

# APPENDIX 4

## BAHRAIN KARTING SPRINT CHAMPIONSHIP 2015-2016

### CODE OF DRIVING CONDUCT ON KARTING CIRCUITS

#### **REGULATIONS**

Headings in this document are for ease of reference only and do not form part of the regulations.

#### **1 GENERAL SAFETY**

- a) It is strictly forbidden for Drivers to drive their karts in a direction opposite that of the Race, unless this is strictly necessary to remove the kart from a dangerous situation.
- b) During Free Practice, Qualifying and the Races, Drivers may use the track only and must at all times observe the dispositions of the Code relating to driving on circuits.
- c) During Qualifying and the Races, a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or impede another Driver. If the Driver is unable to remove the kart from a dangerous position by driving it, it is the Marshals' duty to help him; however, if the kart restarts as a result of such help, it will be excluded from the classification of the Qualifying or the Race in which this help was provided. Except for medical or safety reasons, the Driver must stay close to his kart until the end of Free Practice, Qualifying or the Race(s).  
In the case of a Free Practice session run over two parts separated by an interval, all karts abandoned on the circuit during the first part must be taken back to the Servicing Park during the interval and may participate in the second part of Practice.
- d) Any repairs with tools are banned outside the Repairs Area. It is forbidden to take any tools and/or spare parts on board the kart. The Driver can receive help only in the Repairs Area determined by the Supplementary Regulations or during the Briefing.
- e) Except in cases expressly provided for by the Regulations or by the Code, no one except the Driver is authorized to touch a stopped kart unless it is in the Repairs Area.
- f) When the track is closed by the Clerk of Course during and after Practice and after the finish until all concerned karts, whether they are mobile or not, have arrived at the «Finish» Servicing Park or at the Parc Fermé, no one is allowed to access to the track, with the exception of Marshals carrying out their duties and of Drivers when they are driving.
- g) During Qualifying and Race(s), the kart may be restarted only by the Driver himself, except if he restarts from the Repairs Area. The Driver may not receive any outside help on the track during the running of an Event, except in the Repairs Area, which he may reach only by his own means.
- h) A speed limit may be imposed in the pit lane and in the Repairs Area during Practice and the Formation Laps. Any Driver braking this speed limit will be imposed a penalty provided for in the Regulations or the Code.
- i) If a Driver is faced with mechanical problems during Free Practice, Qualifying or Race(s), he must evacuate the track as soon as possible for safety reasons.
- j) If a Driver is involved in a collision, he must not leave the circuit without the Stewards' agreement.

- k) No Driver may leave the Repairs Area without having been invited to do so by Marshals.
- l) Official instructions will be transmitted to the Drivers by means of the signals provided for in the Code. Entrants must not use flags similar to these ones in any way whatsoever.
- m) Any Driver who intends to leave the track, to return to the Servicing Park or to stop in the Repairs Area shall demonstrate his intention in due time and shall ensure that he may do so safely.
- n) During the Event and at the order of the Clerk of the Course a Driver who breaches the Technical Regulations, except during the final lap, must stop in the Repairs Area and remedy the breach before rejoining the track.
- o) When they participate in Free Practice, Qualifying or Races, Drivers must at all times wear the full equipment defined under Article 3 of the CIK FIA Technical Regulations.
- p) It is forbidden to circulate with motorbikes, scooters or any other motorized devices in the Paddock.
- q) The Organizer undertakes to have on the track all safety devices provided for meetings in Appendix 2 to the 2012 International Karting Regulations, from the beginning Free Practice until the end of the Event.
- r) In the case of a «wet Race» (conditions signaled by means of a panel by the Clerk of the Course), the choice of tires will be left to the appreciation of the Drivers, the Clerk of the Course reserving the right to use the black flag if he deems that a Driver's kart is fitted with the wrong set of tires and that the Driver is too slow and dangerous for other Drivers.

## 2 OBSERVANCE OF SIGNALS

The Instructions detailed in Article 2.15 of the CIK General Prescriptions and in Article 2.3 of the CIK Circuit Regulations (Part II) are deemed to be part of this Code of Driving Conduct. All Drivers must abide by them.

## 3 OVERTAKING DURING A RACE

- a) A kart alone on the track may use the full width of the said track. However, as soon as it is caught by a kart which is about to lap it the Driver must allow the faster Driver past at the first possible opportunity. If the Driver who has been caught does not seem to notice that another Driver wants to overtake him, flag Marshals will display waved blue flags to indicate that the faster Driver wants to overtake. Any Driver who appears to ignore the blue flags will be reported to the Stewards of the meeting.
- b) Overtaking, according to the circumstances, may be carried out either on the right or the left. However, maneuvers liable to hinder other Drivers such as more than one change of direction to defend a position, deliberate crowding of karts beyond the edge of the track or any other dangerous change of direction, are strictly prohibited. Any Driver who appears guilty of any of the above offences will be reported to the Stewards of the meeting.
- c) Drivers must use the track at all times. For the avoidance of doubt:
  - the white lines defining the track edges are considered to be part of the track but curbs are not.
  - a Driver will be judged to have left the track if no part of the kart remains in contact with the track.
 Should a kart leave the track for any reason, and without prejudice to 2d) below, the Driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage.
- d) Repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) will be reported to the Stewards of the meeting and may entail the exclusion of any Drivers concerned.
- e) Contacts / collisions (during the Race, deceleration lap included): sanctions may be imposed on a Driver who pushes another Competitor.

#### 4 KARTS STOPPING DURING A RACE

- a) The Driver of any kart leaving the track because of being unable to maintain racing speed and should signal the intention to do so in good time and is responsible for ensuring that the maneuver is carried out safely and as near as possible to a point of exit.
- b) Should a kart stop outside the pit lane or outside the Repair Area, it must be moved as soon as possible so that its presence does not constitute a danger or hinder other Drivers. If the Driver is unable to move the kart, it shall be the duty of the Marshal to assist. If such assistance results in the Driver rejoining the Race, this must be done without committing any breach of the regulations and without gaining any advantage.
- c) Replenishment of any kind is prohibited, except when the kart concerned is in an area specifically provided for this purpose.
- d) Apart from the Driver and duly appointed officials, nobody is allowed to touch a stopped kart except when in the pit lane or in the Repair Area.
- e) Pushing a kart on or along the track is prohibited.
- f) Except during a Race suspension, any kart abandoned on the circuit by its Driver, even temporarily, shall be considered as withdrawn from the Race.

#### 5 ENTRANCE TO THE PIT LANE (TO THE REPAIRS AREA OR TO THE SERVICING PARKS)

- a) The so-called **Deceleration Zone** is a part of the pits area. The section of the track leading to the pit lane shall be referred to as the <pit entry>
- b) During the Practice, Qualifying and Race sessions, access to the pit lane, to the Repairs Area or to the Servicing Parks is allowed only through the pit entry, **Deceleration Zone**. The penalty for a breach of this rule shall be exclusion from the Race.
- c) Any Driver intending to leave the track or to enter the pit lane, pits or the Servicing Park or the Repairs Area shall signal his intention in good time and should make sure that it is safe to do so.
- d) Except in cases of force majeure (accepted as such by the Stewards of the meeting), the crossing, in any direction, of the line separating the pit entry deceleration zone and the track is prohibited.
- e) Except in cases of force majeure (accepted as such by the Stewards of the meeting), any line painted on the track at the pit exit or the Repairs Area for the purpose of separating karts leaving the pits or in the Repairs Area from those on the track must not be crossed by any part of a kart leaving the pits.