

2025 KMT Karting Championship

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2025/2026 KMT Karting Championship Sporting and Technical Regulations

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FOREWORD

The 2025 KMT Karting Championship (“the Championship”) Permit is granted by the ASN (“KIAC”) to and held by Kuwait Motor Town (“KMT”). The Championship Events are organised, promoted, and administered by KMT. The Championship is organised pursuant to the General Regulations of KIAC (incorporating the provisions of the International Sporting Code of the FIA) (“the KIAC Regulations”), these Championship Regulations.

1. REGULATIONS

- The present Regulations come into force from the moment of their publication on the KMT website (www.kmt.kw) and replace all previous Sporting Regulations.
- In case of discrepancy between the present Regulations and the regulations set out in its appendices, the present Sporting Regulations shall prevail.

2. GENERAL UNDERTAKING AND CONDITIONS

- The organizer reserves the right to amend the Sporting & Technical Regulations with approval of KIAC before the closing date of the Event.
- The organizer reserves the right to postpone, abandon, change (e.g. the duration), replace or cancel the meeting or any part thereof before the Event is started. The organizer alone will, in such case, make the decision about the consequences for the KMT Karting Championship. In this event the competitor has no right to claim against the neither Organiser nor FIA with respect of any loss or expense he may thereby incur.
- The following reasons or causes are included, but not limited to weather conditions, force majeure, act of God, government decisions, pandemic, terrorism, strikes, riots and war.
- In case of an appeal of any dispute leading to an appeal in connection with the organized Events as described in these regulations, this will be subject to the exclusive jurisdiction of the Kuwait International Automobile Club KIAC.
- All Drivers, Officials, Promoters/Organizers and all the persons involved in any capacity whatsoever participating in the KMT Karting Championship (“Championship”) undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of these sporting and technical regulation as supplemented and amended from time to time.
- All the persons mentioned above may be penalized in accordance with the provisions of these Regulations.
- It is the responsibility of the Driver to ensure that all persons concerned with his/her entry observe all the requirements of the Regulations. The responsibility of the Driver, during any part of the Event with respect to observance of the Regulations, is joint.
- All persons concerned in any way with an entered Kart or present in any capacity whatsoever in the Paddock, Pits, Pit lane or Track, must wear an appropriate pass at all times during the Event as supplied.

3. Competitor Eligibility

- a) Drivers must be in possession of a valid National Race License as a minimum and issued by KIAC or an FIA affiliated ASN to race and score championship points. Drivers with licenses from other ASNs around the world may compete but they must have PRIOR start permission from their home ASN to compete.

- b) Drivers must be registered and have paid relevant fees for the 2025 KMT Karting Championship.
- c) In case of underage driver participation, the Team/Entrant is requested to fill in a parents' authorization that must be handed over at the administrative checks. A copy must be sent in advance (digitally).
- d) All necessary documentation must be presented for checking when signing-on.
- e) The presentation of a Kart for Scrutineering at each event shall be deemed to be an explicit acknowledgment and statement of compliance that the Kart meets the conditions of eligibility and safety as described in the Technical Regulations.

4. Registration

- All drivers must register as competitors for the 2025 KMT Karting Championship by returning the Registration Form with the correct Fee to the Registration Secretary. The competitor signs the Registration Form thereby acknowledging and agreeing to abide by the Regulations herein. If an Entrant wishes to nominate more than one driver, they must declare this on the entry form.
- Entries must be sent to the organizer on following address:

Kuwait Motor Town
Race Control Building – Registration Office.
King Fahad Bin Abdul Aziz Road 40
Phone: +965 2206 4777
Email: info@kmt.kw

- Registrations will be accepted from the date of publication of these regulations.
- The organizers and promoters of the 2025 KMT Karting Championship reserve the right to refuse registrations at their discretion.

Any withdrawal of entry or Driver/Kart changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.

5. ENTRY FEE:

Age	Complete Championship (5 Rounds)	1 Round
Bambino/Micro/Mini/Jr	100KD	20KD
Sr	150KD	30KD

6. Documentation:

For each round, documentation & scrutineering will take place at Kuwait Motor Town (PIT Garage 1 & 2).

a) The following documents must be submitted during registration:

- Valid ASN National Competition License and Start Permission from foreign ASNs.
- Civil ID for Kuwaiti Nationals and residence. Passports or ID Card for foreign drivers.
- Name and contact details of the driver/Team representative who must be always available whilst the driver is on track.
- Name and contact details of emergency contact person.

b) Transponders:

- One (1) personal identified transponders will be given out at documentation. It is imperative that they are returned to the Registration's office on the Ground floor of the control tower at the end of each event to be charged for the next event.
- The transponders must be fixed in the recommended position according to the scrutineer's requests. The competitor is responsible for this transponders. *If the transponder is damaged, the driver is liable for the cost of its replacement.*

c) Bracelets:

- Bracelets given at documentation must be worn for the duration of the event. The pit lane marshals may stop a driver or a team member from checking his bracelet at any time during the event.

