

Karting Club Malta & Island Karting Club
(referred to as the CLUBS)

General Competition
Rules
Season 2021

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NOTE : Any reference to Club with these regulations refers jointly to Karting Club Malta AND Island Karting Club

1. Introduction

- 1.1 These General Competition Rules (GCR) will guide all participants in Kart racing to a safe environment for racing events. All participants must have a good know-how of all these regulations so as to avoid any inconvenience at the race events. The clubs maintain the right to issue supplementary rules which will be immediately forwarded to all members. All supplementary rules and regulations will be effective as from the following event. The Clubs will not tolerate any miss-information about new safety regulations before the beginning of an event. (See section 7.1)
- 1.2 To achieve maximum safety, first of all it will depend on the drivers' performance while racing. Any driver will be warned/disqualified if he acts in an excessively aggressive way whilst racing.
- 1.3 It is the Organizing Committee's most important priority to provide a safe track during all the events. All drivers will perform at sole responsibility and risk.
- 1.4 All members/drivers and committee members that perform testing of a kart in a public area will not be supported in any way by the club. It is strictly against Local Legislation to drive a kart in public streets and areas.
- 1.5 It is the Race Director's responsibility to cancel an event due to bad weather or unsuitable track conditions which will affect the track safety. If any driver is not satisfied with the track safety, he must lodge an official complaint in writing, addressed to the Race Director. This official complaint will be discussed at committee level.
- 1.6 The Clubs have ZERO tolerance to Alcohol/Drug abuse. Drivers found drinking consuming alcohol or taking any type of drugs, during events organized by the Clubs, will be immediately disqualified. Drug abuse during events, will also involve a filing of an official report to the Law Enforcement Agencies.
- 1.7 All drivers are participating in the Clubs events at their own risk. The clubs and their representatives will accept no responsibilities for any damages and/or injuries occurring during its events.

2. Eligibility

- 2.1 To be eligible to compete in a Clubs events, all drivers must be in possession of the **MMF Kart Driver's Licence**. All drivers will be instructed on the steps necessary to achieve said licence.
- 2.2 Be a fully paid up member as a junior/senior driver member ("Driver Members" only can compete in any event).
- 2.3 Where the driver's age will determine the participation class, the age at the start of the competitive season will be the determining age. In case a junior member requests to compete at a senior level and is accepted to do so by the committee, he must pay the "Senior's Member" fee.
 - 2.3.1 When a driver requests to move from one class to another, he must officially request the transfer in writing. It is in the Organising Committee's discretion to accept or not such transfer request.
 - 2.3.2 After the approval of the Clubs committee for the transfer of a junior member to senior member, he will be issued a document which has to be signed by the driver's parent/s or legal guardian/s. Upon receipt of such consent, a supplementary licence will be issued in favour of the driver.
 - 2.3.3 The Clubs have the right to refuse entries in senior classes due to lack of driving abilities.
- 2.4 To be eligible to participate in a Clubs events one must possess a kart that is within the kart/driver regulations (see technical regulations). If the kart or driver does not pass the scrutineering at the event, no refunds will be given to the driver/owner of the kart.

3. Officials and their duties.

3.1 All officials must possess an Identification Card. The ID will state his position at the event.

3.2 Below is the list of officials and their duties in an event:

Race Director
Clerk of the course
Secretary of the meeting
Timekeeper
Scrutineers
Pit Official
Marshals

These Officials will have total control of each event organized by the Clubs. They will control the race according to the Cluns general competition rules (GCR). They will have the power to impose warnings and disqualify any driver/s who will not race according to the GCR. They will act to eliminate any misbehavior by the drivers/helpers or members of the club. The final decision regarding any penalty will be the officials' responsibility. Any driver/member who wishes to protest against any penalty or any other occurrence during an event, may do so in writing within 30 minutes from the end of the last race of the event in question. This Official Protest has to be addressed to Race Director and has to be accompanied by a Protest Fee in cash as determined in the protest section. This official protest has to be delivered by hand to either the Race Director or the Clerk of the Course. The said Official Protest will be discussed by the Race Director and the Clerk of the Course.

3.2.1 Protests

There are different fees payable depending on the protest being lodged.

