

YAS **HEAT**
BAMBINO
CHAMPIONSHIP

SEASON 2023/2024

YAS HEAT BAMBINO CHAMPIONSHIP 2023-24

Organised by AL AIN RACEWAY KART CLUB

SERIES REGULATIONS

VERSION 10.10.23

REGULATIONS

The final text of these 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.

1 – GENERAL SERIES INFORMATION

The YAS HEAT Bambino Championship will consist of 5 events to be held at Al Ain Raceway International Kart Circuit and Yas Marina Circuit. The Championship and its events shall be run in accordance with the requirements of Al Ain Raceway Kart Club. All competitors and associated persons must conform to the rules laid out in Article 11 of the UAE RMC Sporting Regulations 2023-24 under 'Code of Conduct' as well as Article 4 of the EMSO National Sporting Code.

2 – INFORMATION SPECIFIC TO THE SERIES

2.1 ORGANISER:

Al Ain Raceway Kart Club (AARKC)
Al Ain Raceway
P.O. Box 85393
Al Ain, UAE
Phone: +971 (0) 3 768 6662
E-mail: admin@alainraceway.com
Web: www.alainraceway.com/uaermc/

2.2 - DATES / EVENTS:

ROUND 1:	FRI 27 OCT 2023	AL AIN RACEWAY
ROUND 2:	FRI 17 NOV 2023	AL AIN RACEWAY
ROUND 3:	FRI 15 DEC 2023 *	AL AIN RACEWAY
ROUND 4:	FRI 16 FEB 2024	YAS MARINA CIRCUIT
ROUND 5:	FRI 22 MAR 2024	AL AIN RACEWAY

* DATE/VENUE PROVISIONAL AND COULD BE RESCHEDULED TO LATER IN THE SEASON

2.3 - PROVISIONAL INFORMATION OF THE MEETING:

Additional information will be available in the Supplementary Regulations for each meeting. A detailed time schedule for each event will be issued in advance and displayed on the Official Notice Board. Bambino test sessions are not part of the YAS HEAT Bambino Championship. Competitors should contact the circuit directly for information on availability and pricing.

2.4 - ENTRIES:

2.4.1 - Reception Office:

Al Ain Raceway Kart Club (AARKC)
P.O. Box: 85393
Al Ain, UAE
Phone: +971 (0) 3 768 6662
E-mail: admin@alainraceway.com

2.4.2 – Dates/Times:

As per articles 2.2, 2.3, Supplementary Regulations and Schedule of each event. Entries should be received 7 days before the race meeting date. The Organisers reserve the right to refuse entries submitted after this deadline.



2.4.3 - Receipt:

Any entry not accompanied by the fee shall be null and void.

2.4.4 - Restriction:

Maximum Entries apply in all classes. Entry will be accepted in the order of receipt of the entries.

2.4.5 - Fees:

2.4.5.1 – Race Fee:

OPTION 1 - PREPAID SERIES ENTRY AED 4000 [SAVE AED 1000! = 20%!]

Covers Entry Fees and engine hire for all 5 rounds plus AARKC Basic Membership

Deadline for advance payment Friday 27 October 2023.

All payments non-transferable and non-refundable.

OPTION 2 – PAY AS YOU GO

- Membership Fee AED 525 (annual registration)
- Race Entry Fee R1, R2, R3, R5 AED 795 (includes engine hire and fuel)
- Race Entry Fee R4 AED 1295 (includes engine hire and fuel)

Entry fee automatically discounted until 7 day deadline. Thereafter AED 210 supplement applies.

2.4.5.2 – Supplementary Fees (optional):

Transponder hire AED 105
VEGA M1 Tyres (per set) AED 800

2.4.6. – Payments:

Payments should be made (in full according to 2.4.2, 2.4.3 and 2.4.5) in cash or cheque, or by direct transfer to:

RACING

Account Name	Al Ain Raceway
Bank Name	Abu Dhabi Islamic Bank
Bank Address	AL BATEEN Br, Abu Dhabi, U.A.E
Account Number	1-291975-2
IBAN #	AE-13-050-0000 0000 12919752
BIC/SWIFT CODE	ABDIAEAD

2.5 – LICENCE AND AGE REQUIREMENTS:

Drivers do not require a competition licence to take part in the Series. However, participants must have basic track knowledge and be conversant with circuit rules including flag signals. As such, all drivers must successfully complete a driving assessment and basic written/oral test at Al Ain Raceway (or on an approved circuit with an appointed instructor) before being allowed to take part in the series. This must be arranged in advance with the circuit.

Drivers must be at least 5 years of age to compete in the series. An original passport must be provided as authentication.

The maximum age is 8 years.

2.6 – RACE MEETING FORMATS:

Each race meeting will consist of ONE of the following formats unless otherwise indicated in the Event Supplementary Regulations or by means of a Bulletin:

- | | |
|---------------------|----------------|
| - Signing on | - Warm-Up |
| - Scrutineering | - Time Trial 1 |
| - Engine Raffle | - Time Trial 2 |
| - Driver's Briefing | - Time Trial 3 |

2.6.1 – Signing on:

Signing on will commence at the time stipulated in the Event Schedule. Each driver is required to complete and sign a registration form (this must be done at each visit). Any driver not signing in during the allocated registration window will not be permitted to race.

Pushers must also sign on at this time with their respective driver (see Article 3.1).



2.6.2 – Scrutineering/Engine Raffle:

Scrutineering will take place in a predetermined area and at the time specified in the Official Event Schedule. Drivers must present themselves along with their race wear and kart (which must be ready to race) to the Scrutineers at the allotted time for a basic safety and technical compliance inspection. Drivers who do not successfully pass Scrutineering will not be permitted to take part in the race meeting. Engines will be drawn by ballot and handed over on a first-come-first-served basis.

2.6.3 – Driver's Briefing:

The Official Driver's Briefing, **mandatory for all drivers and pushers**, will take place at the time stipulated in the Schedule. This will cover circuit and pit lane layout (which will vary from round to round) as well as any other details pertaining to the Race Day and Series.

Any driver who is absent will gain a penalty and may be prevented from racing altogether, with no refund. Any new drivers racing at the venue for the first time (regardless of experience) must attend a further briefing which will cover circuit rules and procedures in more detail. This will normally follow the Official Driver's Briefing.

2.6.4 – Time Trials:

The length of each session will be 12 minutes unless otherwise stipulated in the Event Supplementary Regulations.

All karts are released one-by-one from the Pre-Grid at regular intervals as directed by the Pre-Grid marshal. Crossing the start line for the first time will constitute the start of the first timed lap. Competitors may complete as many laps as they wish within the Time Trial duration. All lap times are recorded. Points will be awarded according to Article 2.7.

2.6.5 – Award Presentation:

All participants completing the race day will receive a Certificate of Accomplishment as well as medals or other awards.

Everyone is encouraged to stay for the presentation. All drivers are to ensure that race suits are worn and zipped up with collar closed. Race footwear should also be worn. In the case of accidental soiling of the race suit, e.g. due to a prolonged wait for the presentation to start or an ill-timed pre-podium tickling session, the organisation will accept alternative, appropriate team wear.

2.7 – POINT SCORING:

2.7.1 – Overall Score:

Series points are awarded for each Time Trial in terms of best lap time classification according to the below schedule:

Fastest Lap	20 points
2 nd Fastest Lap	19 points
3 rd Fastest Lap	18 points...and so on down to 20 th place.

20th place and any competitor thereafter will receive 1 series point.

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 the final classification.

In case a Time Trial is cancelled because of "force majeure," no points will be awarded.

In the case that 2 or more drivers finish the Bambino Series with the same number of points, the higher placing will be awarded to the driver with the greatest number of fastest Time Trial laps. If this number is equal then the greatest number of 2nd fastest Time Trial laps will be used, and so on until a winner emerges. If this procedure fails to produce a result, AARKC Committee will nominate a winner according to such criteria as it deems fit.

www.alainracoway.com

Bonus points will be awarded for various achievements (see article 2.7.3) while penalty points will be deducted for driving infringements (see article 2.7.4).

2.7.2 – Did Not Start (DNS):

DNS is used to classify any driver who fails to cross the start line at any point during a Time Trial. The number of points awarded for a DNS is 1 less than the last classified competitor.

2.7.3 – Bonus Points:

Bonus points can be awarded to drivers who lead by example and demonstrate a respectful, sporting, chivalrous attitude and actions to go along with that – both on and off track – at the discretion of the Race Director.



2.7.4 – Penalty Points:

Drivers who receive a black flag will receive a penalty in accordance with the nature of the offence, at the discretion of the Race Director.

The following non-exhaustive guide covers a number of common infringements and their associated penalties:

Loss of control (spinning or leaving track)	-1 point
Contact (with another competitor)	-2 points
Causing a collision	-3 points
Pit Lane Speeding	-3 points
Ignoring flag signals	-3 points
Careless Driving (general)	-3 points
Failing to register at the right time	-3 points
Failing to Scrutineer on time	-3 points
Being late to the Driver's Briefing	-3 points
Failure to observe 'engine function test' rule	-3 points
Missing the Driver's Briefing	-6 points
Underweight	-10 points
Improper conduct (including parents)	-10 points

These are for guidance purposes only. The Organisers reserve the right to inflict greater penalties, financial or otherwise, (including suspension and disqualification) if the behaviour of a driver (or their support crew) contravenes the standards advocated by and associated with the Series and its supporters and sponsors.