7. Categories

Bambino

Minimum age	: 5 years old
Maximum age	: 8 years old
License	: NA

Micro

Minimum age	: 8 years old
Maximum age	: 10 years old
License	: Valid National competitions licence (KIAC Jr)

Mini

Minimum age	: 9 years old
Maximum age	: 12 years old
License	: Valid National competitions licence (KIAC Jr)

Junior

Minimum age	:12 years old
Maximum age	:14 years old
License	: Valid National competitions licence Grade (NG)

Senior

Minimum age	: 14+
License	: Valid National competitions licence Grade (NE)

8. Championship Events

The 2025/2026 KMT Karting Championship will be contested over 5 ROUNDS

Event	Date
Round 1	31 ST January 2026
Round 2&3	20 th 21 st February 2026
Round 4&5	27 th 28 th March 2026

- The organizers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by Official Bulletins by email or by post to the address specified on the Official Registration Form.
- In the event of the Force Majeure, the championship organizers reserve the right to reduce the total number of championship rounds.
- Cancellation: The organizer reserves the right to cancel an event should the number of Karts on the grid be fewer than 5 Karts.

9. Scoring

Points for each race will be awarded to registered competitors listed as classified finishers in the Final Results as follows:

MICRO/MINI/JUNIOR/SENIOR

Position	Qualifying	Pre-Final	Final
1	5	35	50
2	4	30	40
3	3	26	35
4	2	23	31
5	1	21	28
6		20	26
7		19	25
8		18	24
9		17	23
10		16	22
		And so on until last finisher	

BAMBINO

Position	Points Awarded	TIME TRIAL 1	TIME TRIAL 2	TIME TRIAL 3	PENELTY POINTS DEDUCTED	GRAND TOTAL
1	50					
2	45					
3	41					
4	38					
5	36					
6	34					
7	32					
8	30					
9	28					
10	26					
11	25					
12	24					

***And so on until last finisher**

- No points will be awarded for any other additional points systems.
- The points total from all rounds of the KMT Karting Championship will determine the final points and positions.
- If a race is suspended and cannot be resumed, no points will be awarded if the leader has completed two laps or less at the time of suspension, half points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance and full points will be awarded if the leader has completed 75% or more of the original race distance. Full points will, however, be awarded if the maximum race time is reached before 75% of the original race distance was completed by the leader.

10. Dead Heat

If two or more drivers or teams finish the season with the same number of points, the higher place in the Championship shall be awarded to:

- a) The holder of the greatest number of first places.
- b) If the number of first places is the same, the holder of the greatest number of second places.
- c) If the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges.
- d) If this procedure fails to produce a result, the holder of the better result in the final race will be the winner.

11. Awards

Each Round:

- Trophies to 1st, 2nd, 3rd overall in each race for each class.

- Winner medals for all participants in the bambino class

Championship:

- Trophies to 1st, 2nd, 3rd third overall for each class.

Presentations

- Awards are to be provided for the presentation at the end of each race or at the end of the presentation ceremony. Race suits zipped up must be worn on the podium.
- In the event of any Results being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the organizer in good condition within 10 days. The championship organizers reserve the right to withdraw points/trophies from any competitor who has monies outstanding with the organizer and/or any of their suppliers at each event and the end of season awards ceremony.

12. Officials

The ASN will assign the following officials for the Championship:

Chairman of the Stewards
Racer Steward
Steward
COC
Chief Scrutineer
Chief Marshal
Chief Timekeeper
Chief Recovery Marshal

13. Authority of the KIAC Stewards Panel

- The Stewards Panel shall exercise supreme sporting authority during an Event, subject to the right of appeal as provided for in the KIAC Judicial Rules.
- Decisions identified in the applicable Sporting Regulations as not being susceptible to appeal shall be final and binding
- The Stewards shall:
 - Determine and impose penalties for breaches of the Regulations;
 - Impose fines and pronounce exclusions;
 - Amend the classification of the Event;
 - Accept or reject any correction proposed by a judge of fact;
 - Exclude from the Event, or for its duration, any Competitor or Driver reported by the Race Director or Organising Committee as ineligible, guilty of improper conduct, or engaging in unfair practice;
 - Order the removal from the Event precincts of any Competitor or Driver who refuses to comply with an official order.
- In the absence of one or more appointed Stewards, The ASN may designate substitute Stewards as required.

14. Duties of the Race Director

- a) The Race Director shall conduct the Event in accordance with these Regulations and shall have overriding responsibility for operational and safety matters.
- b) In particular, the Race Director shall be responsible for:
 - Stopping practice or suspending a race if deemed unsafe to continue, and ensuring the correct restart procedure;
 - Supervising the starting procedure;
 - Ensuring the circuit is suitably prepared, maintained, and compliant with all applicable legal requirements;
 - Overseeing the safe, efficient, and timely running of the Event;
 - Ensuring that all officials are at their posts and equipped with the necessary information to perform their duties;
 - Controlling Competitors and their karts, and preventing participation by any excluded, suspended, or disqualified Competitor or Driver.

1. The Race Director may:

- Impose penalties for infringements of the Regulations as delegated by the Stewards or as defined in the Sporting Regulations;
- Impose immediate penalties for sporting infringements occurring on track during any session or race;
- Receive notifications of protests and forward them to the Stewards Panel;
- Make changes to the conduct or format of a race and/or practice session if required by safety considerations and in circumstances not foreseen by the Regulations. In such exceptional cases, the Race Director's decision may prevail over specific provisions of the Regulations

15. Protests and Appeals

Protests

- Protests against the Race Director / Clerk of the Course Decision must be submitted, in writing to the Chairman of Stewards, by the competitor accompanied by the protest fee of KD 200 not later than 30 minutes after the provisional results has been published.
- If the protest is successful, then the protest fee will be returned, if unsuccessful the fee will not be returned.