- a) For a protest that is made on any driver, kart or component that does not involve major dismantling of any engine (a few examples are (but not limited) : removal of a spark plug, checking of air filter, checking of clutch), the protest fee is €50.
- b) For the dismantling of the upper part of engine, that is removing the cylinder block, cylinder head and related components, the protest fee is €500 plus any expenses incurred. The amount of estimated expenses must be deposited prior to any work being done. (in the case of sealed engines, resealing of such engine will be carried out in Malta)
- c) For a complete dismantling of the engine the protest fee is €500 plus a deposit of €1,000 to cover expenses. (in the case of sealed engines, if the engine is found to be within regulations, the owner is entitled to have the engine re-assembled by the service center that was the last to seal the engine (as determined by the engine identity card)

In cases b) and c) the owner of the kart being protested is allowed 30 hours to place a deposit of the amount equal to the protest fee of €500 in cash with the Clubs officials. Failure to place such a deposit would render the protest lost.

In cases b) and c) the owner and his mechanic, the protester and a Clubs official, can be

present during the inspection that will be carried out by the Clubs officially appointed engineer.

3.3 Race Director

- 3.3.1 The Race Director will have complete and absolute power on the track, drivers, karts, helpers and the other officials. Any decision taking during a racing event, will come through the Race Director. The Race Director will be the sole person responsible for the issue of warnings or disqualifications. He may do so at his own discretion or after consultation with any other Race Official. He can assist any scrutinizing made by the official on the karts and racing suits. He can impose a direct scrutinize on a kart and driver at any time of the event. NO ONE CAN REFUSE to be scrutinized or he will be disqualified immediately.
- 3.3.2 The Race director can stop any event for safety reasons, bad starts, accidents on the track, and bad weather. He may do so at any time of the race and it is in his discretion whether to terminate the race or have it restarted to complete the number of laps remaining. A race which was suspended will be resumed on a date which will be decided by the Race Director. The Race Director will also be responsible to issue the Official Starting Grid for this race.
- 3.3.3 The Race Director can disqualify any kart/driver at any time of the race due to irregular behavior on the track. He can enforce a driver to pit due to the karts condition. He will have the power to allocate a points penalty to any specific driver/s who are guilty of illegal/irregular behavior. He will have the power to deduct between 1 and 2 points, depending on the kind of irregularity, from the driver's Championship 2019 Points Tally. The Race Director may also deduct point's, as a result of misbehavior by the Driver's helper. (Read further)
- 3.3.4 The Race Director will be the official responsible of authenticating and finalizing qualifying and race results. He will be responsible to pass on the starting grid or race results to the Pit Official after each event segment.
- 3.3.5 The Race Director will present a report to the Organising Committee at the end of each event. In this report he is to clearly state the qualifying and racing results for each class, together with a list of warnings (& reasons) issued, as well as disqualifications (& reasons) issued.
- 3.3.6 The Race Director may be requested by the Clubs Executive Committee to issue a sworn report concerning any major accident occurring during any racing event.

3.4 Timekeeper

- 3.4.1 The Timekeeper will be directly responsible for the correct operation of the timing equipment during the events. It is his duty to inform the Race Director the positions of the drivers after qualifying, the starting grid and the final results

of each race.

- 3.4.2 The timekeeper has to immediately inform the Race Director if a malfunction in the timing system occurs during a race. It will be at the Race Director's discretion if the race will be suspended or terminated.
- 3.4.3 The timekeeper after consultations with the Race Director, will be responsible to allocate the points won by each finishing driver in respect of their ending grid position. All relative documentation, including qualification reports, race reports and points allocation are to be handed to the Race Director at the end of the event. The Race Director has to hand in these documents to the Organising Committee together with his report (See 3.4.5)
- 3.4.4 It is the responsibility of the timekeeper to keep track of the laps done and to inform the Finish marshal accordingly.

3.5 Scrutineers

- 3.5.1 The Scrutineers will be responsible to inspect all karts before each event. Every driver will be requested to present himself in the Parc Ferme' together with his kart and Karting clothing. The scrutineering will be performed class by class, according to the Race Directors' instructions. The scrutineers will be requested to check that each driver is equipped with a Racing Suit, Racing Gloves, Racing Boots, Racing (Full Face) Helmet and that the kart is in line with the GCR. (For clothing specifications see 4.4). Drivers whose karts are found in breach of the GCR will be given until 5 minutes before their Qualification heats start to make the necessary modifications. Scrutineers will once again inspect the kart to make sure that the modifications or repairs have been done to a satisfactory level.
- 3.5.2 After each event the scrutineers will be responsible to weigh each kart.
- 3.5.3 If a kart is called for engine inspection one of the scrutineers and the driver himself must be present for the said inspection.
- 3.5.4 If any breach of the GCR is noticed by the Scrutineers, they have to inform immediately the Race Director. The Scrutineers may be requested to attend a committee meeting so as to give a sworn statement regarding the events.