Any decision made by the Clerk of the Course is final and there will be no scope for appeal. Any driver with a genuine grievance should request to see the Clerk of the Course as soon as possible after the session for an explanation rather than to debate the decision.

2.7.5 – Mission Statement:

The concept of the YAS HEAT Bambino Championship is for budding racers to be able to enjoy kart sport at beginner level in a fun, uncomplicated, safe environment. These sessions provide an ideal platform for such ones to learn about track craft and driving rules while developing their skills progressively before reaching licence-holding age. The focus is on fun and education rather than performance and trophies and all competitors (and especially parents) are expected to submit to this fundamental idea.

2.8 – OTHER CLASSES:

The YAS HEAT Bambino Championship may host alternative categories at certain events. These classes will be subject to these regulations but will be scored separately and may have their own technical requirements.

3 – ADDITIONAL RULES/PROCEDURES

3.1 – PUSHERS:

Each driver must have a 'pusher' representing him/her. Pushers must register with their respective driver at Signing On (see Article 2.6.1) where they will receive a high-visibility vest. It is accepted that some pushers love these hugely expensive fluorescent bibs so unconditionally that they accidentally forget to return them to their rightful home at the end of the race day. Such forgetfulness will inevitably lead to a financial penalty akin to the value of the vest.

Pushers must be at least 18 years of age and must attend the Driver's Briefing with their driver where instructions pertaining to the Race Day will be given.

During Bambino sessions, pushers will be stationed intermittently around the circuit (on safe zones) at the behest of the Clerk of the Course. It is the responsibility of each pusher to provide timely assistance to ALL Bambino drivers as and when needed.

3.2 – PRE-GRID:

At the allotted time, drivers and pushers will make their way to the Pre-Grid in preparation for their session. Drivers/karts will be lined up on the Pre-Grid in single file according to a pre-determined, randomly-generated order (different for each session).

Drivers will not be permitted to line up on the Pre-Grid without a pusher present.

It is forbidden to carry out any work and/or set-up on the kart on the Pre-Grid.

When ready the Clerk of the Course will allow all Pushers to take up positions around the circuit. Lazy Pushers who demonstrate an aversion to travelling large distances on foot will be given the furthest possible position without shade or refreshment.



At the green flag signal, drivers will be released one-by-one from the Pre-Grid at appropriate intervals as dictated by the Pre-Grid Marshal.

Drivers (or pushers) arriving after this time will only be permitted to join the circuit with the express permission of the Clerk of the Course.

3.3 – BREAKDOWNS:

Drivers must remain inside their karts at all times.

In the event that a kart gets stuck (on or off the circuit) or if a technical problem occurs which prevents the driver from reaching the Pit Lane, the driver should raise his/her hand and pull the kart over to a safe place, away from the racing line.

The closest pusher will attend the scene at a safe moment to move the kart and driver to a safe place off the track. Once in a safe position the pusher may attempt to restart the kart or repair the problem. If this is successful the driver may rejoin the circuit when it is safe to do so. If the kart cannot be restarted, the Marshals will supervise the extraction of the driver to a place of safety with the assistance of the pusher(s).

3.4 – FINISHING PROCEDURES:

3.4.1 – Chequered Flag:

The chequered flag signal will be given at the Start/Finish Line to indicate the end of the session. After having received the chequered flag all karts must proceed directly to the Pit Lane under yellow flag conditions, using the normal course of the track, without performing doughnuts, without stopping, without giving or receiving any object whatsoever and without any help (except that of Marshals if necessary).

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 dangerously and subject to a penalty, at the discretion of the Clerk of the Course.

RACING

3.4.2 – Pit Lane Speed:

Pit Lane speed must be kept to walking pace at all times. This is an important safety rule that must be adhered to as the Pit Lane is the only area in which driven karts are mixed with unprotected drivers and Officials. No overtaking is permitted in the Pit Lane.

Any driver deemed to be speeding in the Pit Lane by the Officials will receive a penalty at the discretion of the Clerk of the Course.

3.4.3 – Weighing Scales:

The official weighing scales will be situated in Parc Fermé.

Since classification is based on lap time, it is mandatory for ALL driver/kart weights to be recorded at the end of each Time Trial session, even if the competitor did not finish (DNF). Any kart unable to reach the scales by its own means will be placed under the control of Marshals/Pushers, who will supervise the movement of the kart to the scales with the assistance of the driver. **Any driver failing to report directly to the scales after completing 1 lap or more will be classified in last place.**

The Chief Scrutineer will be the judge of fact in all post-race weigh-ins. If a competitor is found to be underweight (see Article 5.4), a penalty will be applied according to Article 2.7.4.

3.4.4 – Parc Fermé:

The Chief Scrutineer may invoke Parc Fermé at his discretion which will be sufficiently secure so that no unauthorised person can gain access to it. Drivers are not permitted to leave Parc Fermé until expressly permitted by the Officials.

www.oleinracoway.com

4 – ORGANISER'S SUPPLEMENTARY PROVISIONS

4.1 – TYRES:

Only VEGA M1 tyres may be used. Tyres may be new or used but must be obtained from the Series Organisers (verified by bar code). Strictly no modifications or tyre treatments are allowed. There is no minimum or maximum amount of tyres per event.

In the exceptional event that insufficient quantities of tyres are available, the organisers reserve the right to provide a suitable substitute tyre. Competitors will be notified of any such changes by means of an official Bulletin.



4.2 – ENGINE:

4.2.1 – Engine Allocation:

The Engines to be used in the YAS HEAT Bambino Championship are the standard, unmodified Comer C50 or C52. These are provided by the race organiser and drawn at pre-race Scrutineering by means of ballot.

In the case of a genuine grievance regarding the function of the balloted engine unit, and subject to availability, competitors will have the option to exchange their unit for a spare unit. This exchange can only be permitted once (maximum) per event and will be subject to consideration of the Scrutineers and the organisers.

Competitors routinely requesting engine exchanges without conclusively demonstrating a genuine problem may have their request(s) rejected.

4.2.2 – Engine Installation:

Competitors must secure the hired engine unit safely and securely to the kart **using their own mounting plate** in the presence of the Scrutineers, taking care not to damage the threaded crankcase holes by over-tightening, misalignment, cross-threading, etc.

Once fitted, the engine should be started in the presence of the Scrutineers to ensure proper function. Karts may only be started in the paddock and Pre-Grid area for a basic engine function test and must not remain running for long periods. 5 seconds is sufficient. Failure on the part of the competitor or his/her mechanic/entrant/pusher to observe this ruling will result in penalties being applied (see Article 2.7.4).

These engines are complete and in standard condition as manufactured by Comer and must always remain within the confines of the original Comer engine fiche (see Appendix). It is expressly forbidden to swap, add, modify or in any way alter the specification or function of any component of the engine unit which should remain as received throughout the event.

Should the competitor encounter any technical issue with the engine, they should immediately present it to the Scrutineering Team for inspection. Any engine work may only be carried out by the organisers or under the supervision of the organisers.

At the conclusion of the last Time Trial, engines must be removed from the kart in Parc Fermé and handed back to the Scrutineering Team for inspection and storage. In the event that damage is sustained to the engine (or its components) that is NOT deemed to be reasonable wear and tear while in the care of the competitor, the organisers will be responsible for carrying out any repairs to the engine unit while the competitor will be financially responsible for the cost of replacement parts and/or repair.

4.3 – FUEL:

Fuel will be supplied in the fuel tank of each hired engine for use within the event. The cost of fuel is covered within the entry fee. Unleaded petrol of commercial quality with 95-98 octane is used in combination with XPS Kart Tec 2-stroke oil at a fuel/oil ratio of 25:1.

The organisers supply controlled fuel. In the unlikely instance that competitors require additional fuel to complete the event, the kart must be presented at Scrutineering for a top-up. This should be done at the end of a Time Trial while in Parc Fermé. **It is not permissible for competitors to use their own fuel during the event.**

4.4 – TRANSPONDER:

4.4.1 – Transponder Hire or Purchase:

Transponder hire will be charged at AED 105 per day and transponders will be distributed at signing on. There are a limited number of transponders available for hire. These will be allocated as Entry Forms are received on a first-come, first-served basis. Any Entry received after all hire transponders are allocated will need to buy a transponder. www.alainracoway.com

Transponders are available for purchase at regular retail price. This includes charger, user manual and fixing kit. Please check in advance with the Series Organisers for availability.

4.4.2 – Transponder Fitting:

The transponder must be mounted in an approximately upright position and secured at a height of 25cm ±5cm (measured from the ground to any part of the transponder).

It is the driver's responsibility to ensure that the transponder is fitted in the correct position at all times when driving. Failure to do so may result in the transponder functioning intermittently or not functioning at all which, in turn, will lead to non-classification.

5 – TECHNICAL REGULATIONS

5.1 – GENERAL:

The following regulations may be amended at any time by AARKC by way of Competitor Bulletins or Event Supplementary Regulations which will be posted on the Official Notice Board at each event.

