



SPORTING REGULATIONS **QATAR KARTING CHAMPIONSHIP 2024**

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



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INFORMATION SPECIFIC TO THE SERIES (SPORTING)

ENTRIES To be eligible to enter a race event under these Regulations, each competitor must hold a Lap time faster than the posted time.

1. ENTRY CRITERIA

Every Senior entrant must have posted a minimum lap time of 1 minute 2 seconds on the Lusail circuit's public karting configuration, during any arrive and drive session, to be eligible to enter this race. If they have not achieved this by the day of the race, the Organizer reserves the right to reject the entry. The Race Director may grant exceptions according to circumstances and driver's experience.

- a. National Karting license issued by QMMF, valid for 2024 is required.
- b. Other National Participants must hold the valid for 2024 license from their Federation accompanied by Start permission.
- c. Maximum number of entries is 40 competitors, no additional participants will be accepted.

2. KARTS USED: 270cc 4-Stroke Honda engines.

3. CLASSES AND ELIGIBILITY, AGE LIMITS:

Participants must be of the minimum prescribed age on the day of the race event:

- a. Senior: 13 years old (Driver must be in their 13th year to be eligible)
- b. Student at the Qatar Motorsport Karting Academy can be eligible if turning 12 years in 2024.

4. WEIGHT LIMIT

- a. Senior: 75kg (maximum weight ballasts that can be carried in the kart is 30kg, therefore the driver must have a minimum body weight of 45kg to be able to reach the 75kg). Drivers with a body weight exceeding 75kg do not have to carry any weight ballasts in their kart. For weight ballast information (see art. 31).

1. Participants must meet the above minimum weight limit criteria, for each of their respective categories. Driver must weigh in wearing their full racing equipment, including suit, boots and helmet. (Rib protector, neck brace and insert seats can be used, but are not part of the considered weight during weigh in)

5. KART DRAW

Drivers will draw three separate kart numbers, one each for Practice/Qualifying, Warm up/Pre-Final and Finals. Drivers are not permitted to swap karts under any circumstances with other drivers. If a participant does not attend the Kart Draw session for any reason, the Organizer will allocate the kart numbers for that driver. If a Driver receives the same number kart in a row they must pick again.

6. **TIMEKEEPING:** All drivers will be given their own transponder to use during the event. It is the responsibility of the driver to place and remove the transponder from his/her kart after each session. At the end of each event day the driver should return the transponder to the registration area.

7. DRIVERS WEIGH-IN

All drivers are to complete the weigh-in process before the drivers briefing. The driver is to be weighed by an LCSC or QMMF official complete with their suit and helmet only, without ballast. (Rib protector, neck brace and insert seats can be used, but are not part of the considered weight during weigh in) Minimum Driver weight: 75kg. (see art. 4)

8. DRIVERS BRIEFING

Driver's briefing is MANDATORY; drivers are to refer to each event timetable for the specific timing of the brief. Drivers showing up late at the driver's briefing will only be allowed to participate in the event at the discretion of the Race Director. In the event of a driver not being permitted to participate, the driver's entry fee will not be reimbursed. ANY driver late for the briefing will be penalized.

9. RACE FORMAT

- a. If number of drivers DOES NOT exceed 20, then FORMAT A will be used.
- b. If number of drivers DOES exceed 20, then FORMAT B will be used.

10. FORMAT A

- a. Race will consist of
 - 1 Practice
 - 2 Qualifying
 - 3 Prefinal
 - 4 Final

11. FORMAT B

- a. Drivers will be split into 2 groups, and the race will consist of
 - Free Practice A
 - Qualifying A
 - Free Practice B
 - Qualifying B
 - Warm Up B
 - Pre-final B
 - Warm Up A
 - Pre-final A
 - Final
 - Grand Final
- b. The officials will decide on Group A and Group B divisions fairly. Decision is Final.
- c. The division for Final and Grand final, the top 10 from each qualifying group will be moved to the Grand Final. The remainder will move into Final.

12. QUALIFYING SESSION

The duration of the qualifying session will be 10 minutes. The results of the qualifying session will determine the starting positions for the Pre-final based on the best lap time classification. In the case of 2 drivers achieving identical best lap times, the organizers will revert to the second-best lap time set by everyone in order to determine priority, and so on.

13. RACE DURATIONS

Race durations are detailed below. In each race, the winner is defined as the competitor that completes the stipulated number of laps (as per the event timetable) the first. All drivers behind him/her will be deemed to have finished the race regardless of the number of laps completed.