Appeals

- In the event of an unsuccessful protest the competitor will have the right to appeal against the decision of the Stewards and must declare his intention to appeal in writing to the Chairman of Stewards within one hour of receiving the Stewards Decision.
- The National Appeal fee is KD 750, which must be paid to the National ASN (Kuwait International Automobile Club – KIAC) within 48 hours after the competitor declares in writing his intention to appeal.

Protests and Appeals may not be made against decisions concerning the following:

- A reprimand
- A fine resulting from a pit lane exits speeding, pit lane exit, or practice start violation.
- A drop of grid position
- Starting from pit lane exit
- Drop of place(s) in the classification of the Competition.
- A time penalty
- The deletion of laps
- A disqualification from the practice sessions or race by means of black flag or black with orange disc flag.

16. Compulsory Identification

Race numbers

The Organizer will supply 2 visible race number measuring a minimum height of 30 cm and minimum stroke width of 4 cm. It is the competitor's responsibility to correctly place these on the Kart.

Advertising

- Not displaying compulsory advertising will result in a fine of 150 KWD. Any sticker supplied by the organizer with damage to the advertising must be replaced.
- Advertising, in any form, of alcohol and/or tobacco, and/or associated products is strictly forbidden.
- No advertising or statements on the Kart, or team vehicles, or on competitor's race clothing or team clothing is allowed, which may be considered unsuitable or offensive to the organizers, or their sponsors.
- Advertising, in any form, of any political or religious beliefs is strictly forbidden.

17. Instructions and Communications to Competitors

- In exceptional circumstances, the Stewards or the Race Director may give instructions to competitors by means of special circulars. These circulars will be distributed to all the competitors, who must acknowledge receipt.
- All classifications and results of practice and the race, as well as all decisions issued by the officials, will be signed, and posted on the official noticeboard.

18. General Safety

Drivers are strictly forbidden to drive their Kart in the opposite direction to the race unless this is necessary in order to move the Kart from a dangerous position. A Kart may only be pushed to remove it from a dangerous position as directed by the marshals. This applies in Pit Lane also.

Exceeding Track Limits:

The track edges are defined by the white lines. The white lines themselves are considered part of the track.

The use of the red kerbs is permitted and considered part of the track

If a driver leaves the track, they may rejoin only when it is safe to do so and without gaining any lasting advantage. Should a driver gain an advantage by leaving the track (including overtaking another driver), the advantage or position gained must be relinquished immediately, provided the other driver has continued at racing speed.

A driver must not deliberately leave the track without justifiable reason.

- 1) For the avoidance of doubt the white lines defining the track edges are considered to be part of the track.
- 2) A driver will be judged to have left the track if both wheels of the Kart go beyond the outer edge of the white line.
- 3) Should a Kart leave the track the driver may rejoin, however, this may only be done when it is safe to do so and without gaining any advantage. If an advantage is gained during a race, and a place is taken, this place must be given back if the Kart overtaken has continued at racing speeds.
- 4) A driver may not deliberately leave the track without justifiable reason.

1.22.3 Abandoning Kart on Track

- a) If any driver experiences a serious mechanical problem at any stage, they must leave the track as soon as it is safe to do so and park in a position of relative safety.

19. General Driving Standards and Conduct

a) General Principles

1. Drivers are permitted to defend their racing position provided that such defense is executed in a fair, safe, and sportsmanlike manner.

1.2. Any manoeuvre carried out by a driver that, in the opinion of the Race Direction or the Panel of Stewards, is deemed to be dangerous, unsporting, or likely to cause an avoidable collision, may be penalized.

b) Permitted Defensive Actions

- A driver may make **one (1) change of direction** to defend a position on a straight
- A driver who has chosen a defensive line into a corner may do so, provided that:
 - Adequate space is left for a following driver attempting a safe overtaking maneuver.
 - The defensive action does not involve sudden or unpredictable movement.
- A driver may return to the racing line after a defensive maneuver if such action does not endanger or impede another driver.

c) Prohibited / Illegal Manoeuvres

- The following are strictly forbidden:
 - **Blocking** – moving in reaction to another driver in order to prevent an overtaking attempt once a defensive line has already been taken.
 - **Multiple direction changes** on a straight when defending a position.
 - **Closing the door in braking zones** by moving across the track after a following driver has already committed to an overtaking manoeuvre.

