



# Alain RACEWAY

## AARKC BAMBINO SERIES 2013-14 Organised by AL AIN RACEWAY KART CLUB

### SERIES REGULATIONS VERSION 20.09.13

- CORPORATE EVENTS
- PRIVATE EVENTS
- ARRIVE AND DRIVE
- JUNIOR RACING
- RACE SCHOOL
- PRIVATE TUITION
- EVENT MANAGEMENT
- CONFERENCING
- RESTAURANT
- KART SHOP
- ARKS TESTING
- ACCESSORIES
- SERVICE CENTRE
- CONSULTANCY

#### REGULATIONS

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.

#### 1 – GENERAL SERIES INFORMATION

The "AARKC Bambino Series" will consist of 8 rounds running alongside the UAE Rotax MAX Challenge race meetings held at Al Ain Raceway International Kart Circuit and other selected venues. The Series and its events shall be run in accordance with the requirements of Al Ain Raceway Kart Club. All competitors must conform to the rules laid out in Article 10 of the UAE RMC Sporting Regulations 2013-14 under 'Code of Conduct'.

#### 2 – INFORMATION SPECIFIC TO THE SERIES

##### 2.1 ORGANISER:

Al Ain Raceway Kart Club (AARKC)  
Al Ain Raceway  
P.O. Box 85393  
Al Ain  
U.A.E  
Phone: +971 (0) 3 768 6662  
Fax: +971 (0) 3 768 8477  
E-mail: [gina@alainraceway.com](mailto:gina@alainraceway.com)  
Web: [www.alainraceway.com](http://www.alainraceway.com)

##### 2.2 - DATES / EVENTS:

ROUND 1:	FRI 04 OCT 2013	AL AIN RACEWAY
ROUND 2:	SAT 26 OCT 2013	DUBAI KARTDROME
ROUND 3:	FRI 22 NOV 2013	AL AIN RACEWAY
ROUND 4:	SAT 14 DEC 2013	AL AIN RACEWAY
ROUND 5:	SAT 18 JAN 2014	DUBAI KARTDROME
ROUND 6:	FRI 07 FEB 2014	AL FORSAN INTERNATIONAL RESORT
ROUND 7:	FRI 28 FEB 2014	YAS MARINA CIRCUIT
ROUND 8:	11 & 12 APR 2014	AL AIN RACEWAY (2 DAY MEETING)

##### 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. Copies will also be available at the circuit upon arrival.

Bambino test sessions are not part of the AARKC Bambino Series. Competitors should contact the circuit directly for information on availability and pricing.

AUTHORISED DISTRIBUTOR  
**ROTAX**  
KART PRODUCTS



✉ P.O.Box 85393. Al Ain. UAE.

☎ +971 (0) 3 768 6662

📠 +971 (0) 3 768 8477

@ [sales@alainraceway.com](mailto:sales@alainraceway.com)

🌐 [www.alainraceway.com](http://www.alainraceway.com)

## 2.4 - ENTRIES:

### 2.4.1 - Reception Office:

Al Ain Raceway Kart Club (AARKC)  
P.O. Box: 85393  
Al Ain, U.A.E  
Phone: +971 (0) 3 768 6662  
Fax: +971 (0) 3 768 8477  
E-mail: [gina@alainraceway.com](mailto:gina@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 14 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 - PREPAY FOR THE SERIES AND GET AED 400 OFF!*

Advance payment AED 2,400 #

Covers Membership plus Entry Fees for all 8 rounds (total value AED 2,900)

# Deadline for advance payment Thursday 3 October 2013

*OPTION 2 - PAY AS YOU GO*

Membership Fee AED 300 (annual registration)

Race Entry Fee AED 300

Race Entry Fee (R12) AED 500

Late Entry Fee \* AED 200

\* mandatory penalty fee for Entries received after the deadline of 14 days prior to the race meeting

#### 2.4.5.2 - Supplementary Fees (optional):

Lap time printouts AED 25

Transponder hire AED 100

C2 Tyres (per set) AED 800

Tyre fitting (per set) AED 50

### 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:

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 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 FORMAT:

Each race meeting will consist of:

- Signing on
- Scrutineering
- Driver's Briefing
- Practice
- Time Trial 1
- Time Trial 2
- Podium Ceremony

### 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:

Scrutineering will take place in a predetermined area and at the time specified in the event Supplementary Regulations. 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.

### 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. This is without exception. 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 – Practice:

The length of this session will be stipulated in the Race Schedule attached to the Event Supplementary Regulations. The warm up session is mandatory. Failure to participate in this session may result in exclusion from the remainder of the meeting.

### 2.6.5 – Time Trials:

The length of each session will be stipulated in the event Supplementary Regulations. All karts are released one-by-one from the Pre-Grid at regular intervals. Lap times are recorded and points are awarded in terms of best lap time classification (see 2.7).

### 2.6.6 – Award Presentation:

All participants completing the race day will receive a Certificate of Accomplishment. 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.

## 2.7 – POINT SCORING:

### 2.7.1 – Overall Score:

Series points are awarded for each Time Trial in terms of best lap time classification. For each Time Trial, the driver recording the fastest lap time will be awarded a maximum of 20 points.

Points are scored per Time Trial as follows:

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

20<sup>th</sup> 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.

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. This number of points awarded for a DNS is 1 less than the last classified competitor.

#### **2.7.3 – Bonus Points:**

At the conclusion of the AARKC Bambino Series 10 bonus points will be awarded to each driver entering and competing at each of the 8 rounds.