- A. **Pre-Final:** The number of laps in the Pre-Final will vary but will be approximately 10 minutes. The results of the Pre-Final will determine the starting positions for the Final (final and Grand final in format B). No Points will be awarded for the Pre-Final.
- B. **Final:** The number of laps in the Final will vary but will be approximately 15 minutes. Points will be awarded based on the result of the race after the application of any penalties. (See point 15 for points scoring).

14. AWARDS PRESENTATION

Trophies will be presented to the top 3 positions from the **Final** (Grand final format B) on the night.

15. POINT SCORING

Each competitor in the top 10 will score points as specified below for each event they are registered for. Points will be allocated as per the point scoring system defined by the regulations. However, the organizers will keep track of each competitor's finishing results during Qualifying and the two races. The point system below will be awarded for each race result. These points will be calculated and will determine order of the championship. Points will only be scored for the top 10 finishers in the Finals.

a. Points Awarded FORMAT A

1 st	25
2 nd	18
3 rd	15
4 th	12
5 th	10
6 th	8
7 th	6
8 th	4
9 th	2
10 th	1

DNS (Did not Start) 0

DNF (Did not finish) -1

b. Points awarded FORMAT B

<u>Grand Final Points</u>		<u>Final Points</u>	
1 st	25	1 st	12.5
2 nd	18	2 nd	9
3 rd	15	3 rd	7.5
4 th	12	4 th	6
5 th	10	5 th	5
6 th	8	6 th	4
7 th	6	7 th	3
8 th	4	8 th	2
9 th	2	9 th	1
10 th	1	10 th	0.5

DNS (Did not Start) 0

DNF (Did not finish) -1

DNS (Did not Start) 0

DNF (Did not finish) -1

If drivers finish the Championship with the same number of points, the higher place in the Championship (in either case) shall be awarded to:

- a) The holder of the greatest number of first places in a race.
- b) If the number of first places is the same, the holder of the greatest number of second places in a race.
- c) If the number of second places is the same, the holder of the greatest number of third places in a race and so on until a winner emerges.
- d) If this procedure fails to produce a result, the organizer (QMA or QMMF Officials) will nominate the winner according to such criteria as it thinks fit.

16. START PROCEDURES

Races will ALL be a standing start.

17. PRE-GRID

Aside from Qualifying/Practice, karts shall be lined up on the Pre-Grid in a pre-determined order (based on qualifying, as stipulated in the event format). It is the driver's responsibility to ensure that both he/she and their kart are in position on time.

- a. **GRID POSITIONS** Drivers should leave the Pre-Grid when directed by the Grid Marshal. 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. Drivers are then requested to take their positions as directed on the starting grid.

18. STANDING RACE START

The race start will be indicated by the start line lights going out. If the lights are inoperative, waving of the Qatari national flag, or a green flag by the start line marshal will indicate the start.

- a. **JUMP START** A jump-start will be deemed to have occurred if a driver starts to move his/her kart before the start lights have gone out. Depending on the severity, a 3 to 10 second time penalty will be imposed by the Race Director on any competitor deemed to have jumped the start of the race. The penalty will be applied to the race result.

19. YELLOW FLAGS

In the event of an incident during the race (spun kart, accident between 2 or more karts, circuit safety features require repair, etc.) yellow flags will be shown at the marshal post prior to the incident. ALL drivers are to slow down, raise one arm to acknowledge the yellow flag and there is to be NO overtaking. A green flag will be shown at the next SAFE

marshal post, after which point drivers may resume racing. Any driver contravening this regulation will be awarded penalties (see art.36)

- a. Overtaking under a yellow flag. Yellow flag conditions start from the point at which the flag is being waved, i.e., Marshal post or where an official is standing whilst waving the yellow flag. You must have completed your overtake and be in front of the kart you are overtaking, before the yellow flag is being waved. Should the overtake have taken place after the Marshal Post, a penalty may be applied. Once passing the Marshal Post, the driver can only start overtaking once passing a 'Green' flag or passing another manned marshal post not waving the yellow.