- **Forcing another driver off-track** by leaving insufficient space at corner entry, apex, or exit.
- **Sudden swerving or weaving** that may cause loss of control or collision.
- **Brake-testing** (deliberately braking in front of another driver to cause avoidance).
- **Dangerous squeezing** – riding in such a manner that a following driver has no safe racing room between the defending Kart and track limits/barriers.

d) Rights of the Overtaking Driver

- A driver attempting an overtaking manoeuvre must do so in a controlled and safe manner.
- To be considered as having earned the corner, the overtaking driver must have their front wheel at least alongside the defending driver before the corner's apex.
- Contact resulting from a late, reckless, or uncontrolled attempt to overtake shall be deemed the responsibility of the overtaking driver.

e) Enforcement & Penalties

- The Race Direction and Stewards shall be the sole judges of whether a maneuver is fair, legal, or constitutes an infringement.
- Penalties may include, but are not limited to:
 - Warning or reprimand
 - Position drop or ride-through penalty
 - Time penalty added to race result
 - Exclusion from the race in cases of deliberate or dangerous actions
 - Drivers must respect the right of other competitors to "racing room". Drivers are responsible for avoiding physical contact between Karts on the racetrack.
 - Each competitor has a right to "racing room", which is generally defined as "at least three quarters of one Kart width", or "sufficient space on the racing surface that under racing conditions, a driver can maintain control of his Kart in close quarters".
 - More than one change of direction to defend a position is not permitted. Changes of direction to warm tires under green light racing conditions is not permitted.

20. FREE PRACTICE

During Free Practice:

- The Clerk of the Course or the Race Director may interrupt Practice as often and for as long as he deems it necessary for the clearance of the track or the removal of a kart. Further, if, in the Stewards' opinion, the stop is deliberately caused by a Driver, the times he has achieved in that session may be cancelled and he may be refused the authorization to participate in any other Practice session. In the case of Free Practice only, the Race Director or the Clerk of the Course, with the Stewards' agreement, may decide not to resume the Practice session after such an interruption.
- Should one or several Practice sessions be interrupted in such manner, no protest relating to the possible effects of this interruption on the qualification of Drivers would be accepted.

21. QUALIFYING

- The length of this session will be stipulated in the event Supplementary Regulations
- All competitors must leave the Pre-Grid at the time of the green flag and complete a minimum of ONE TIMED lap (excluding warm up and cool down laps). Once a driver enters the Pit Lane their session is deemed to be over. The result of this session will determine the starting positions for the Pre Final. In the case of 2 drivers achieving identical best lap times, the Organisers will revert to the second-best lap time set by each individual in order to determine priority, and so on. Failure to participate in this session may result in disqualification from the remainder of the event. Drivers failing to complete the minimum specified distance may be referred to the Stewards.

22. Pre Final

- The length of this race (laps) will be specified in the event Supplementary Regulations. The winner of the Pre-Final is the driver completing the stipulated quantity of laps in the shortest time. All drivers crossing the start/finish line behind him/her will be deemed to have finished the race regardless of the number of laps they have completed. Drivers completing the same number of laps will be classified in the order in which they cross the finish line. The results of the Pre-Final will determine the starting positions for the Final.

23. Final

- The length of this race (laps) will be specified in the event Supplementary Regulations. The winner of the Final is the driver completing the stipulated quantity of laps in the shortest time. All drivers crossing the start/finish line behind him/her will be deemed to have finished the race regardless of the number of laps they have completed. Drivers completing the same number of laps will be classified in the order in which they cross the finish line. The final classification of the event will be the classification of the Final.

24. Starting Procedures

General

- The regulations for “Rolling starts for direct drive karts with or without clutches” of the FIA Karting General Prescriptions apply. Kart trolleys will not be permitted onto the circuit from the moment the karts leave the Grid to the time all running karts have returned to the pits following the chequered flag.

Pre-Grid

- Karts shall be lined up on the Pre-Grid as detailed in section 2.6. It is the driver’s responsibility to ensure that both he/she and their kart are in position on the Pre-Grid before the Pre-Grid closes. Any drivers arriving after this time will not be permitted to enter the circuit without the express permission of the Clerk of the Course.
- Only one helper (mechanic) is permitted to accompany the driver/kart onto the Pre-Grid. Other than that, the Pre-Grid is out of bounds to all personnel who are not operating in an authorised capacity as signed-on Officials. Karts placed on the Pre-Grid must be ready to

race. It is strictly forbidden to carry out any work and/or set-up on the kart on the Pre-grid with the exception of tyre pressures, which can be adjusted by the driver or his/her mechanic and by using his/her own means.

- Anyone wishing to carry out work after the kart has been placed on the Pre-Grid must completely remove the kart beyond the last placed kart on the Pre-Grid before carrying out such work. Mechanics must clear the Pre-Grid 1 min before the start of the Race ("1 minute" board).
- 30-seconds after the "30 seconds" board is displayed the green flag will be shown at the front of the grid to indicate that the karts must proceed onto the circuit to either commence Practice/Qualifying or to begin a Formation Lap.
- Should a driver require assistance after the green flag is shown a mechanic may only work on the kart once the other karts have left the Pre-Grid. If a driver is unable to start from the Pre-Grid at the time of the green flag, he/she will only be authorised to join the circuit on the orders of the Clerk of the Course.

Formation Lap

Drivers should leave the Pre-Grid when the green flag is displayed.