3.6 Pit Official

- 3.6.1 The Pit Official must prepare the karts in a grid according to the position the driver obtained during qualifying. This grid is to be prepared in the Parc Ferme'. If a driver fails to present himself in the pit lane in time the Pit Official will let the rest of the racers to exit the pit lane and allow one formation lap to let the late driver exit the pit lane and find his position. If the driver fails to exit the pit lane after one formation lap the Pit Official, after informing the race director, will suspend the driver from that particular race.

3.7 Flag Marshals

- 3.7.1 The Flag Marshals shall be responsible to guide the drivers in the track and inform drivers of any hazards present on track.
- 3.7.2 The Marshal will have available **Four** flags. These are the yellow, blue, red and green flags. (See Signals).
- 3.7.3 The Marshal will control his area if an accident occurs. He will do so by waving a yellow flag, but must not move from his position so as not to create a further hazard. If the accident is of such a level that induces the race director to suspend or terminate the session or race, the marshal will be required to assist any rescue teams as needed.
- 3.7.4 The Marshal will indicate a back runner, when he is being following by the race leader or any other faster kart. He will wave the flag but not move from his position.

4. Safety

- 4.1 Safety is the prime consideration of the club although each driver must bear in mind, that it his duty to race in a safe and NON AGGRESSIVE WAY. To achieve the highest safety standards the club will provide a high standard in methods of operation and track facilities. On the other hand, each driver is required to make use of karts in the best possible conditions. The club will continuously monitor the drivers during their performance and will notify any about their unacceptable driving practices when it deems necessary.
- 4.2 During an event, karts that have been involved *in* an accident will be called for scrutinizing prior to their next session, so as to inspect the extent of the kart damage.
- 4.3 An ambulance will be present during every event held. The ambulance will be situated at the nearest safe entry point to the track to eliminate all inconvenience and make its arrival on an accident scene as fast as possible. If an ambulance and/or qualified first aid team will not be present, the event will be suspended until their arrival.
- 4.4 Drivers must wear racing clothing at all time during the day. This is not only valid for practice, qualification and races, but from the moment the drivers reach the Raceway, till the of the event. These consist of an approved Racing Suit, Racing Gloves, Racing Shoes and Safety Racing Helmet. The clothing will be to a standard which are: Racing suit must be of one-piece suit, Racing shoes must cover the ankles and Gloves must protrude the sleeves of the racing suit, Helmets must be specifically designed for racing purposes only. The helmet must be of full face protection and a visor. Drivers must present their racing clothing for scrutinizing at the beginning of each race event.
- 4.5 Drivers with long hair must wear a hair net so no loose hair will be of any danger. The nets must be shown to the scrutinizer during kart inspection. The nets must be personal belongings.
- 4.6 All competitors must display their blood group in a prominent place preferably on the helmet and race suit.

5. Signals

5.1 Drivers will fully raise one arm to indicate that his kart is not operating properly. If a kart suffers damage to the structure/tyres etc., the driver must exit the race track as soon as possible and drive clear from the race line. He will not be allowed to continue the race. If the kart loses power the driver may continue to race as long as he drives in a way that will not affect other drivers and raising his hand during braking and accelerating and entering a chicane. The driver must also fully raise his hand on entering the pit lane, so as to inform the following drivers that he will abruptly leave the track. All drivers will have to enter the pits at a dead-slow speed and in a safe manner.

5.2 Each competitor cannot deny any of the following flag signals which represent warnings or he will be penalized during or after he exits or finishes the race.

5.2.1 **Flag OR Lights:** Start of race. No one can apply full throttle or overtake any other kart, before he passes the flag if a rolling start is in use. For static starts, the flag will indicate the moment when throttle can be applied.

5.2.2 **Green Flag:** This flag will be kept visible as long as the track is clear.

5.2.3 **Red & Black:** This Flag indicates a fault start. All drivers must slow down and find their position in the starting grid immediately, to re-start the race.

5.2.4 **Blue Flag:** This flag will indicate the driver to leave the race line to be overlapped by either the race leader, or any other driver that is a lap ahead.

5.2.5 **Yellow Flag:** This Flag will indicate that there is part of the track which is unsafe. All drivers must slow down and keep their position until a green flag is shown, which will signify the clearance of all hazards. No overtaking is allowed during the yellow flag regime.