20. RACE STOPPAGE – RED FLAGS

Should a race be stopped by the display of red flags, ALL drivers must IMMEDIATELY slow down, no overtaking and return to the pitlane, drivers are to stay in their karts until further instruction. The following procedures shall apply: a) If less than 50% race distance has been completed by the leader, the race will either be re-run in its entirety or abandoned in which case the result becomes null and void. b) If 50% race distance or more has been completed by the leader; the race will be deemed to have ended. The race result will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the Red Flag. Only karts that are under their own power at the showing of the Red Flag will be classified.

21. RACE FINISH

The leading kart will take the Chequered flag, followed by all other karts in the race. After receiving the Chequered flag all karts must slow down and proceed directly to the pit lane.

22. RACE CRAFT & SPORTING CONDUCT (ALL CATEGORIES)

The Qatar Karting Championship is a leisure karting race series designed to encourage new and experienced kart drivers to participate in a fun series. It is expected that there will be varying levels of experience at each race event. Therefore, more experienced drivers are required to set an example to less experienced drivers i.e. A quicker driver will race around a slower driver, not force them out of the way through contact.

23. SPORTING CONDUCT

Karting is a non-contact motorsport. However, accidental contact does occur and will be accepted by the organizer. Deliberate contact or sporting conduct infringements will not be tolerated. The following actions will be penalized.

24. CONTACT-NO ADVANTAGE GAINED

In the event of contact between two karts, but no advantage is gained, the driver causing the contact will receive a warning (indicated at the start line) for their driving

standards. Repeat offenders will be deemed to be attempting to gain an advantage and penalized (see art.36)

25. CONTACT-ADVANTAGE GAINED

Where deliberate contact is made and the driver making contact gains an advantage, that driver will be penalized at the end of the race (see art36).

26. WHITE LINE INFRINGEMENTS

The white lines of the circuit define the limits of the track. Any competitor who runs their kart outside of these lines is deemed as gaining an advantage. On the first offence the driver will be shown a warning flag by the start line marshal. Repeat offenders will be penalized.

- a. FOR CLARITY: The Race Director will deem 2 wheels over the white lines acceptable, 3 wheels beyond the white line, including touching the white line is not acceptable.
- b. White tire zones: Any contact with the white tire will be penalized as a judge of fact, no protests will be heard.

27. DANGEROUS DRIVING

Any dangerous driving conduct will be severely penalized. Dangerous driving is defined as any of the following or variants of and will be penalized.

- a. Contact between karts.
- b. Forcing or “squeezing” a kart off the circuit or into a safety feature (barriers, tires, etc.)
- c. Re-joining the circuit in an unsafe manner.
- d. Excessive weaving or moving more than once to defend position, this includes the pit lane)
- e. Causing an avoidable accident.
- f. Speeding/weaving in the pit lane

28. OVERTAKING/DEFENDING:

Overtaking, according to the circumstances, may be done either on the right or on the left. However, maneuvers liable to hinder other drivers such as premature or dangerous changes of direction, more than one change of direction, weaving on a straight or deliberate crowding of karts towards the inside or the outside of a curve (or straight), are strictly prohibited. Such offences shall be penalized, (see art.36). In general, ONE move across the track in defense of a position between any two corners is acceptable if this move is not erratic.

29. CODE OF CONDUCT

Karting is designed to be a fun sport and a community building activity. Any competitor, their parent or guardian, or any individual associated with a competitor, who acts/behaves in a manner contrary to the following will result in penalization for that driver:

- a. All participants must play by the rules and respect all 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 take responsibility for their actions always.
- d. It is the responsibility of each competitor to ensure that their family, friends and associated parties are aware that their actions will result in penalization for the driver.
- e. Any disputes between participants should be resolved in a respectful and courteous manner. If this is perceived not possible, the matter should be brought before the Race Director or the organizer to mediate a resolution.
- f. Drugs and alcohol are strictly prohibited at all events. Consumption of such substances before or during a race event will result in the competitor being excluded and face further disciplinary action.
- g. Abusive comments on any social media platform (Facebook, Instagram, Twitter, etc.) or public forum are completely forbidden. Competitors and their associates are strongly advised to guard against participating in contentious, divisive or damaging conversations, either verbally or via these means
- h. All participants must obey Officials' instructions.
- i. Abuse of Officials or fellow Competitors will not be tolerated.
- j. All participants are required to read and follow this Code of Conduct. By signing on for the race, competitors are therefore agreeing to be governed by the Code of Conduct.

30. The driver's weights will be checked prior to the Drivers Briefing and can be checked at any time thereafter during the race event. Any driver found to be underweighted will be penalized.