Karts are only allowed to compete if they are in a condition which meets the Series safety standards and if they comply with the regulations. They must be maintained in such a way as to not represent a danger to the driver or other participants/spectators.

ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN

5.2 – CHASSIS:

Only chassis produced by reputable manufacturers will be allowed. Competitors unsure of whether a particular model fits in with this requirement should contact the Organisers for approval. Such chassis will be subject to the following criteria:

Wheel base: 780mm (± 20 mm)

Rear axle: 25mm solid, 25mm hollow, 30mm solid or 30mm hollow

Brake system must be mechanical type and work on rear wheels only

A chain guard is compulsory and must be an effective protection over the top and both sides of the exposed chain and sprocket, and extend to at least the lower plane of the rear axle.

5.3 – NUMBERS:

Numbers must be clearly displayed on the front and back of the kart and on the outside face of both side pods. Numbers should be easily distinguishable, with each digit at least 15cm high with 2cm stroke. Drivers will have the option of white numbers on a red background or black numbers on a yellow background.

The range of numbers is 1 to 50. Number requests must be confirmed by the series Organisers and are issued on a first-come, first-served basis.

5.4 – WEIGHT:

The minimum weight of kart + driver is **69kg**. This will be checked at the end of each Time Trial (see Article 3.4.3).

The mass of the kart may be adjusted with one or more solid blocks attached to the chassis frame, to a chassis auxiliary part (except bumpers) or the seat. Reinforcement plates (min thickness 1mm, min diameter 20mm) are mandatory for the attachment of the ballast to the seat.

No single piece should exceed 5kg. Combined ballasts on the same attachment count as a single ballast. Any ballast must be fitted safely and securely by means of at least two mechanical fixings [bolts of minimum diameter 6 mm (0 - 2.5kg block) or 8mm (>2.5 - 5kg block)].

5.5 – GEARING:

Gearing will be fixed for each round according to the circuit configuration used and will be stated on the Supplementary Regulations for each Event.

5.6 – CHAIN GUARD:

A chain guard is compulsory and must be an effective protection over the top, and on both sides, of the exposed chain and sprockets, and should ideally extend to at least the lower plane of the rear axle.

6 - SAFETY EQUIPMENT

6.1 – CRASH HELMET:

Drivers must wear a well-fitting helmet with efficient and unbreakable protection for the eyes. Helmets with Snell-FIA standards CMS2007 or CMR2007 are highly recommended.

6.2 – RACE SUIT:

Race suits are mandatory. It is strongly recommended that drivers wear kart race suits with a "Level 2" homologation granted by CIK-FIA.

Drivers wishing to use race suits which do not meet this standard must present them to the Scrutineers for inspection and approval.



6.3 – GLOVES:

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

6.4 – FOOTWEAR:

Drivers **MUST** wear suitable flat-soled footwear with ankle protection. Sandals, high heels, open-toed footwear or flippers will not be permitted.

7 – ADVERTISING ON KARTS, OVERALLS AND HELMETS

Competitors may be obliged to carry official stickers and sponsor logos on their karts, race suits and helmet. Any such material will be provided by the Organisers along with instruction on positioning as necessary.

Competitors are responsible for the presentation and preservation of sponsor stickers/logos. The Organiser will provide 1 complete set of stickers to each competitor free of charge.

Lost/damaged stickers must be replaced at the expense of the competitor.

Competitors may be required to remove decals/stickers and other advertising which may conflict with series sponsors. Competitors may be required to take part in further promotional activities at the rounds or the end-of-season prize-giving.

Prize winners will be obliged to wear a sponsor cap, if supplied by Race Organiser, during the award presentation. All drivers receiving awards at the post-race presentation should wear their race suit (zipped up with collar fastened) and race boots (See also Article 2.6.5).

Failure to comply with the Organiser's instructions could lead to disqualification from the results/event.

YAS HEAT
RACING

8 – GENERAL SAFETY

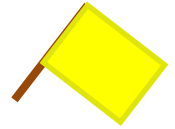
- A. It is strictly forbidden for drivers to drive their karts in a direction opposite to that of the race, unless this is strictly necessary to remove the kart from a dangerous situation.
- B. During each on-track session during the Event, drivers may use the track only and must at all times observe the dispositions of the EMSO National Sporting Code relating to driving on circuits. The circuit is defined by the white lines on both sides of the track. Drivers are allowed to use the whole width of the track between these lines. If the four wheels of a kart are outside these lines, the kart is considered as having left the track.
- C. A speed limit of 5mph is imposed in the pit lane at all events. Any driver deemed to be exceeding this speed limit will be liable to sanctions provided for in the Regulations.
- D. No driver may leave the Parc Fermé Area without permission from the Chief Scrutineer.
- E. Any driver who intends to leave the track by means of the Pit Lane shall demonstrate his/her intention in due time and shall ensure that he/she does so safely.
- F. In each session of the Event, drivers must at all times wear the full equipment defined under Article 7 of these Regulations.
- G. It is forbidden to circulate with motorbikes, scooters or any other motorised devices in the Paddock. This applies to skateboards, push-bikes/scooters, Segways, wheelbarrows, pogo-sticks and other such equipment by extension.
The driving of karts in the Paddock Area is forbidden under all circumstances.
- H. In the unusual case of rain, slick tyres will continue to be used. Racing will continue as normal at the discretion of the Race Director or Clerk of the Course. Normally, racing will only be halted if driving conditions become dangerous, e.g. in the case of standing water. It is assumed that drivers will be able to recognise wet conditions due to the appearance of rain drops on their visors.
- I. It is forbidden for a driver (or any child) to be seated in a kart while it is balanced on a kart trolley, whether the trolley is in motion or stationary.
- J. Parents are reminded of their responsibility to monitor and control their children at all times during a practice/race day. The venue (and paddock) is not a playground. Children should behave appropriately and should not be left unattended. Failure to observe this could lead to a fine or penalty being applied to the entrant or licence holder to which the offending party is linked.

10 – FLAG RULES

Yellow Flag:

This is a signal of danger to indicate a hazard which may be wholly/partly blocking the track or may be just off the track. Drivers must reduce speed, not overtake and be prepared to change direction (or even stop if necessary).

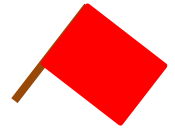
Yellow flags will normally be shown only at the marshal post immediately preceding the hazard. Caution should be exercised (reduced speed with strictly no overtaking) from the first yellow flag until the incident has been safely negotiated. A green flag will be used at the end of a yellow 'zone'.



Red Flag:

This flag is used to stop a practice session or Time Trial.

Drivers must immediately slow down and proceed with great caution and without overtaking to the safety area. This exact location will vary from venue to venue and will be explained clearly by the Clerk of the Course in the Driver's Briefing.



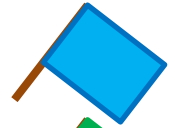
Yellow and Red Striped Flag:

This flag means slippery surface and will be shown to inform drivers that there is a deterioration of adhesion due to oil or water on the track in the area beyond the flag.



Blue Flag:

This flag is shown to a driver as an indication that he/she is about to be overtaken.



Green Flag:

This flag is used to indicate that the track is clear and is used to signal the start of a practice session or Time Trial.



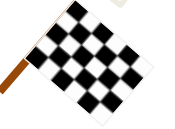
White flag:

This flag is used to indicate to the Driver that there is a much slower vehicle on the sector of track controlled by that flag point.



Black and White Chequered Flag:

This flag signifies the end of a practice session or Time Trial and is shown at the Start/Finish Line. Drivers must slow down and proceed carefully to the Pit Lane without overtaking.

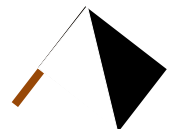


The following three flags will normally be shown at the Start Line and accompanied by a number which refers to the kart whose number is displayed.

These flags may also be displayed at places other than the Start Line should the Clerk of the Course deem this necessary.

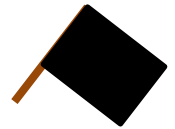
Black and White Flag Divided Diagonally:

This flag should be shown only once and is a warning to the driver concerned that he/she has been reported for questionable driving or unsportsmanlike behaviour.



Black Flag:

This flag is used to inform the driver concerned that he/she must return to the Pit Lane immediately and report to the Clerk of the Course.