- The field must stick together in 2 distinct lanes as per the positions on the Pre-Grid. It is the responsibility of the driver in Pole Position to set the pace, which should be steady and controlled. The driver in 2nd position should remain alongside during this lap.
- Drivers must not break formation before taking the start (see 2.6.4). Erratic weaving (zig-zags) is prohibited. Offending drivers will be penalised. There is only one Formation Lap unless otherwise indicated during the Briefing. It is forbidden to overtake another driver under pain of a penalty inflicted by the Stewards. If a driver stops for any reason during the Formation Lap and the kart cannot be restarted quickly, it must be immediately removed from the track to a place of safety.
- A driver who is otherwise delayed and finds themselves out of position will have the possibility of regaining his/her place (1) only if this manoeuvre does not impede other drivers and (2) in all cases before having reached their original starting position by the point of crossing the Red Line which will be marked on the track and indicated by the Clerk of the Course during the Briefing.
- Drivers are cautioned that they should remain at the back of the field if the manoeuvre cannot be safely completed by the red Formation Line. In order to regain one's position, it is forbidden to use any course other than the track used during the race.
- Any driver permitted to join the track AFTER a false start MUST remain at the back of the grid on the current formation lap and any subsequent formation lap until the race is officially started.
- It is the responsibility of Pole Position to keep the field at walking pace from the red formation line up until the tramlines in the interests of safety. Anti-Pole must ensure that he/she is not ahead of Pole Position at the time the start signal is given.
- Additional Formation Laps required due to aborted starts may be deducted from the race distance at the discretion of the Clerk of the Course.

Race Start (Rolling)

- At the end of the Formation Lap, drivers will proceed forward in two lines at a reduced and constant speed towards the Starting Line, as dictated by the front row. Each line of karts shall remain within the 110m long corridor (tramlines) marked on the track.
-
- When the karts approach the Start Line the red lights will be on. Karts must maintain their position until the start signal is given. A driver crossing the tramlines is liable to be sanctioned by the Stewards on the basis of a time penalty of 3 seconds for partially crossing the lines and 5 seconds for completely leaving the corridor.
- If he/she is satisfied with the formation, the Starter will give the start by switching off the red lights. If he/she is not satisfied with the procedure flashing amber lights will be activated (with the red lights) to indicate a “no-start”, meaning that an extra Formation Lap will take place. If the reason for a “no-start” is due to a particular offender, Officials may decide to impose a penalty at their discretion.
- If he considers that a driver has been immobilised as a result of another driver’s mistake, the Clerk of the Course may stop the Formation Lap and recommence the Starting Procedure on the basis of the original grid or allow the impeded driver to regain his/her position. In the case of start light failure, the National flag will be used. The flag will be held out stationary on the approach and raised to indicate a start.
- As soon as the start signal has been given racing conditions are applied.
- The Clerk of the Course assumes responsibility for determining the safest way to deal with stranded karts/drivers once the race is live. Under his direction the marshals will sometimes assist driver(s) to a place of safety before transferring the kart(s) to a safe position although it should be noted that this is the driver’s responsibility. Alternatively, in certain circumstances he may (in the interests of safety) direct that karts are separated/manoeuvred so that the drivers can continue. Only registered officials may assist.

False Start

- A false start will be indicated by one or both of the following:
- A flashing amber “first corner light”
- A false start flag (green with yellow chevron) displayed after the Start Line In either of these circumstances, competitors are expected to raise one arm in acknowledgement of the false start before slowing and organising themselves into their original starting positions to attempt a restart at the next opportunity. Any competitors forced to take the [false] start out of position following a pre-grid or formation lap delay may not assume their original grid position. Drivers permitted to join the grid AFTER a false start MUST remain at the back of the field until the race is officially started.

Jump Start

- Any attempts to jump the start or delay it and any karts leaving the lane (rolling start) or grid slot (standing start) before the lights are switched off shall be sanctioned according to Article 13.2 (in line with Article 2.24 of the FIA Karting General Prescriptions).

25. RACE NEUTRALISATION (FULL COURSE YELLOW)

- The Clerk of the Course may decide to 'neutralise' a Race or Qualifying session by directing that a full course yellow be issued. This procedure can be used where the track is obstructed and/or drivers and officials are in immediate physical danger BUT the circumstances are insufficient to justify a stoppage (see Article 2.8).
- Simultaneously, yellow/black quartered flags will be shown at all Marshals' Posts, accompanied by a 'SLOW' board where available. Yellow warning lights will be activated at circuits with this capability. The race leader's number will be displayed at the start line. [At venues where yellow/black flags are unavailable, stationary yellow flags will be used.]
- The leading kart will dictate the pace but must slow sufficiently to allow all karts behind to catch up and form a long train. The formation should then remain as tight as possible with no overtaking permitted (unless a kart slows dramatically or stops because of a problem).
- At the end of the neutralisation, the Clerk of the Course will call for the yellow lights to be switched off. A waved green flag at the Start Line will signal the resumption of the race. Green flags will then be shown at all Marshal Posts for a maximum of 1 lap.
- Drivers should remain in single file and in between the tramlines on the approach to [the green flag at] the Start Line and may accelerate only after crossing the yellow line. Overtaking remains prohibited until crossing the Start Line at the time of the green flag.
- Each lap completed during the neutralisation will be counted as a racing lap. If the race finishes during the neutralisation, the karts will take the chequered flag as usual.

26. RACE STOPPAGE

- Should it become necessary to stop a Race or Practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course or the Race Director shall order a red flag to be shown at the Start Line. Simultaneously, red flags will be shown at all Marshals' Posts. The decision to stop the race or practice may be taken only by the Clerk of the Course (or by his deputy) or the Race Director. If the signal to stop racing is given all karts will immediately reduce their speed and come to a stop on the track at the place designated during the Briefing, considering that the classification of the Race will be the classification at the end of the lap prior to that during which the signal to stop was given.
- 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 2 laps complete

- Any race stopped before the leader has completed 2 laps will be declared null and void. The race will be re-run in its entirety. All available karts will restart from their original grid positions. Front fairings may be reset without the mandatory penalty [Article 13.13], but drivers are still culpable for any driving offences committed during the abandoned race).