- a. Weighted vest or lead weights of any kind cannot be worn at weigh-in to increase the declared weight at weigh in nor can they be used in the race unless under exceptional circumstances agreed with the organizer prior to the race.

31. KART BALLAST WEIGHTS (ALL CLASSES)

If a driver is below the required minimum weight they will be provided with ballast weight for the kart. The weight denominations are:

- a. 5KG (Yellow)
- b. 10KG (Red)
- c. 15KG (Blue)
 - 1 The driver is responsible for ensuring that they place the correct amount of ballast in each kart they use during the event. The driver is ALSO responsible for ensuring that they remove the ballast weights at the end of each element of the race event (i.e. qualifying, races etc.). Drivers are not permitted to take any ballast weights away from the pit lane area. Any driver not complying with this regulation will be penalized.
 - 2 Note: Weighted seat inserts are prohibited but non weighted seat inserts are allowed but cannot be contributed to the 'driver weight'.
 - 3 Weight ballast must be used for all sessions including practice and warm up.

32. WEIGHING SCALES

The official weighing scales will be situated in the pit lane and are classed as a Judge of Fact. Officials can check any driver's weight at any moment during the race event.

33. KART NUMBERS

Kart numbers will be allocated randomly to the karts by the organizers prior to the race event.

34. KART TAMPERING

NO modification or mechanical intervention will be allowed to the karts. Any participant, or associated individuals, found to have breached this regulation will result in the penalization of the driver.

35. REPLACEMENT KARTS

Participants will be allocated their karts in accordance with Section 2 of these regulations. A driver will be provided with a replacement kart in the event of a genuine mechanical failure not attributable to misuse of the kart. Karts will NOT be replaced if damage is caused because of deliberate contact between karts or because of the kart being misused by the driver.

36. PENALTIES

The following penalties will be applied by the Race Director or the Organizers in the event of a specified infringement of these regulations:

Offence	Penalty
Showing up late for the drivers briefing	Verbal Warning or up to 10 places starting grid penalty for pre-final.
Missing the drivers briefing	Revoke the entry or impose starting grid penalty for pre-final.
Jump Start	3 to 10 seconds
Speeding under yellow flags	10 seconds or more
Overtaking under yellow flags	20 seconds or more
Track limits (White lines)	5 seconds or more
Contact, No advantage gained	Warning or up to 5 seconds
Contact, advantage gained	10 seconds or more
Dangerous driving causing collision/incident	Exclusion from the race
Ignoring Mechanical Failure flag	20 seconds or more
Breach of code of conduct / unsportsmanlike behavior	Verbal warning or Exclusion from the race
Under the minimum driver weight	Disqualification from the race
Tampering/Modifying the kart	Exclusion from the race
Unsafe track rejoining	10 seconds or more
Squeezing/crowding another driver	5 seconds or more
Excessive weaving/blocking	5 seconds or more
Race gears not correctly zipped up / strapped during any official session	Mechanical Failure flag
Speeding in the Pit Lane	10 Seconds or More

The Race Director has the right to add and or amend penalties when required.

All penalties will be applied firmly yet fairly to all participants; the Race Director will investigate potential infringements with officials and drivers before application of penalties to the results. There will be no protests.

37. SAFETY EQUIPMENT

On the grounds of safety, always when they are driving the kart, drivers must be equipped with:

- a. A pair of overalls that fully cover the arms and legs. Cotton overalls or CIK approved race suits.
- b. A pair of gloves (must fully cover the hands).
- c. A pair of sport closed shoes that provide ankle cover.
- d. A neck support collar is 'advisable'.
- e. A rib protector is 'advisable'.
- f. It is a requirement that clear visor to be worn after sunset or as instructed by the Organizers.
- g. A full-face helmet, as a minimum to a standard suitable for use on public roads. (Moto-cross / off-road helmets like shown below, are not permitted)



38. REGULATORY AMENDMENTS

We reserve the right to issue additional statements concerning these Rules and Regulations from time to time during the calendar year. All such statements will be issued to all registered competitors by way of Competitors' Bulletins at race meetings.

39. ADVERTISING ON KARTS, OVERALLS AND HELMETS

Competitors will not be allowed to place their own sponsors branding on the kart without the express permission of the organizers and should not be advertising other venues on their visors or helmets.

40. GO PROS

Go Pros are not permitted to be worn on helmets or placed on a kart during Qatar Karting Championship Events.