder supplied by the Indian Rotax Distributor.*
- *Each driver can register a maximum of 2 engines for checking and sealing.*
- *There will be a trade in campaign up to 31<sup>st</sup> March 2017 for the Micro Max and Junior Max Cylinders.*
- *All participants can trade in their old cylinders and purchase the new controlled cylinder and get the same assembled in front of the appointed scrutineer who will check the engine and then put the Rotax seal on the engine.*
- *The seal cannot be broken in between the events and can be broken only in the presence of the appointed scrutineer at the event or in the presence of the authorized personal of the Indian Rotax Distributor who will then check the engine after the rebuild in his presence and then re-seal the engine again.*
- *If any engine is presented to the scrutineer with a broken seal, the participant will then have to buy a new cylinder again from the Indian Rotax Distributor and assemble the same in front of the scrutineer who will inspect the engine and re-seal the engine.*
- *The casting code for the new Micro Max and Junior Max Cylinder is 223994 and the Part No is 223991.*



v) **SENIOR MAX CYLINDER :**

\* The Casting Code Nos for the Senior Max Cylinder is 223993 and the Part Nos is

\* All other points regarding the Senior Cylinder are covered in the Technical Regulations.

vi) **In all matters concerning the technical eligibility of the engine, the reference document shall be:**

a) Rotax MAX Challenge Technical Regulation 2017 Edition 2016 11 22

b) Rotax MAX Challenge Technical Regulation 2017 Appendix for 125 Micro MAX Edition 2016 11 22

Issued by:  
BRP-Powertrains GmbH & Co KG, A-4623  
GUNSKIRCHEN,  
Welser Strasse 32, AUSTRIA

c) Any technical bulletins that may be issued by BRP-Powertrain relating to the above engines.

d) Any technical bulletins that may be issued by the Organizers relating to the above engines.

**All drivers must surrender their engine card and personal ID at registration. Engines without an engine card and appropriate seal will not be permitted to be used. There will be no engine sealing at Scrutineering unless the seal is broken by the Chief Scrutineer and resealed.**

**16.1 Rotax Max – Senior**

a. **Chassis:** Chassis must be CIK homologated or sanctioned by the authorised Rotax Distributor. Maximum diameter of chassis tubing 32 mm, round tubing only. Rear axle maximum diameter: 50mm. Only 1 chassis allowed per driver.

b. **Engine:** The only engine permitted in this class is the **Rotax FR125 MAX**

c. **Brakes:** Hydraulic disc brakes operating on rear wheels only.

d. **Tyres:** **MOJO** Slick tyres Type D2 & **MOJO** Wet tyres

• All tyres must be fitted in the direction indicated on the tyre. Penalty for flouting this rule will be **exclusion disqualification** from the results of that particular race.

• Strictly no modifications or tyre treatment allowed

e.

**eight:** Minimum weight of the kart and driver for the **Senior Max class** shall be **165kg**.

f. **Age Limit:** Senior Max class drivers must have his/her 15<sup>th</sup> birthday during 2017.

g. **Number Plates:** Yellow plates with black numbers starting from 51 and above.

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**16.2 Rotax Max - Junior**

a. **Chassis:** As per description for Rotax Max – Senior

b. **Engine:** The only engine permitted in this class is the **Rotax FR125 Junior Max** . The Junior

Max adheres to the Senior Rotax FR125 Max fiche plus extensions for the Junior including the cylinder and carburettor differences. The cylinder is to be of **Non-Power Valve type**.