More than 2 laps but less than 75% complete

- If more than 2 laps but less than 75% of the distance scheduled for the Race has been completed by the leader (rounded up to the nearest whole higher number of laps), the Clerk of the Course shall, at his discretion, decide to:
- Abandon the race. In this case the race result shall be declared as the finishing order behind the leader on the last full lap completed by him/her and before the race was stopped.
- Consider the race suspended and run it as a two-part race. In this case, the Race will be restarted as a single file rolling start (in between the tramlines) with no overtaking before the start line. The starting order of the second part of the race shall be the running order at the end of the last full lap completed by all karts before the race was stopped, while taking into account any time penalties (see Article 13.13). Drivers "one lap down" shall be put in their correct position behind the drivers on the lead lap. The race distance shall be the number of laps required to make up the full race distance. The finishing order of the second part shall be the finishing order of the race.
- Drivers "one lap down" in the first part shall be deemed to have finished the race 1 lap down unless they 'unlap' themselves. While racing is stopped, the whole course shall be considered as Parc Fermé and no work may be carried out on any kart (except to reset the front fairing in the correct position under the supervision of the Scrutineers). No one may enter the circuit without the express permission of the Clerk of the Course.
- If a kart leaves the circuit during the stoppage, it will not be permitted to re-join the race. Any kart not racing before the incident (that caused the stoppage) shall not re-join the restarted race.
- Karts involved in the incident that gave rise to the stoppage, or who subsequently stopped racing prior to the displaying of the red flag, may only re-join the race if the Clerk of the Course, in consultation with the Chief Scrutineer, is satisfied that a kart is safe to continue without repair, and the Chief Medical Officer is satisfied that a competitor is fit to continue racing. Any such individual must restart at the rear of the field.
- All other karts may take the restart in their appropriate position.
- Exceptionally, if it becomes necessary to remove all karts from the circuit before the restart, Parc Fermé conditions apply and no work or repair may be carried out without the express consent of the Chief Steward or Clerk of the Course. This will be discretionary.

More than 75% complete

- If 75% race distance or more has been completed by the leader (rounded up to the nearest whole higher number of laps), the Race will be deemed to have ended. The race result shall be declared as the finishing order behind the leader on the last full lap completed by him/her and before the Race was stopped.

27. RACE FINISHING PROCEDURES

- The chequered flag signal indicating the end of the Race shall be given on the Start Line as soon as the leading kart has covered either the full race distance or the greatest distance during the time scheduled for the race.
- Should the signal indicating the end of the race be given before the leading kart completes the scheduled number of laps or before the prescribed time has elapsed, the race will be deemed to have finished when the leading kart last crossed the Line before the signal was given.
-
- Should the signal indicating the end of the race be delayed for any reason, the Race will be deemed to have finished when, under normal circumstances, the end of the race would have been decided if there had been no delay.
-
- After having received the chequered flag, all karts shall directly go to the scales (and Parc Fermé) using the normal course of the track, without any unnecessary delay, without
- performing doughnuts, without stopping, without giving or receiving any object whatsoever 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 control of Marshals, who will supervise the movement of the kart to the scales with the assistance of the driver.
- For a finish to be considered valid, a driver must have crossed the Finish Line seated at the wheel of his/her kart and under his/her own power.
- Any driver removing both hands from the steering wheel whilst travelling at considerable speed, whether in celebration or not, will be adjudged to be driving without due care and will be referred to the Stewards.
- In the case of a dead heat on the Finish Line revealed by timekeeping, the rule for deciding between tying drivers shall be the fastest lap time recorded by each driver during the race concerned.

28. Weighing Scales

- The official weighing scales will be situated in Parc Fermé unless otherwise stipulated by the circuit licence.
- The Chief Scrutineer will be the judge of fact in all post-race weigh-ins. If a competitor is found to be underweight, the Chief Scrutineer will issue a report to the Chief Steward based on the series of weighing measurements taken in Parc Fermé. Any final decision relating to classification in this instance will be taken by the Chief Steward.

29. Parc Fermé

- Only authorised Officials may enter Parc Fermé. No intervention of any kind is allowed there unless authorised by such Officials.
- When Parc Fermé is in use, Parc Fermé regulations will also apply in the area between the finishing line and the Parc Fermé entrance.

- Any driver returning to Parc Fermé either during or after a race (for whatever reason) must report to the scales for weight verification.
- Drivers are not permitted to leave Parc Fermé until expressly permitted by the Officials.

30. SAFETY EQUIPMENT

Crash Helmet

- Drivers must wear a helmet with efficient and unbreakable protection for the eyes.
- All helmets must be full-face and fitted with visor. Visors should be closed when driving. Dark visors are only permitted during daylight hours. Clear visors are mandatory after sunset.
- The helmet does not have to meet FIA Karting standards but this is highly recommended. An alternative is a British or European standard for road use. Open face helmets are not acceptable.

Race Suit

- Race suits are mandatory. Ideally the suit should meet 'Level 2' specification, but it does not
- have to be within the defined homologation period. It must be in good condition.