#### **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
Abusive behaviour (including parents)	-10 points

These are for guidance purposes only. The Organisers reserve the right to inflict greater penalties, financial or otherwise, (including exclusion, 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.

### **3 – ADDITIONAL RULES/PROCEDURES**

#### **3.1 – PUSHERS:**

Each driver must have a 'pusher' representing them. 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 (somewhere in the region of AED 1,000 at the time of writing).

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 the Practice or Time Trial session. Drivers/karts will be lined up on the Pre-Grid in single file according to the order in which they arrive.

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:

The chequered flag signal will be given at the Start Line to indicate the end of the session (see Article 10).

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.

### 3.5 – 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.

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.

### 3.6 – 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.

## 4 – ORGANISER'S SUPPLEMENTARY PROVISIONS

### 4.1 – TYRES:

Only Mojo C2 tyres may be used (front 4.0 x 10.0-5; rear 5.0 x 11.0-5). These must be obtained from the Series Organisers.

Strictly no modifications or tyre treatments are allowed.

There is no minimum or maximum amount of tyres per event. Tyres may be used at consecutive events.



#### **4.2 – FUEL:**

Petrol: unleaded commercial quality from petrol station, 95-98 octane.

Oil: XPS Kart Tec 2-stroke oil or equivalent.

Fuel/oil ratio should be 20:1.

#### **4.3 – TRANSPONDER:**

##### **4.3.1 – Transponder Hire or Purchase:**

Transponder hire will be charged at AED 100 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.

Transponders are available for purchase at AED 1750 per unit. This includes charger, user manual and fixing kit. Please check in advance with the Series Organisers for availability.

##### **4.3.2 – Transponder Fitting:**

The transponder must be mounted in an approximately upright position and secured at a height of 25cm  $\pm$ 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 race 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 a reputable chassis manufacturer 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 ( $\pm$ 20mm)

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

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

Chain guard must be fitted

#### **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 must be black and at least 15cm high with 2cm stroke on a yellow background.

The range of numbers is 1 to 20. Number requests must be confirmed by the series Organisers and are issued on a first-come, first-served basis.

#### **5.4 – WEIGHT:**

At the outset of the Bambino Series there is no minimum weight specified. However, the Organisers reserve the right to stipulate a class minimum at any time and will communicate such information to competitors through the Event Supplementary Regulations. This will only be determined after checking relative weights at the opening rounds of the Series.

Any ballast must be fitted safely and securely to either the floor tray or the seat by means of at least two mechanical fixings. No single piece should exceed 5kg.



### 5.5 – ENGINE:

Engines to be used in the AARKC Bambino Series are the standard, unmodified Comer C50. These engines are unsealed but must always remain within the confines of the original Comer C50 engine fiche and must be used in standard condition as manufactured by Comer.

Filing, grinding, polishing or lightening of any component is expressly forbidden.

The addition of material or coatings to any component is not allowed.

All components used in or on the engine must be of original Comer manufacture unless otherwise stated within these regulations.

The fitting of helicoils and inserts to repair damaged threads is permitted, providing that such repairs are not used to derive any benefit other than rectification of damage.

The head volume must be no less than 7cm<sup>3</sup>. It is recommended that the engine is checked at regular intervals to ensure that this is the case since carbon build-up in this area can reduce the volume. This is wholly the Entrant's responsibility.

### 5.6 – ENGINE ANCILLARIES:

#### 5.6.1 – Clutch:

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

#### 5.6.2 – Carburettor and Air Filter:

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.

#### 5.6.3 – Exhaust:

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

#### 5.6.4 – Spark Plug:

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

### 5.7 – 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.

### 5.8 – ENGINE SWAP SCHEME:

In the interests of promoting fair play and assuming the risks associated with the cost-effective option of unsealed engines (e.g. overambitious parenting), all competitors are bound to accept the mandatory 'Engine Swap Scheme.' This simple concept means that the driver setting the fastest-lap-of-the-day will exchange engines with the driver setting the slowest fastest-lap-of-the-day.

#### 5.8.1 – Procedure:

At the end of each session, the Scrutineer will note down in Parc Fermé the engine numbers of the fastest and slowest competitors. At the conclusion of the last session, the engine that was used to set the fastest-lap-of-the-race-day will be removed. At the same time the engine used to set the slowest fastest-lap-of-the-race-day will be removed and the two engines exchanged between the two competitors concerned.

Any competitor refusing to comply with this scheme will be disqualified from the race meeting and will not be allowed to take any further part in the series on the grounds of unsporting behaviour.

#### 5.8.2 – Right of Waiver:

The only circumstance in which this mandatory engine swap can be waived is that every Bambino competitor present at the race meeting (along with their respective Entrant) signs a written statement to this effect. This must be submitted within 30 minutes of the conclusion of the final session.

## 7 - SAFETY EQUIPMENT

### 7.1 – CRASH HELMET:

Drivers must wear a helmet with efficient and unbreakable protection for the eyes and must fit well. Helmets must comply with Snell-FIA standards CMS2007 or CMR2007.

### 7.2 – 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 Clerk of the Course for inspection and approval.

### 7.3 – GLOVES:

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

### 7.4 – FOOTWEAR:

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

## 8 – 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 2.6.6).

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

## 9 – 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 CIK International 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 in collaboration with the Chairman of the Stewards. 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.

## 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.

### **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 given 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 black board with a white 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 has been reported for 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 an 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.