All other descriptions as per the Rotax Max – Senior

- c. Brakes: Hydraulic disc brakes operating on rear wheels only.
- d. Tyres : As per descriptions for Rotax Max – Senior
- e. Weight: Minimum of 145 kg including driver at all times.
- f. Age Limit: **Driver must have his/her 13<sup>th</sup> birthday during 2017**. He/she must have his/her 17<sup>th</sup> birthday after **31.12.2017**.
- g. Number Plates: Yellow plates with black numbers starting from 26 to 50

### 16.3 Rotax Micromax

- a. Chassis: Shall conform to the C.I.K. Technical Regulations except where stated below: The following are banned: Parts made from Kevlar, carbon fibre (other than seats), and titanium.
  - i) Wheelbase: Maximum 1010mm
  - ii) Transmission: Drive must be direct by means of a single length of chain from the clutch sprocket to the rear axle sprocket. All methods of chain oiling or greasing while the kart is in motion are forbidden. A chain guard is compulsory and must cover the top of the engine sprocket, the chain and the axle sprocket up to the centre line of the rear axle. There must be sufficient side protection to prevent a finger from being caught between the chain and the engine sprocket.
  - iii) Rear Axle: Solid or hollow, magnetic and parallel with a maximum diameter of 30 mm.
- b. Engine: The only engine permitted in this class is the **Rotax FR125 EVO Micromax engine or Non-EVO Max engine with complete EVO upgrade kit**.
- c. Brakes: Mechanical or hydraulic operation on the rear wheels only using a single disc. The brake linkage must be duplicated
- d. Wheels & Tyres: **MOJO** Slick tyres Type D1 & **MOJO** Wet tyres Type W3  
  
Tyres must be bought from the Organisers and will be marked to identify the source. No other tyres from other sources will be accepted.
- e. Weight: Minimum 108 kg. including the driver
- f. Age Limit: **Driver must have his/her 8<sup>th</sup> birthday during 2017**. He/she must have his/her 13<sup>th</sup> birthday after **31.4.2017**.
- g. Number Plates: Yellow plates with black numbers starting from 1 to 25.

17. **Telemetry**: The use of all systems of telemetry is permitted.

18. **Race Numbers**: Number plates shall be of plastic and rounded corners with 22cm sides Numbers shall be at least 15cm. high and 2cm. wide. The number plates must be fitted to the front and rear and Must carry **NO** advertising except that assigned by the Organiser. A 10 mm black line must rim number plates that are part of the bodywork.

19. **Prize Giving:** The Prize Giving ceremony will be held after the end of the final race of each round. All competitors must collect their prizes in person and wearing racing overalls.

20. **Fuel:** The Organiser will supply all the participants controlled fuel/oil mix for each event.

21. **Scrutineering:**

All karts shall conform to the C.I.K. Technical Regulations/ Organizers Regulations. Engines shall conform with the Rotax Mojo Max Challenge Technical Regulations 2017 and the Rotax Mojo Max Challenge Sporting Regulations 2017.

The eligibility of all karts taking part in the competition will be checked by the duly appointed Scrutineers who shall not be required to give any reason for a decision they may take, but may at their absolute discretion require a driver to comply with their request. Drivers electing not to do so will be **excluded disqualified** from the competition

21.1 Drivers must present themselves and their kart, together with scrutineering card, protective clothing, equipment and tyres for scrutineering at the scheduled time.

- All karts after completing the Official timed practice, Heats, Pre-final and Final will proceed to the weighing area for scrutineering and weighing. **No crew will be allowed to enter the weighing area and assist the driver. Anyone caught assisting or handing items to the drivers will result in the **exclusion disqualification** of the driver concerned.**
- No solid, liquid or gaseous matter or substance is permitted to be added or given to a kart or driver from the time of the dropping of the chequered flag and the weighing of the kart and driver.
- No kart or driver is permitted to leave the weighing area without the authorisation of the Chief Scrutineer.
- Only after completion of the weighing will the service crew be allowed to take away the kart.

21.2 If the engine seal is broken or lost during a race, the Scrutineers are to be immediately notified and fresh seals applied. Any seal that is broken or missing before Practice, Time Trials or a Race will entail immediate **exclusion disqualification** from the meeting. No equipment may be exchanged between competitors and offenders will be **excluded disqualified** from the meeting.