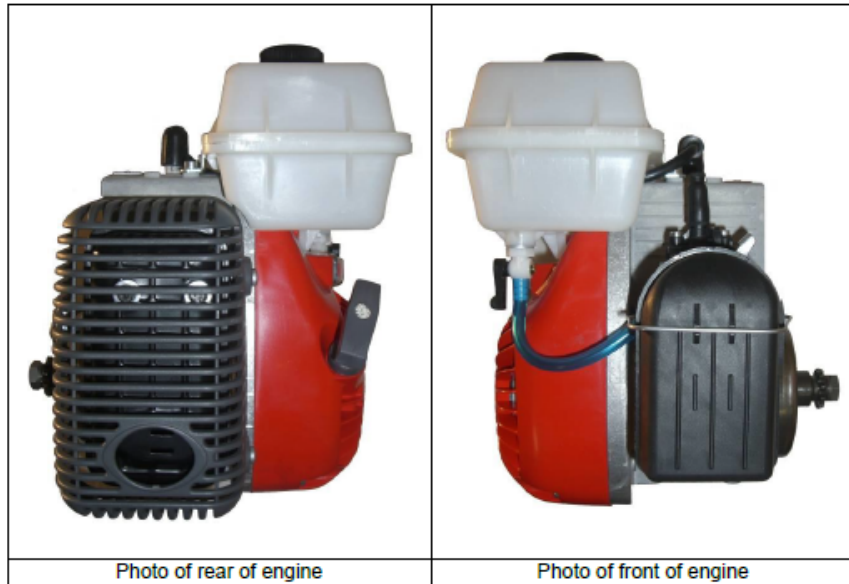
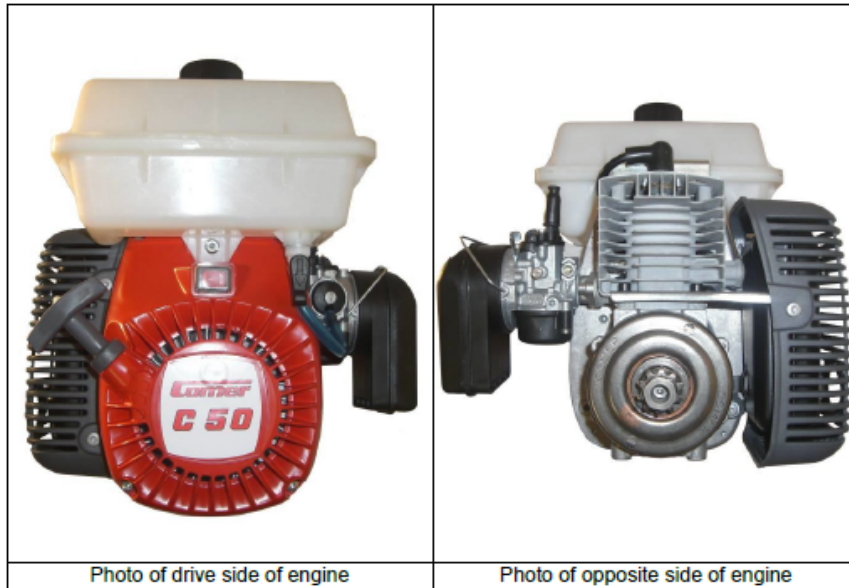


Black Flag with Orange Disc:

This flag is used to inform the driver concerned that his/her kart has mechanical problems likely to endanger him/herself or others and he/she must return to the Pit Lane on the next lap.



APPENDIX 1 – TECHNICAL SPECIFICATIONS OF COMER C50 ENGINE:

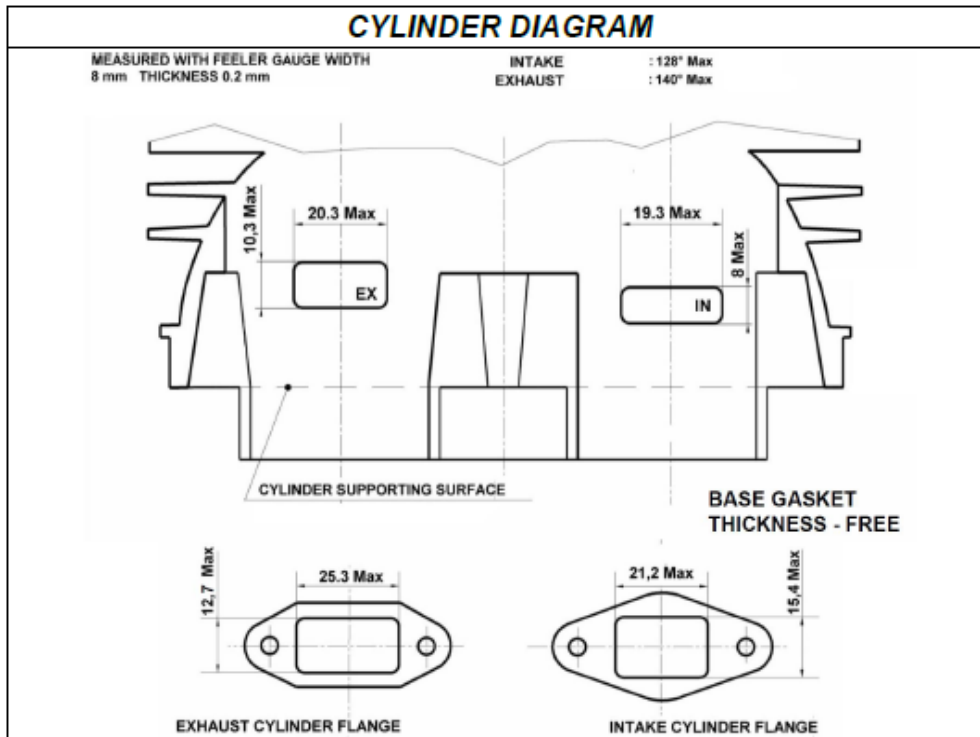
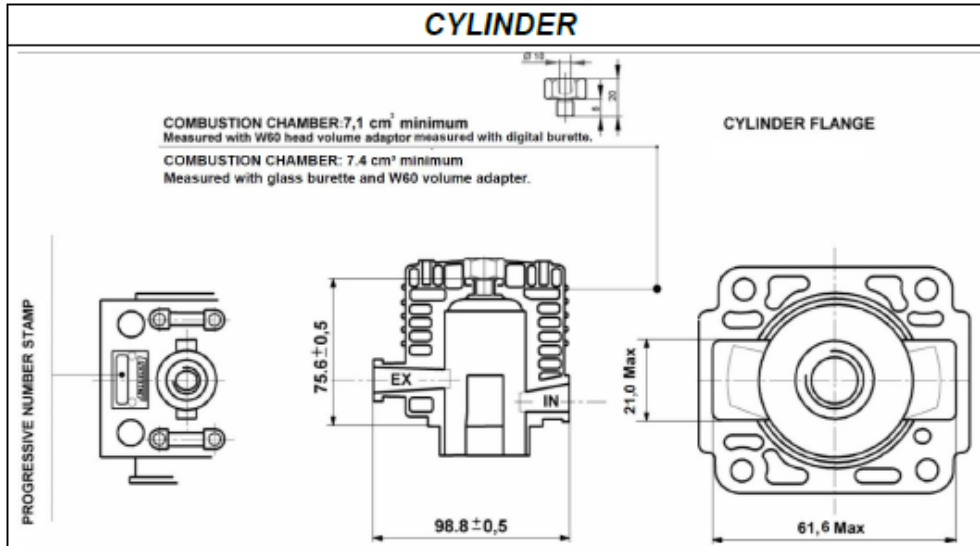


A1.1 – TECHNICAL INFORMATION:

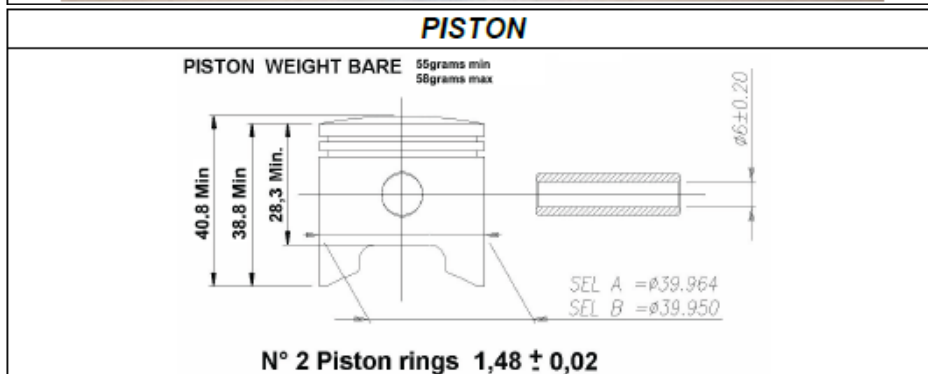
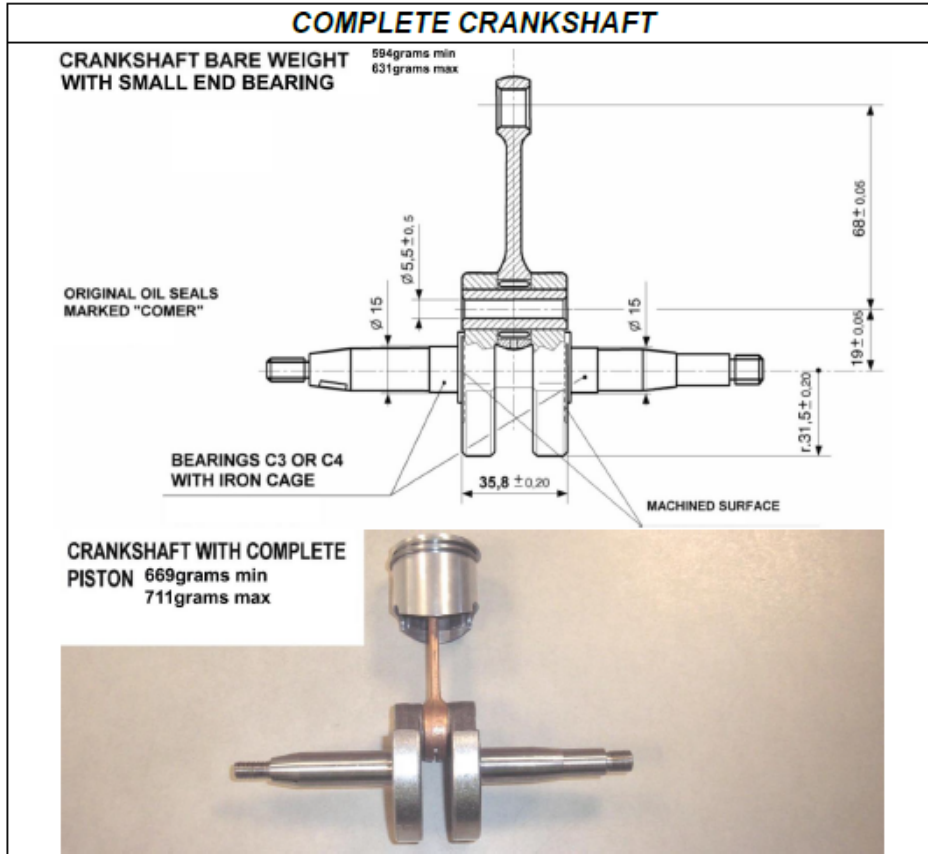
BORE	40 mm
STROKE	38 mm
DISPLACEMENT	48 cc

Locking devices and fixtures may be replaced with non-original parts.