5.2.6 **Black Flag with an Orange circle:** This flag indicates that a driver has damage in his kart and must enter the Pit Lane immediately to fix his kart. The driver who is shown this flag, must enter the pit lane in the same lap. Failure to do so will result in an immediate disqualification.

5.2.7 **Diagonal White/ Black Flag:** This flag indicates that the driver's technique is dangerous and will be disqualified if he continues this sort of driving.

5.2.8 **Black Flag:** This flag indicates that the driver is disqualified from this race.

5.2.9 **Red Flag:** This will indicate the drivers to stop the race and proceed to the pit lane slowly. Dangerous driving when shown this flag will be result in an immediate disqualification from the event.

5.2.10 **White Flag:** This will indicate that only one lap is left to finish the race.

5.2.11 **Black/White Chequered Flag:** This flag indicates end of race.

6. Race Procedures

- 6.1 Once the karts pass the scrutineering they will be deemed as eligible for the day event. All karts in their respective classes will be allowed a minimum of 10 mins. for Free Practice. Followed by another minimum of 10 mins of Qualifying Session. The Qualifying session will determine the starting grid for race one. The driver who manages to record the least time for one whole lap of the track, will be awarded the Pole Position. The driver classified in second place will be awarded second place in the starting grid and so on and so forth. Any driver that illegally takes a short-cut during the qualifying session, will have his lap time cancelled and will be classified as last in the starting grid. The Race Director, also has the authority to disqualify any driver who blocks or attempts to put other drivers at a disadvantage. After each session, except Free Practice, all karts will be inspected for weight.
- 6.2 If a driver fails to record a lap time during the qualifying session, he will be placed in the last position of the starting grid. If more than one driver is relegated to the last place of the starting grid (either for failing to record a lap time or as disciplinary action taken by the Race Director), the driver who holds most championship points between the non-starting drivers will take the first available position after those drivers who have recorded a lap time. (Only for the first event of the championship a throw of coin will be held)
 - 6.2.1 All races will consist of a number of laps that will be determined by the race officials on the day and each class will race two times. The first driver to cover the race laps will be the winner. For points to be awarded in respect of the championship, all starters must complete a minimum of 75% of the race distance. Failing to cover 75% by one or all drivers, will mean that NO points will be awarded to the driver or drivers.
 - 6.2.2 The drivers will be allowed two warm up laps and will proceed to the starting line in the positions obtained during the Qualification session. The start of the race is deemed when the flag is lowered (or lights turn green) by the race director.
- 6.3 A false start will result when one or more drivers move from their starting position, before the race director has fully lowered the flag (or light change). This will induce the Race Director to call for a restart. If a second false start will be done by the same driver the driver will incur a 5 second penalty.
- 6.4 All classes will start on a rolling start, unless agreed otherwise. A minimum of two warm up laps will be allowed to the drivers to find their positions to start the race. During these laps the pole sitter, must drive his kart at half throttle speed, because it is his duty to guide all the other drivers to the start of the race. Failing to do so will result in his penalization and he will be moved to the back of the grid. Each driver must maintain his position until the flag is lowered (or the lights turn green) the race director at the start of the race.

- 6.5 Any driver that drives/spins off track may only rejoin the race by starting his kart unassisted, failing to do so he will be left with no other option than to leave the kart in a safe place and abandon the race. If said driver is helped by any other person, he will be immediately disqualified from the race. Race Marshals, shall in no way aid the driver to restart his kart (but may aid to remove the kart from the track).
- 6.6 Any driver that ignores a warning flag will be penalized or disqualified from the race depending the gravity of his action. (see Penalties 7.4)
- 6.7 Any driver running off the track which will result in a short cut may not take advantage of this and pass any other driver; he must maintain his position and allow through any drivers that he may have overtaken. Running off the track more than once, will result in the driver being penalized to losing one place during the race.
- 6.8 The Day Schedule shall be determined by the Race Director. This Schedule may vary from one event to another. The day's Schedule will be available in the pit area for all drivers to see.
- 6.9 After each session, each driver will be awarded points for his position. Only during Qualifying, just one driver will be allocated points. This is the driver who achieves the fastest lap for each class. After each race, each driver will be allocated points for the position he finished in. The highest points will be given for the first driver to finish the race. If, after all the sessions, a tie is achieved the driver with the best lap time during qualifying, will be considered First place.