21.3 Protective clothing must be CIK or FMSCI approved and must be produced at the time of scrutineering.

Note: Only the following minimum helmet standards are acceptable:

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

21.4 **Competitors will be allowed to scrutineer a maximum of 2 engines and 1 chassis, 1 set slicks and 2 sets wet tyres**

- a) Only 4 slicks and 8 wet tyres are permitted to be used throughout the whole meeting. The driver must submit all sets of tyres during Scrutineering and these tyres can be used throughout the competition. All tyres must be inspected and marked by the Scrutineers before use.
- b) Only 2 engines are allowed to be used throughout the whole meeting. Both engines must be scrutineered and recorded in the Scrutineering sheet. From the start of scrutineering to the end of racing on Sunday no engine seals may be replaced and/or broken throughout the race weekend. This include engines which has seized and /or other defects. All engines registered on the scrutineering card, regardless whether or not the engine is defective **MUST HAVE** intact seals.

- c) Changing of chassis, engine and engine/chassis unit is forbidden between the start and finish of any race. Any karts involved in an accident at any time must be presented to the Scrutineers for rescrutineering before returning to the circuit. The Scrutineers reserve the right to impound any kart for rescrutineering after a race to verify compliance with the regulations

Drivers are allowed only 1 chassis. However if damage occurs to the chassis which has been scrutineered for the meeting, if in the opinion of the Rotax Technical Director it is not practical to repair, and with the approval of the Stewards, one alternative chassis may be scrutineered, in order to continue the meeting.

**21.5** Please note that CIK Technical Regulation 2.5.3 – “Rear wheel protection” will be implemented in its entirety. Please read it carefully.

***“...The rear protection must be made of hollow plastic moulded in one piece and must not present any danger as regards safety. Furthermore, the structure must be moulded plastic without foam filling, and the wall thickness must be constant in order to provide uniform strength...”***

**21.6** Race officials reserve the right to conduct random checks on all engines, chassis, tyres, helmets and any other items deemed necessary at any time during the course of the meeting. The Scrutineers with the approval of the Stewards have the right to impound carburettor, exhaust, electronic ignition and petrol at their discretion. Should this be the case the parts impounded will be replaced with new original manufactured parts at the expense of the Entrant / Driver at Rotax Official price list.

## 22. Weighing:

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

- Only Scrutineers and Officials are permitted in the weighing area. No mechanics are permitted anywhere near their karts until after weighing.
- No solid, liquid or gaseous matter or substance is permitted to be added or given to a kart or driver from the time of the dropping of the chequered flag and the weighing of the kart and driver.
- No kart or driver is permitted to leave the weighing area without the authorisation of the Chief Scrutineer.
- Any infringement of these provisions relating to the weighing procedures may entail the **exclusion disqualification** of the driver and kart concerned.
- **It is authorised to adjust the mass of the kart with one or several ballast weights subject to their being solid blocks, fixed to the chassis or to the seat by two bolts for each weight with a minimum diameter of 6 mm.**

## 23. Grid Position

Grid positions for the first heat in each class will be by Timed Practice. All karts in a class will be allowed out together for a 10minute Timed Practice, during which time every lap will be timed. The fastest lap time for the kart during the session will determine the grid position. Grid position

in the subsequent Heats will be by the finishing position in the previous Heat. The grid position for the Pre-Final in each class will be determined from the total points scored in the heats with the lowest points scorer in grid number one. The starting order shall be 2-2-2. The grid position for the Final shall be based on the finishing position in the Pre-Final.

## 24. Race Procedure, Point Scoring & Determination of Winners

### Race Procedure for each class:

- Will consist of non-qualifying practice, timed trials, heats (to qualify for pre-final and final, if necessary), pre-final and final.