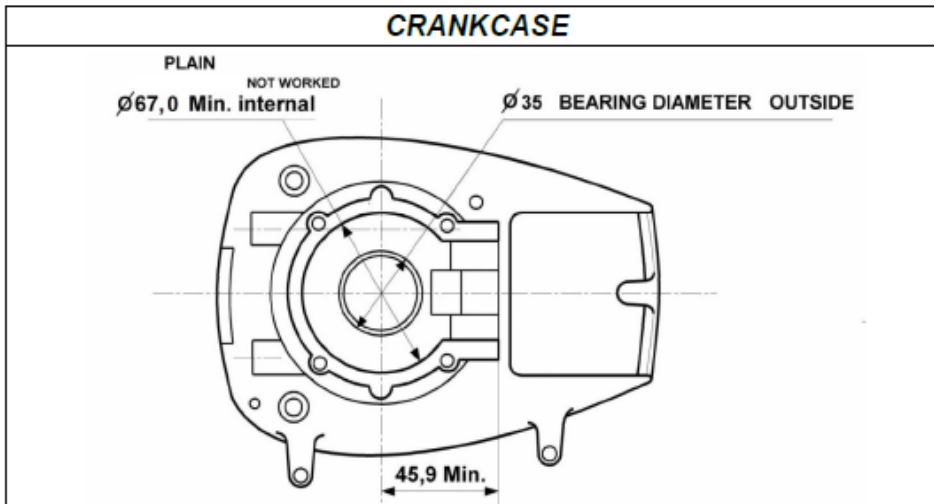
A1.2 – CYLINDER:





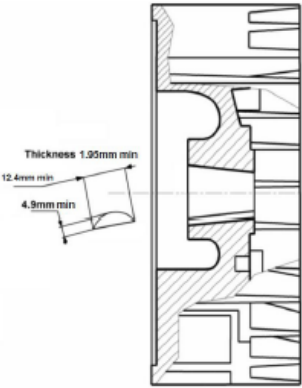
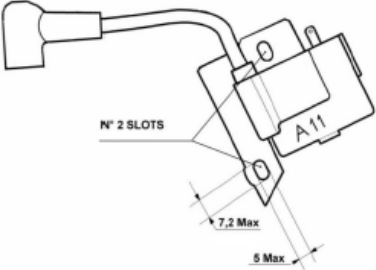
A1.3 – CRANKSHAFT AND PISTON:



A1.4 – CRANKCASE:



A1.5 – IGNITION:

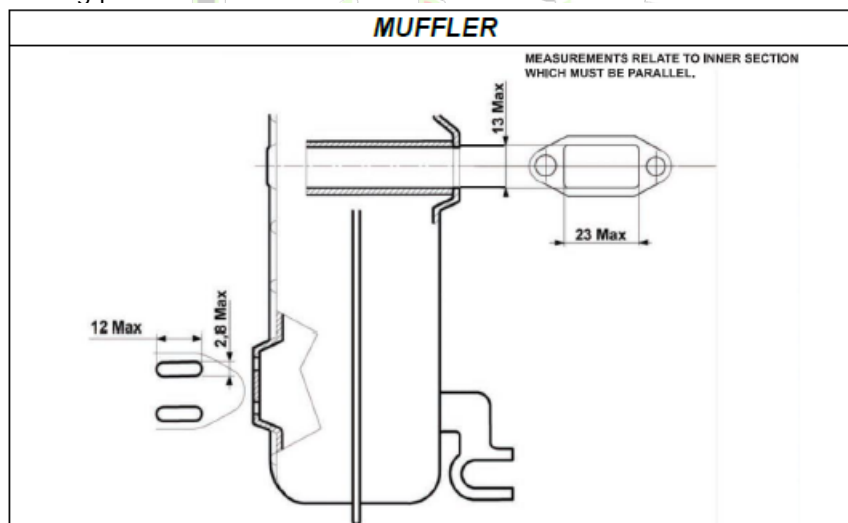
IGNITION	
FLYWHEEL	COIL
FJ MODEL	FJ MODEL A11
	 <p style="text-align: center;">A11</p>
<i>Code FJ 20-07</i>	<i>Code FJ A11 20-07</i>
 <p style="text-align: center;">Weight= 378 min 402 max without key</p> <p style="text-align: center;">SPARE PART CODE: C050-453-02</p>	 <p style="text-align: center;">SPARE PART CODE: C050-425-02</p>

A1.5.1 – Spark Plug:

Only the standard Champion RCJ7Y, Bosch WSR7F or Bosch WS5F spark plug is allowed. The sealing washer must be original and intact.

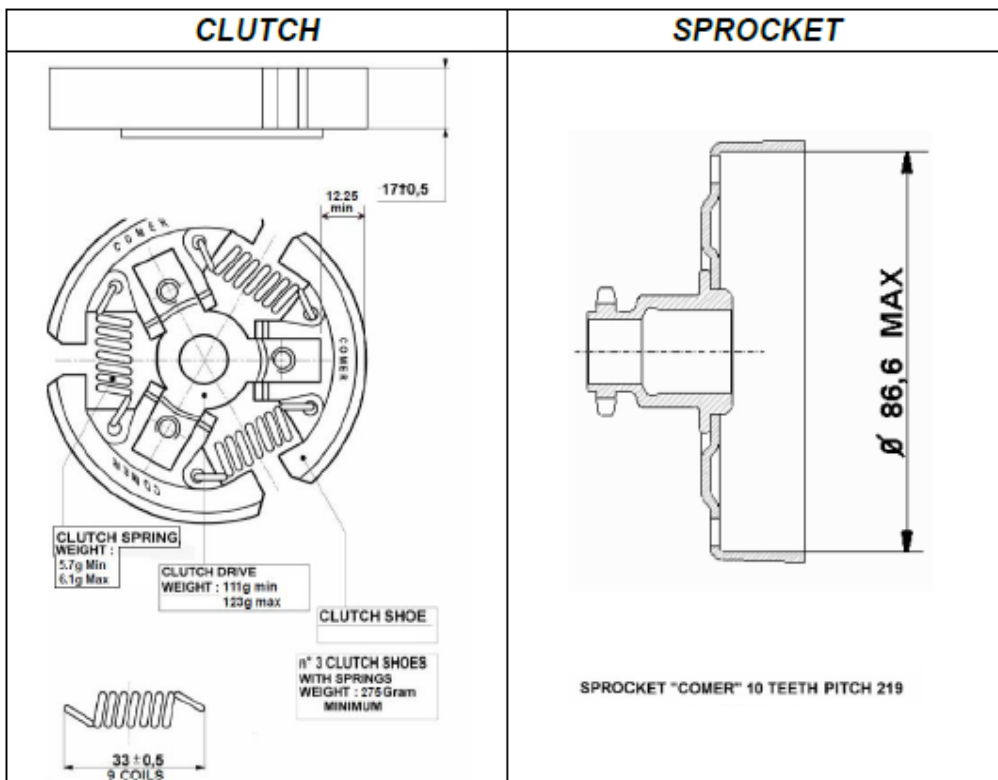
A1.6 – EXHAUST:

The exhaust must remain standard as defined by the engine fiche. The outlet holes must remain unmolested with no machining or filing permitted.