Gloves

- Gloves are mandatory. They must be in good condition and must completely cover the hands and fingers.

Boots

- Drivers MUST wear suitable flat-soled footwear. Sandals, high heels or open-toed footwear will not be permitted. It is recommended (but not compulsory) that the footwear also provides ankle protection.

31. BEHAVIOR DURING PRACTICE, QUALIFYING & RACE

- Drivers must obey the flag signals, the light signals, and the boards which convey instructions. Any infringement to this rule will be penalized accordingly.
- Drivers must have their race ware on at all times while on the track. Failure to abide by this rule will be penalized with one or more of the following penalties:
- Fine – disqualification – withdrawal of Championship points – suspension.
- Drivers must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Any infringement of this rule will be penalized with one or more of the following penalties:
 - Reprimand
 - Fine
 - Drop of position(s)
 - Time penalty
 - Drop of any number of grid positions at the Driver's next race
 - Disqualification
 - Withdrawal of Championship points
 - Suspension.

- Further penalties (such as fine - disqualification - withdrawal of Championship points) may also be imposed.
- Drivers who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.
- Any Driver found to have exceeded the speed limit in the pitlane will be penalized.

Article 2 – TECHNICAL REGULATIONS

The responsibility for the eligibility of vehicles in the championship rests with the competitor. In the event of a dispute concerning the compliance of a vehicle with the regulations, the responsibility lies with the competitor to satisfy the organizer with regards to such compliance and not the organizer to prove non-compliance.

1. Introduction

Drivers and Karts must conform to the technical regulations throughout all qualifying and race sessions. Drivers and Karts found not to be in conformity with technical regulations may be subject to penalties.

2. Eligible Karts

Bambino

Engine	: Honda GXH50
Minimum Weight	: 75KG (driver and kart)
Numbers	: Article 3.7 of the FIA Karting Technical Regulations

Micro

Engine	: ROTAX Micro Max
Minimum Weight	: 105KG (driver and kart)
Numbers	: Article 3.7 of the FIA Karting Technical Regulations

Mini

Engine	: IAME X30 WATWR SWIFT 60cc TaG
Minimum Weight	: 110 KG (driver and kart)
Numbers	: Article 3.7 of the FIA Karting Technical Regulations

Junior

Engine	: ROTAX 125 Junior Max
Minimum Weight	: 145KG (driver and kart)
Numbers	: Article 3.7 of the FIA Karting Technical Regulations

Senior

Engine	: ROTAX 125 Senior Max
Weight	: 160KG (driver and kart)
Numbers	: Article 3.7 of the FIA Karting Technical Regulations

3. FUEL

- The fuel to be used for the whole duration of the events is deemed to KMT provided pump fuel (95/98 octane).

- At any point during the event the stewards may take samples from the mixed fuel and after any race may take samples directly from the fuel tank of the competing machine.

ANYTHING THAT IS NOT AUTHORISED & PRESCRIBED IN THIS RULE BOOK IS STRICTLY FORBIDDEN

4. Unspecified Modifications

The organizer reserves the right to authorize modifications not specified in these regulations in the interests of promoting close racing and the interests of the series. The driver's representative must be involved in the discussion before any changes are made unless it is a safety issue.

5. Oil Spillage

Any competitor who puts oil on the track through negligence will be liable for any expenses incurred by the organizer. Additional penalties may also be imposed by the organizer.

6. KMT Karting Championship – RACE PENALTIES

INFRINGEMENTS OF NON-TECHNICAL REGULATIONS AND THE SPORTING REGULATIONS

The encouragement of high standards of racing with appropriate respect for other competitors and their Karts will be considered paramount and in that respect:

The organizers reserve the right to impose further penalties on competitors, proven by the Officials of any meeting to have behaved on or off the track, in a manner considered to have brought the event into disrepute. This may include individual race bans, loss of points, awards, and/or season awards or exclusion from the championship. In cases of repeated offences, the Stewards reserve the right to exclude any other competitor from a fixed number of races or from the championship.

Breaches of driving standards will be firmly dealt with. If it appears from official video recordings or any other track evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner considered to have brought the event into disrepute, event coordinator will be entitled to request that the KMT Karting Championship Stewards consider the inception of an enquiry into the matter, notwithstanding that the Clerk of the Course or the Stewards of the event may or may not have already investigated the incident. Penalties may include individual race bans, loss of points, awards, and/or end of season awards or exclusion from the Championship. If no penalty is given a written warning may be given (sporting or technical), further written warning may result in a penalty.

Karts which have sustained severe body damage or whose appearance is judged by the Clerk of the Course or KMT Karting Championship Stewards to be below an acceptable standard may be excluded from the grid.

Competitors are expected to affect repairs from previous accident damage prior to presenting their Kart for Scrutineering. If necessary, an instruction to Kartry out repairs prior to the next event will be issued by the championship Organizers.

Infringement of Technical Regulations:

a) Arising from post practice (qualifying), Scrutineering, or Judicial Action.

Minimum Penalty: Should a vehicle be found ineligible after qualifying, but subsequently be approved before the race, the vehicle will have all its qualifying times disallowed. The Clerk of the Course may permit the competitor to start from the pit lane exit.

b) Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: Any competitor whose vehicle is disqualified from the results of the meeting will be subject to being disqualified from the event forfeiting all event points, prize money and other awards.