### Qualifying Heats to qualify for pre-finals:

- a. Two heats with a minimum distance of 10 km or 15 minutes duration for each heat.
  - b. For the Qualifying Heats, points will be awarded as follows: 0 points to the 1st, 2 points to the 2nd, 3 points to the 3rd and so on according to an increasing progression of one point per place.
  - c. If a Driver does not take the start in a Qualifying Heat, he will receive a number of points equal to the number of participants in that heat plus 1.
  - d. If a Driver has been black-flagged or **excluded disqualified** he will receive a number of points equal to the number of participants in that heat plus 2.
- Any Driver who has not covered all the laps scheduled, even if he has not finished the Qualifying Heat, will be classified according to the number of laps he has actually completed

**Pre-Final:** Minimum distance of 15km or 15 minutes duration.

**Final:** Minimum distance of 20km or 20 minutes duration.

## 25. Start Procedure

- 25.1 The start will be of the «Rolling» type. The regulations for "Rolling start for karts with clutches and without gearbox" of the CIK-FIA general regulations apply. The grid being constituted of two lines of karts.
- 25.2 Upon arrival at the starting grid, the driver will be positioned by the grid marshals. The Parc Ferme exit to the track will be closed to all drivers 5 minutes before the start of the race. Any driver still remaining at the Parc Ferme area will then only be allowed to join at the **back of the Grid** during the Warm-Up lap.
- 25.3 The approach to the Warm Up lap would be announced by signal boards showing 3, 1 minute and 30 seconds before the start.
- (i) **3 MINUTE** - Everyone to vacate the Grid area except drivers, officials and 1 team member.
  - (ii) **1 MINUTE** - Everyone except competitors must vacate the Grid area.
  - (iii) **30 SECONDS** - All drivers to start their engines and remain in their original Grid positions.
- 25.4 When the 30 seconds are up, a **Green** flag shall be waved by the Starter signaling the start of the Warm Up lap. The Red signal lights will be turned on. Drivers are to complete one Warm Up lap followed immediately by a Formation lap (i.e. total of TWO laps). In

both laps, Drivers must **remain in their starting grid order** with the competitor starting from **Pole** position playing the role as leader of the formation in both laps. It is the responsibility of each driver to retain his grid position. If after two laps, the lead karts are still continuing at an excessive speed, the Starter will show a “Slow Down” board and if after one lap the speeding persist, the formation may be stopped at the start line with the False Start flag and the two lead karts relegated to the back of the grid. In the case of the Pre-Final and the Final, the race will be started but the offenders will be penalised 10 seconds.

- 25.5 Any competitor who is not able to start the Warm Up lap must raise his arm. After all the other karts have left the grid, his mechanic will be allowed to make an attempt to start the engine. If it can be started **before** the completion of the Warm Up lap, the driver may re-join in the Warm Up lap at the original position of the formation. If the kart cannot be started, then it must be removed from the track to the pits. If following this the kart is started, it may join the race from the back of the grid after the race has been started.
- 25.6 Should a driver stop for any reason during the Warm Up or Formation lap, he may not attempt to re-start until he has been passed by the entire field. He may then re-join at the back of the Formation and must NOT try to regain his Grid position. If the kart cannot be started, then it must be removed from the track to a place of safety. Similarly, should a driver without stopping fall behind the entire field he must remain at the rear for the Start and must NOT attempt to regain his position.
- 25.7 The start of the race will be given by the GREEN Flag by COC at the Start Finish line. If the formation is not to the satisfaction of the Starter he may Show the Yellow Flag indicating that the formation is to continue on one more lap and the start will now be the Green Flag.
- 25.8 In the case of rain, the Clerk of the Course may declare a WET RACE. The choice of tyres will be left to the drivers. However the Clerk of the Course reserves the right to use the black flag if he deems that a driver's kart is fitted with the wrong set of tyres and that the driver is too slow or a danger to other drivers (CIK General Prescriptions Art.2.14)
- 25.9 **Jump Start: Refer Under Penalty Art No: 36**
26. **Finish:** The Chequered Flag will be dropped as the winner crosses the Finish Line and will be held stationery until the last driver completes the lap he is on. To be classified as a Finisher, a kart must cross the Finish Line under its own power with the driver seated in the normal driving position, not more than one minute after the fall of the Chequered Flag, and must have covered not less than half the race distance.