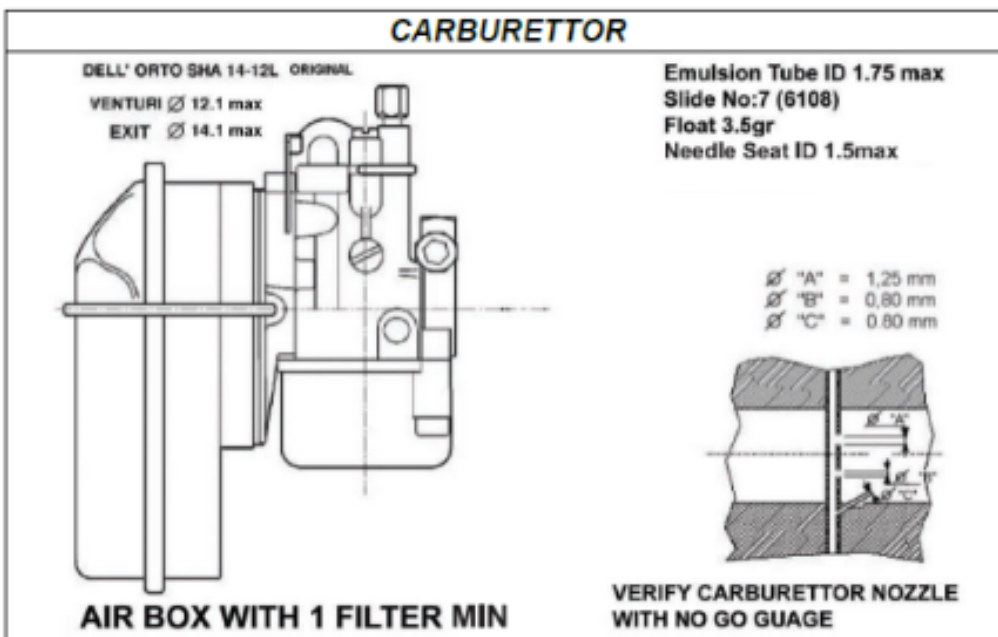
A1.7 – CLUTCH AND FRONT SPROCKET:

The clutch unit must remain standard with no machining or modification permitted. All clutch drums must feature the standard 10 tooth gear sprocket.

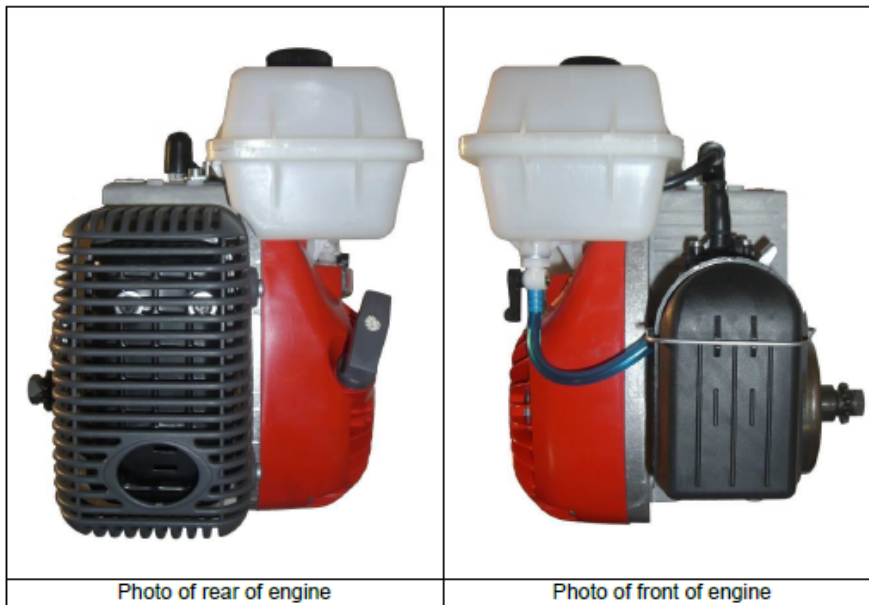
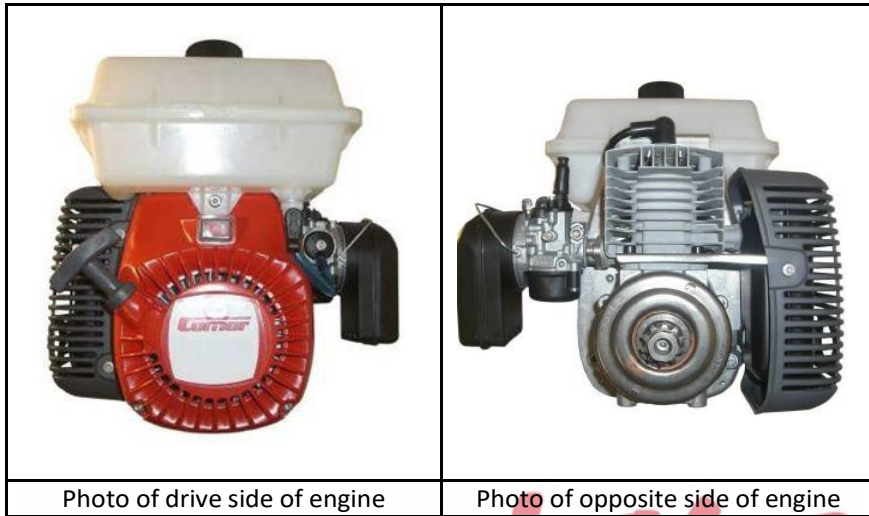


A1.8 – CARBURETTOR:

The carburettor must be the standard, unmodified Dellorto SHA 14/12L with standard main jet size 58. The standard air filter must contain at least one standard foam air filter element and must be fitted as close to vertical as is reasonably practicable.



APPENDIX 2 – TECHNICAL SPECIFICATIONS OF COMER C52 ENGINE:

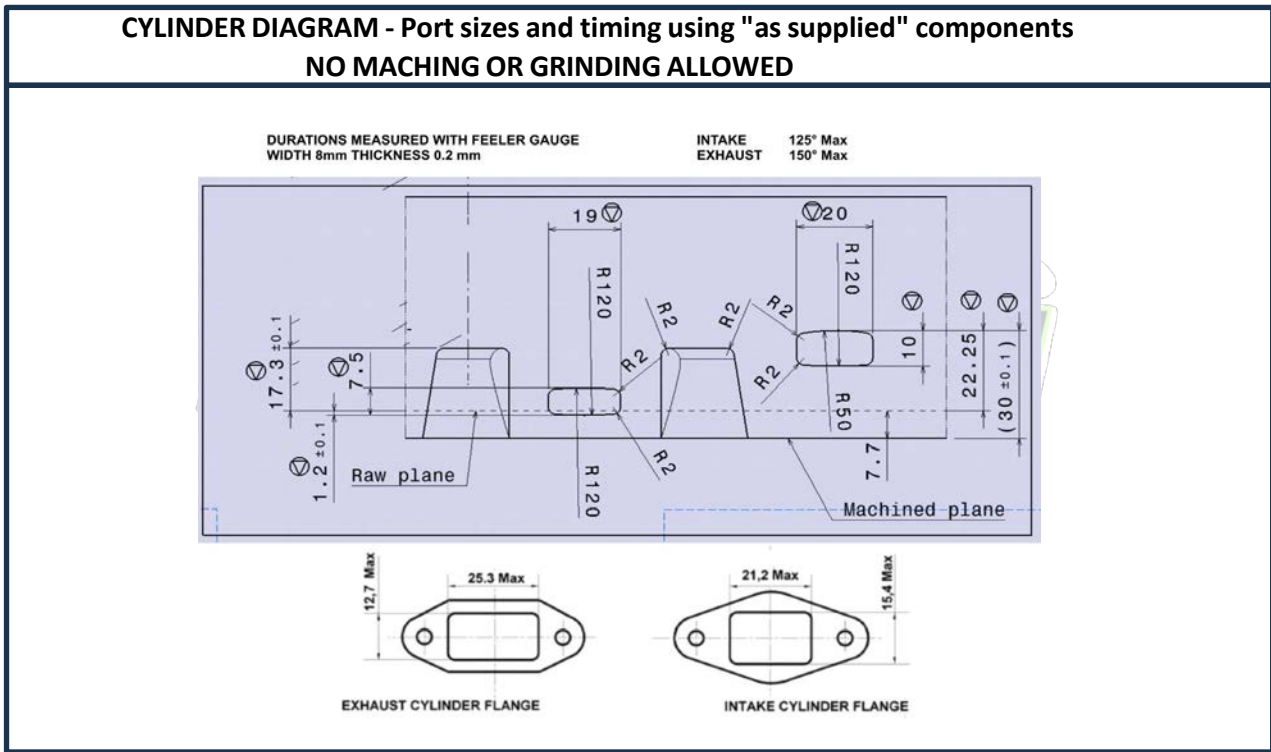
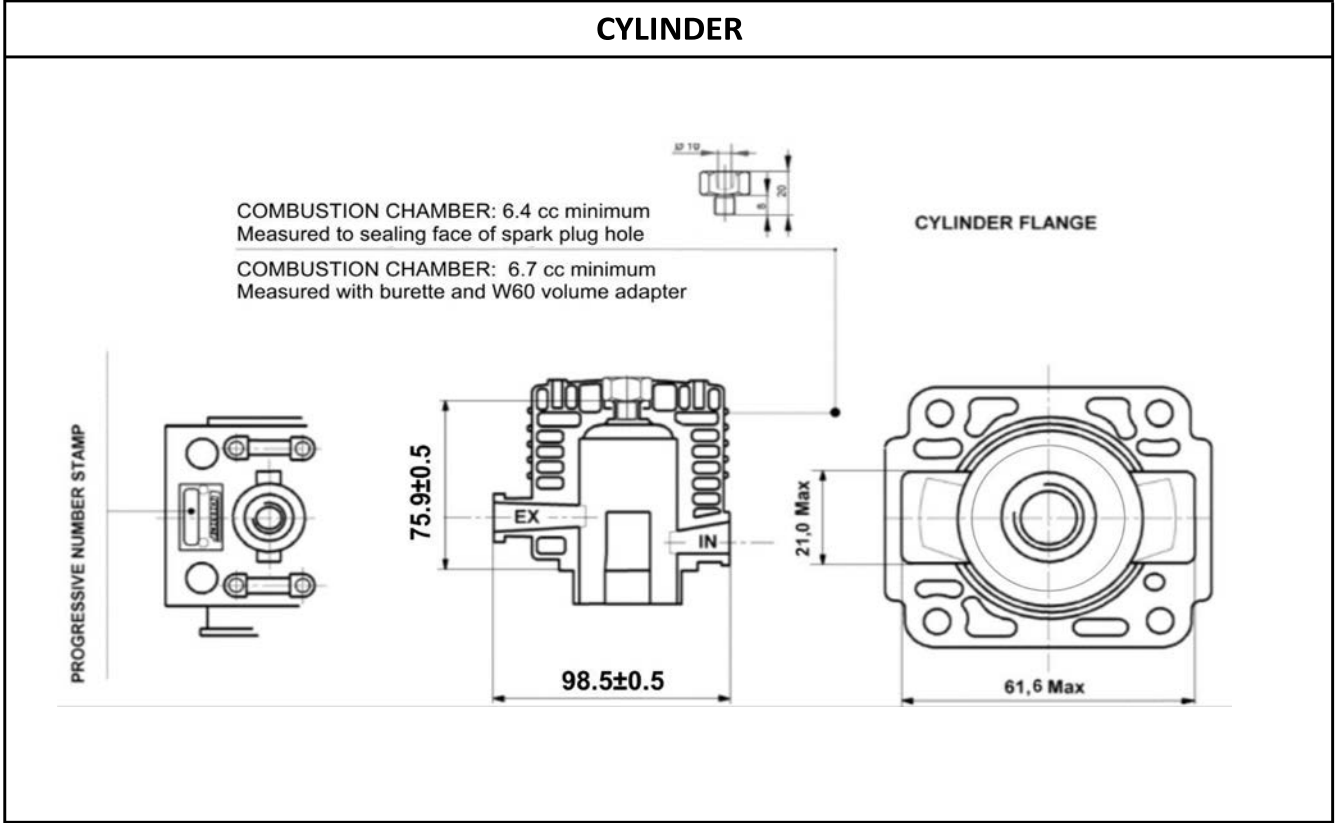