For any infringement deemed to be of a more serious nature, the Clerk of the Course and/or Stewards of the Meeting may decide to have the competitor forfeit a total of points equal to those obtained from two first places (even if this penalty results in a minus total of points).

Specific Penalties

See Appendix 1

ANY SUBSEQUENT CHANGES THAT TAKE PLACE AFTER THE PRINTED VERSIONS DURING THE SEASON WILL BE MADE ELECTRONICALLY, AND THE ON-LINE VERSIONS WOULD THEN BE THE PREVAILING VERSIONS. THIS BOOK PREVAILS ALL PREVIOUS RULE BOOKS EXCEPT THOSE REFERRED TO AS AN APPENDIX

Article 3: Appendences

Appendix 1 PENALTIES

OFFENCE	RECOMMENDED PENALTY
2 WHEELS OUTSIDE TRAMLINES BEFORE START SIGNAL WHEELS OUTSIDE TRAMLINES BEFORE START SIGNAL	3 s ADDED TO RACE TIME 5 s ADDED TO RACE TIME
JUMP START	10 s ADDED TO RACE TIME
CUTTING IN - NO ADVANTAGE GAINED CUTTING IN - ADVANTAGE GAINED	WARNING OR REPRIMAND Minimum 5 Seconds
DIVING UP THE INSIDE - NO ADVANTAGE GAINED DIVING UP THE INSIDE - ADVANTAGE GAINED	WARNING OR REPRIMAND Minimum 5 Seconds
CROWDING, PUSHING, SQUEEZING - NO ADVANTAGE GAINED CROWDING, PUSHING, SQUEEZING -ADVANTAGE GAINED	WARNING OR REPRIMAND Minimum 5 Seconds
BUMPING CONTACT - NO ADVANTAGE GAINED BUMPING CONTACT - ADVANTAGE GAINED	WARNING OR REPRIMAND Minimum 5 Seconds
EXCEEDING CIRCUIT LIMITS - NO ADVANTAGE GAINED EXCEEDING CIRCUIT LIMITS - ADVANTAGE GAINED	WARNING OR REPRIMAND Minimum 5 Seconds
WEAVING/BLOCKING - NO ADVANTAGE GAINED WEAVING/BLOCKING - ADVANTAGE GAINED	WARNING OR REPRIMAND Minimum 5 Seconds
TECHNICAL INFRINGEMENT	DISQUALIFICATION
FORMATION LAP - GAINING POSITION AFTER RED LINE FORMATION LAP – TAKING A SHORT-CUT FORMATION LAP – LEAVING KART IN DANGEROUS POSITION	DISQUALIFICATION DISQUALIFICATION DISQUALIFICATION
IGNORING FLAG SIGNALS	MINIMUM 5 SECONDS UP TO DISQUALIFICATION
CAUSING A COLLISION – NO ADVANTAGE GAINED CAUSING A COLLISION – ADVANTAGE GAINED	WARNING OR REPRIMAND MINIMUM 5 SECONDS
FRONT FAIRING MOUNTING KIT – DETACHED	5 s OR DELETION OF LAPTIME
FRONT FAIRING MOUNTING KIT – ILLEGAL REPLACEMENT	EVENT DISQUALIFICATION

NOTES RELATING TO APPENDIX 1

The above penalty catalogue provides a 'RECOMMENDED GUIDE' as to how penalties will generally be applied to competitors for specific offences. However, each incident must, by necessity, be judged on its own merits and additional penalties may be applied by the Stewards as they deem fit, with harsher penalties likely for repeat offenders.

Where appropriate penalties cannot be applied to the session/race in which the offence occurs the Clerk of the Course & Stewards reserve the right, at their sole discretion, to carry forward a representative penalty to the driver's next session, race or event. This may involve invoking grid place penalties or alternative sanctions as circumstances dictate, including the deduction of Championship points.

Where it is established that Competitor A has been disadvantaged as a direct result of the actions of Competitor B, the Senior Officials will often look to redress the disadvantage by penalizing Competitor B such that [as a minimum] he/she finishes behind Competitor A in the final race classification, even if such a penalty is outside the guidelines given above.

In all cases, the Clerk of Course / Stewards will formally notify the driver of the offence, the resulting penalty decision, and the intention to carry forward the penalty to his/her next session, race, or event.

Driving Standards and conduct will be monitored throughout the Championship and offences recorded. Persistent misconduct is likely to result in the additional deduction of Championship points.

Causing an Avoidable Collision

This is where one Kart, regardless of its position on or off the track, and regardless of the proximity (or not) of other Karts, and regardless of whether any contact occurred, is deemed to have been responsible for causing a collision. Only the consequences of the incident are relevant in judging whether an advantage has been gained or not.

An advantage is gained if (either/or):

- The driver gains time or (a) position(s) and the previous order is not restored during the same lap.
- Another driver(s) suffers a loss of time or position or fails to finish as a direct result of the incident.

Terminology

Other terminologies that may be used by senior officials when referring to driving standards are:

Careless Driving	Driving that departs from the standard of a competent driver.
Reckless Driving	Driving involving an unintentional action by a driver which creates serious risk to others
Dangerous Driving	Driving involving any intentional action by a driver which creates serious risk to others