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

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

An Official of the meet may assist a driver to move a stalled kart out of a dangerous position but will not assist to restart. Drivers receiving assistance from

any Pit Crew on the circuit during the race will be disqualified from that race and will incur a maximum point penalty.

**28. Crew Conduct:** The onus of responsibility for the conduct of crew will at all times be on the Entrant. Any misbehaviour on the part of the crew will not be tolerated and the driver will be liable to **exclusion disqualification** from the event for any breach of these regulations or refusal to obey instructions from officials of the meet. No crew are permitted on the circuit at any time without the express permission of the Clerk of the Course. Once the rolling lap has commenced, all crew must return to the Pits or Paddock. Smoking in the Pits is forbidden. The penalty for such an offence is **exclusion disqualification** of the driver. The Organiser reserves the right to refuse entry for any member of a Pit Crew into the circuit, Pits and Paddock and all areas under its jurisdiction without assigning a reason. Failure to comply with such a request will render the driver liable to **exclusion disqualification** from the event.

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

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

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

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

**NOTE:**

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

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

**31. Protests:**

Any protest must be made in accordance with the NCR 191-193 and shall be addressed to the Clerk of the Course for immediate transmission to the Stewards.

Protest Fee	INR 18000/-
Protest Against Eligibility	Rs 12000 plus Rs 18000 deposit for dismantling
Appeal Fee	Appeal fee as set by FMSCI is Rs 96000 with Rs.48,000 to be paid with intention to appeal and balance Rs 48,000 alongwith grounds of appeal within 96 hours.

**All fees shall be in cash (INR)**

**32. Posting of Results**

Results of each race will be announced over the public address system as soon as possible after such race and at the same time will be posted publicly at the Race Control and Paddock. Results will be considered official half an hour after posting provided there are no protests.


**33. Postponement**

At the discretion of the Organiser, the meeting or part may be postponed or cancelled. In the event of complete cancellation or postponement of more than 48 hours, entrants will have no right to claim against the Organiser for loss or expenses incurred.


**34. Advertising**

Advertising is permitted on karts and driver’s apparel including helmets and overalls, provided that the placing of such advertisements in no way obscures or affects the legibility of competition numbers. The Organiser reserves the right to remove or obliterate any advertisement that they consider in bad taste or conflicts with any of the race sponsors. **The Organiser will indicate the positioning of sponsors decals and these decals shall not be placed anywhere else.** If this space is not made available, the Organiser reserves the right to remove or obliterate any existing decals in order to attach the decals of the meet sponsors.

**35. Flag Signals**

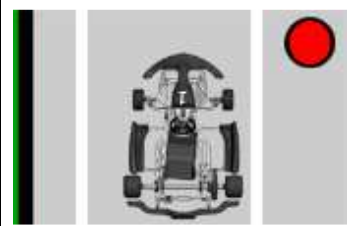
Flag	Meaning
	Start of race or practice / All clear



	Stationary - you are being closely followed Waved - a driver wishes to overtake, let him pass
	Danger, slow down, it is forbidden to overtake If waved – extreme danger, be prepared to stop
	Stop for a technical defect. The driver may continue after repairs. Driver must immediately go into the Repair Area when the flag is shown. Black flag with number will be shown for failure to respond.
	Slow moving vehicle on the track
	All drivers will immediately stop racing and continue towards the Start Line, being prepared to stop at any point as requested by an Official.
	Track surface slippery (Deterioration of adhesion like - oil, water)
	Last warning before <b>exclusion disqualification</b> following unsporting behavior
	Driver to immediately go to Pits and report to the Clerk of the Course, who may or may not permit him to rejoin the race.
	End of race or practice session.