A2.1 – TECHNICAL INFORMATION:

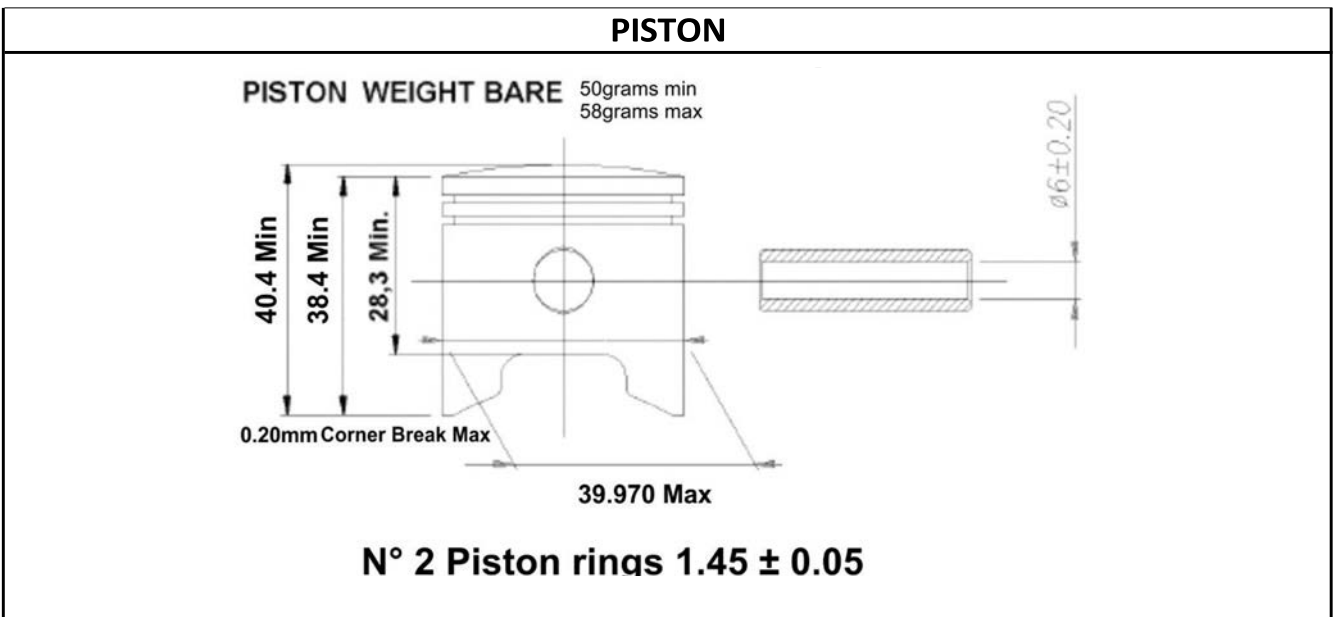
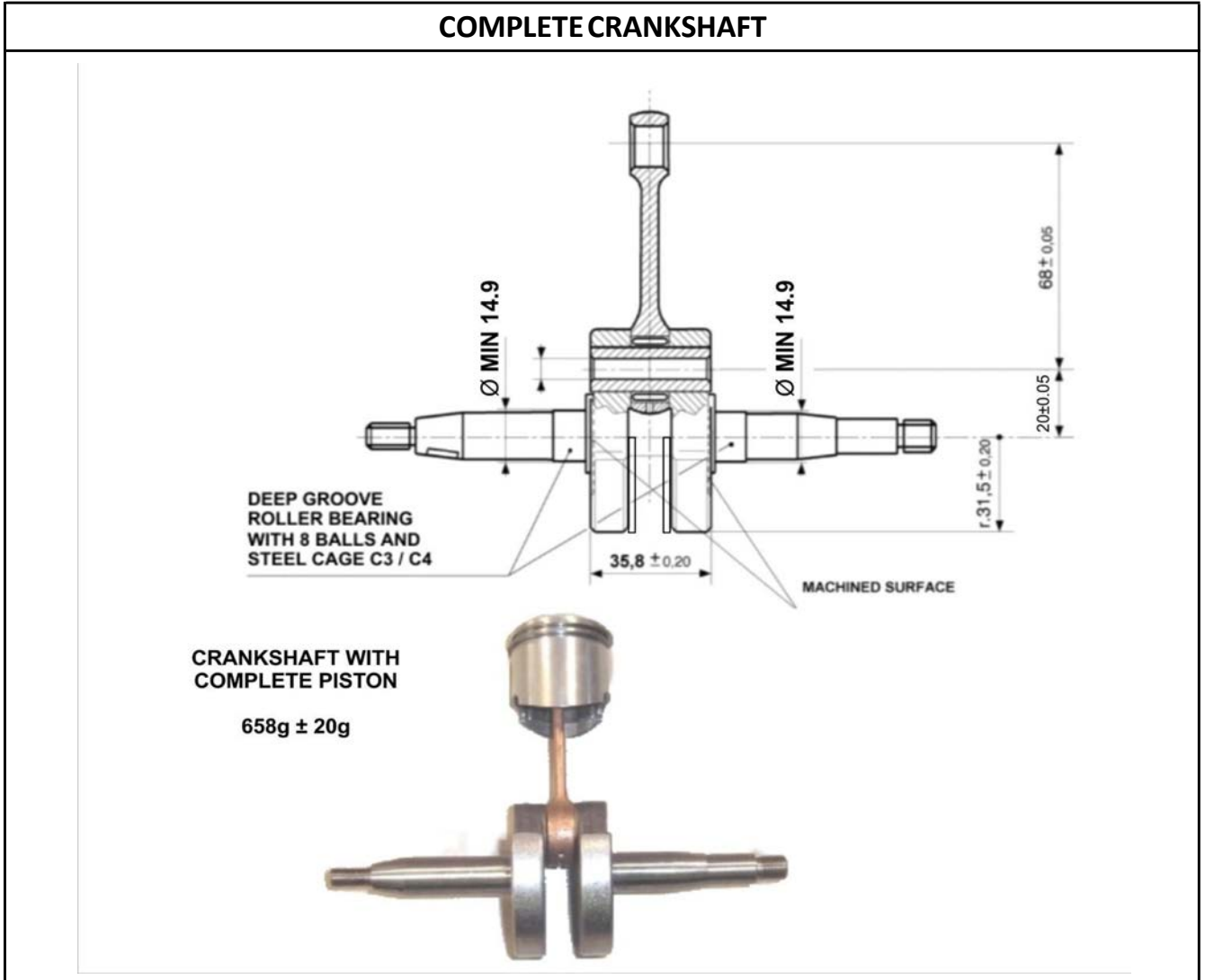
BORE	40 mm
STROKE	40 mm
DISPLACEMENT	50.2 cc

Locking devices and fixtures may be replaced with non-original parts.