### 36. PENALTY CATALOGUE

The following penalty catalogue is only a recommendation.

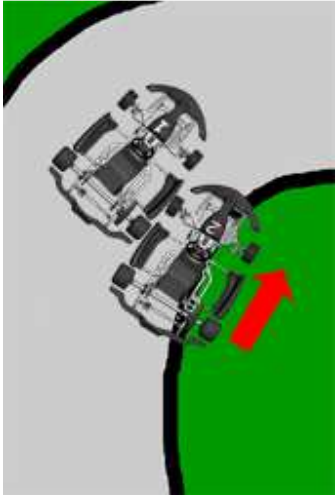
<p><b>FALSE START</b> (Type A) means Kart 2 leaves the marked corridor during launch phase with at least two tyres before the start has been released. Leaving = the tyres are completely on or outside the corridor line.</p>		General:
		A: 3 seconds B: 10 seconds


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

<p><b>JUMP-START</b> means that Kart 2 accelerates during launch phase leaving Kart 1 behind before start has been released. It is irrelevant if the start will be repeated afterwards.</p>		General:
		10 seconds
		Without advantage:
		Not relevant
		With advantage:
		Not relevant

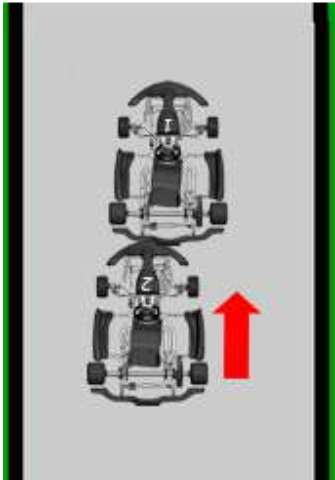
<p><b>CUT-IN</b> means that Kart 1 constricts the driveable section towards the curve centre forcing Kart 2 to leave the driveable section either partial or completely for passing the curve. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 has to be at least 1/3</p>		General:
		Not relevant
		Without advantage:

<p>(front tyres next to rear tyres) next to Kart 1.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> <li>- Kart 2 suffers a position loss or drop-out.</li> <li>- Kart 2 suffers a damage leading in a position loss or drop-out within the same lap.</li> </ul>		10 seconds
		With advantage:
		10 positions

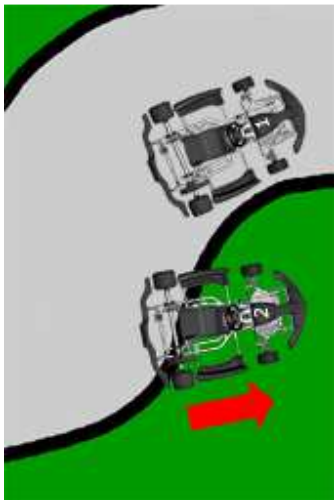
<p><b>EDGE-INTO</b> means that Kart 2 drives next to Kart 1 (e.g. in order to start an overtaking action) without possessing enough driveable section (including kerbs). It is irrelevant if Kart 2 is completely or partial next to Kart 1 or if Kart 2 is completely or partial off the track.</p> <p>An advantage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

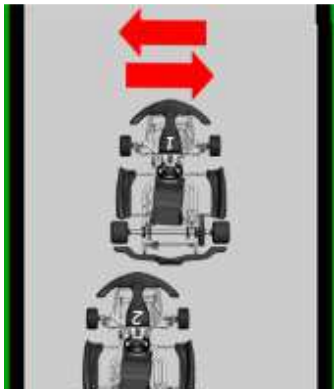
<p><b>PUSH-OUT</b> means if Kart 1 constricts the</p>		General:
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<p>driveable section towards the outside line forcing Kart 2 to leave the driveable section either partial or completely. It is irrelevant if the Karts have touched each other or not.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

<p><b>BUMP</b> means that the front of Kart 2 touches the rear of Kart 1. Neither the reason nor the intensity of the contact is relevant. Only the consequences of the impact are relevant to judge an advantage, not the impact itself.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> <li>- Kart 2 wins a position and the previous</li> </ul>		General:
		Not relevant
		Without advantage:
		Warning only
		With advantage:

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

<p><b>ZIG-ZAG</b> means that Kart 1 changes the driving line more than two times on a straight track section for more than a kart width. It is irrelevant how far Kart 1 is ahead of Kart 2 or if Kart 2 would have been able to overtake.</p> <p>An advantage is at hand, if (either/or):</p>		General:
		Not relevant
		Without advantage:
		Warning only

<p>- Kart 1 acts more than once a time this way within the same race.</p>		With advantage:
		10 positions

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

<p><b>FLAG DISREGARD</b> is at hand, if the driver does not carry out the flag instructions given by either the track personal or clerk of the course. It is irrelevant which flag is in</p>		General:
		exclusion disqualification

<p>question, why the flag has been disregarded or if the violation would have led to an advantage or not.</p> <p>Typical examples of a flag disregard are:</p> <ul style="list-style-type: none"> <li>- Overtaking under yellow flag.</li> <li>- Continuing the race after receipt of black/orange flag.</li> </ul> <p>etc.</p>		Without advantage:
		Not relevant
		With advantage:
		Not relevant

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

### 36.2 Penalties

The following penalties may be enforced automatically by the Clerk of the Course or the Race Director with the approval of the Stewards of the Meeting. However the Stewards of the Meeting may at their absolute discretion enhance the penalties.

S.No	Infringement	Penalty
	Illegal modifications, tampering of engine/chassis, failure to conform to the Technical Regulations	<del>exclusion</del> <b>disqualification</b>
	Any crew or team supporters coming onto the track during the event	<del>exclusion</del> <b>disqualification</b> + Fine
	Jump/False start	10 sec time penalty
	Failure to obey flag signals	10 sec time penalty or Top 3 fastest laps will be removed during Time Trial or Fine or <del>exclusion</del> <b>disqualification</b>

	Acting in an abusive or intimidating manner	<del>exclusion</del> disqualification + Fine
	Consumption of banned drugs and alcohol	<del>exclusion</del> disqualification + Fine & recommendation for suspension
	Drivers' Briefing – failure to attend	INR 3000 fine
	Causing a collision / Contact with another kart (If the incident was caused during a Time Trial/Qualifying/ Practice session)	Time Penalty or Fine or <del>exclusion</del> disqualification Cancellation of the three fastest times which the competitor achieved in the session concerned
	Not responding to the Black Flag and orange disc	<del>exclusion</del> disqualification
	Not responding to Black Flag	<del>exclusion</del> disqualification and referral to Stewards for further action

37. **Programme of the Meeting:**

Detailed programme of the meeting will be given out during registration.

**\*AFTER EACH TIME TRIAL, HEATS AND RACES, ALL COMPETITORS IN ALL CLASSES MUST SURRENDER THEIR TYRES TO SCRUTINEERS AT PARC FERME IF NOMINATED BY THE ORGANIZER.**

38. **Reservation of Rights**

The Organisers may at their discretion and with the consent of the Stewards of the Meeting

- Abandon, cancel or postpone the event due to unforeseen circumstances.
- Distribute the awards at their discretion if through unforeseen circumstances the competition is stopped before its scheduled completion.
- ~~Exclude~~ Disqualify or not permit to start any competitor who is found to have misbehaved or have cheated.
- Require the entrant to undertake any dismantling and to do this as and when directed, to make available any components or samples required and to bear any costs arising out of any eligibility checks.
- In the event of complete cancellation or postponement of more than 48 hours, the entry fees will be refunded and no further claims against the Organisers for loss or expenses incurred shall be entertained.
- To amalgamate classes should the minimum of 6 entries are not achieved.

**Dated: 30<sup>th</sup> December 2016**

**Place: Chennai**