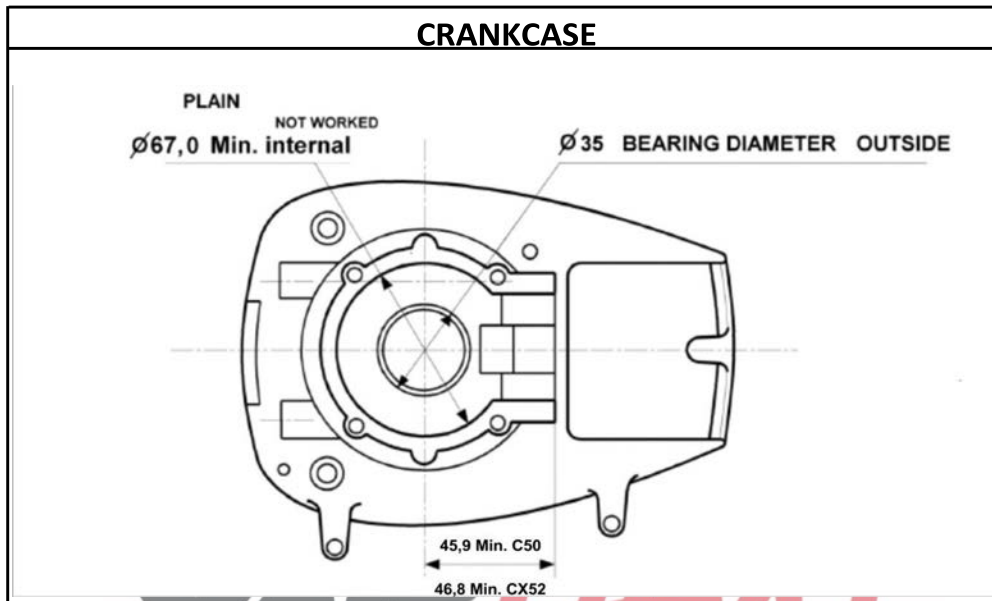
A2.2 – CYLINDER:



A2.3 – CRANKSHAFT AND PISTON:



A2.4 – CRANKCASE:



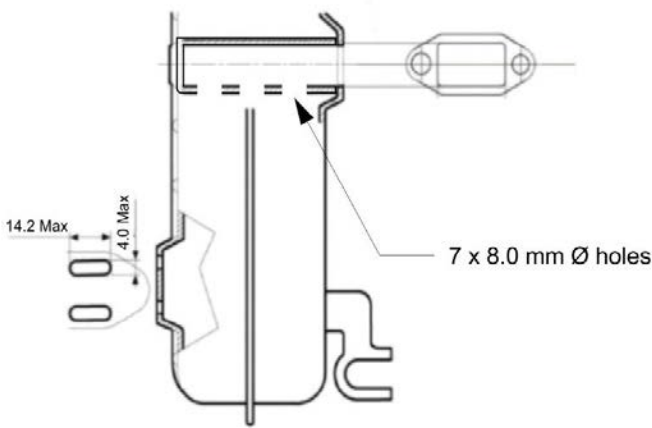
A2.5 – IGNITION:

IGNITION	
<i>FLYWHEEL FJ MODEL</i>	<i>COIL FJ MODEL A11</i>
	<p style="text-align: center;">A11</p>
<i>Code FJ 20-07</i>	<i>Code FJ A11 20-07</i>
<p style="text-align: center;">Thickness 1.95mm min 12.4mm min 4.9mm min</p> <p>Weight= 378 min without key 402 max</p> <p style="text-align: center;"><i>SPARE PART CODE: C050-453-02</i></p>	<p style="text-align: center;">N° 2 SLOTS 7,2 Max 5 Max</p> <p style="text-align: center;"><i>SPARE PART CODE: C050-425-02</i></p>

A2.5.1 – Spark Plug:

Only the standard Champion RCJ7Y, Bosch WSR7F or Bosch WS5F spark plug is allowed. The sealing washer must be original and intact.

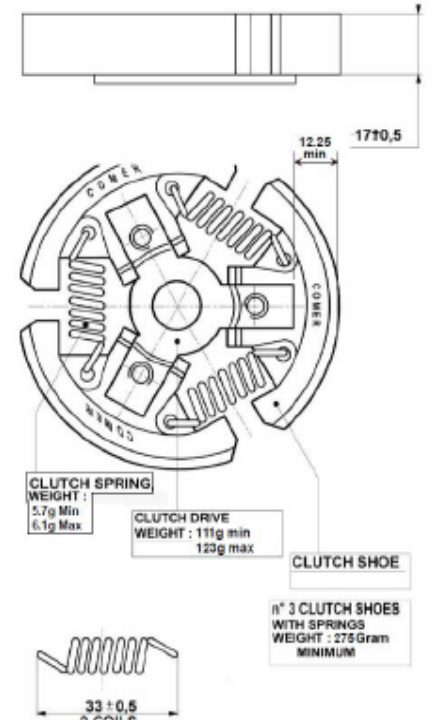
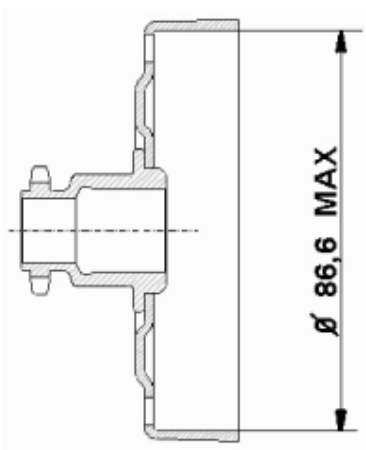
A2.6 – EXHAUST:

MUFFLER	
<p style="text-align: center;">ORIGINAL EXHAUST ONLY</p> 	<p>The exhaust must remain standard as defined by the engine fiche.</p> <p>The outlet holes must remain unmoled with no machining or filing permitted.</p> <p>Original Comer gasket to be fitted.</p> <p>All exhaust gases must exit via the 2 outlet slots (exhaust must be tight with no additional holes).</p> <p>Original part only – no alterations permitted</p>

RACING

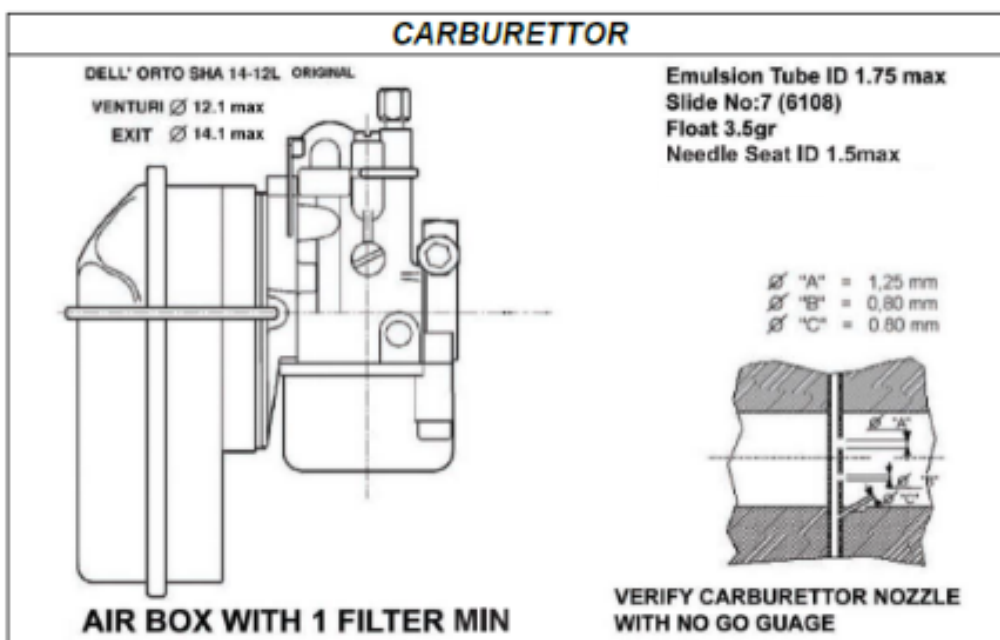
A2.7 – CLUTCH AND FRONT SPROCKET:

The clutch unit must remain standard with no machining or modification permitted. All clutch drums must feature the standard 10 tooth gear sprocket.

CLUTCH	SPROCKET
 <p>CLUTCH SPRING WEIGHT : 5.7g Min 6.1g Max</p> <p>CLUTCH DRIVE WEIGHT : 111g min 123g max</p> <p>CLUTCH SHOE</p> <p>n° 3 CLUTCH SHOES WITH SPRINGS WEIGHT : 275 Gram MINIMUM</p> <p>33 ± 0.5 9 COILS</p>	 <p>∅ 86,6 MAX</p> <p>SPROCKET "COMER" 10 TEETH PITCH 219</p>

A2.8 – CARBURETTOR:

The carburettor must be the standard, unmodified Dellorto SHA 14/12L with standard main jet size 58. The standard air filter must contain at least one standard foam air filter element and must be fitted as close to vertical as is reasonably practicable.



www.alainracoway.com