6.9.1 The points will be allocated as follows:

Pole Position Points -

1 Point will be awarded to the driver that wins the right to start the first Racing Session from Pole Position

Race Points -

1st place	13 points
2nd place	10 points
3rd place	8 points
4th place	7 points
5th place	6 points
6th place	5 points
7th place	4 points
8th place	3 points
9th place	2 points
10th place	1 point
11th onwards	0 points

The points listed above will be accumulated for both the race 1 and the race 2 when calculating championship standings.

- 6.10 A race with at least 6 drivers will be considered as valid. If less than 6 drivers are present, the full points (pole position and 2 race wins) will be allocated to the drivers present. Any variation to this rule regarding minimum participants will be addressed in the Additional Supplementary Regulations (ASRs) that are issued before each event.

- 6.11 For a Championship for a specific class to be commenced, at least 6 drivers must participate in the first Championship Events of the season.
- 6.12 If a tie for the Championship winner results, the decision will be taken according to the following criteria:
- 1) The driver that won most races.
 - 2) The most pole positions achieved.
 - 3) The driver that achieved the most 2nd place.
 - 4) Etc.
- 6.13 The starting grid for race 2 will be determined by the finishing positions in race 1. The driver finishing 1st in race 1 will start race 2 in pole position etc etc. The driver winning race 2 will be considered as the day winner.
- 6.14 The transponder has to be attached on the lower back part of the seat.
- 6.15 If a race is cancelled due to weather conditions, no points will be allocated, and unless at least 75% of the race has been done, the race will be transferred to another date. The starting position that was in force for the cancelled event will be valid for the postponed event.
- 6.16 The Baby Kart Class season will consist of a series of 'friendly' events WITHOUT Competition. All participating drivers will be awarded a trophy or medal no matter in which position one finishes the race. Our aim is to 'educate' these children, whilst racing safely!
- 6.17 Competitors can only participate in different classes using different chassis and engines. Points scored in the different classes will be relevant to the standings of the different classes. This requires the entry form and entry fee to be submitted for both classes.
- 6.18 All competitors are required to have a Malta Motorsport Federation (MMF) racing licence. It is the responsibility of the driver to obtain this licence **BEFORE** enrolling for any event. The Clubs are not responsible for the issuance of these licences and cannot be held responsible if this licence is not issued in time for an event.
- 6.19 There will be an participation fee of €70.00 for Members and NO late entries will be accepted after the closing date.
- 6.20 Registration Procedure will be as follows:
- i The Race organizers will publish the race notification on the Karting Club Malta facebook page and Karting Club Malta facebook group and the Island Karting Club facebook page, being the official means of communication. It is the responsibility of members/drivers/parents/legal guardians to check for such notifications on facebook. The clubs may (but not necessarily) also notify by means of email or wattapp message.

ii) Each driver will contact the organizer's nominated official and submit the entry form fully completed and pay the event Registration Fee by not later than the advertised closing date (as per clause 6.19).

6.21 Only one person is allowed to accompany the driver into the Parc Ferme (Weighing and Tire Installation area). No other person will be allowed to accompany the driver in any area of the track. It is the driver's responsibility to ensure that these helpers behave in a responsible way. If any unrest results from the actions of a specific helper, the driver will be liable to a penalty. This penalty will be the deduction of points from his Championship points tally.

First offence will entail a reduction of 2 points.

Second offence will entail a reduction of 4 points.

Third and subsequent offences will entail a maximum of 12 points per offence.

(The number of offences are registered on the driver's file and therefore will still count even though the driver may change helper from one event to the other)

It is the Race Director who will determine when a helper and thus his driver, will be incur such penalties.

6.22 In the event that a kart needs to be retrieved from the track due to a malfunction or damage, no one is allowed to enter the track until authorized by the race director. This can only be done when all racing has stopped. Karts will be retrieved by the track officials who may (not necessarily) request the assistance of the driver or his helper. Failure to abide by this regulation will result in penalties as indicated in point 6.21.

7. Administration of Rules, Protests, Penalties and Appeals

- 7.1 Administration of rules: The Race Director and Clerk of the Course jointly are empowered to decide on any question concerning interpretation of the rules. The effected competitor has the right to express his interpretation of the rule for the officials to consider. In the eventuality of the officials not being in a position to establish a decision, a third person from within the MMF will be enrolled to assist in the interpretation. Any decision reached will be final.
- 7.2 The committee has the power to introduce new regulations during a championship at any time. ALL drivers will be notified of any changes to the regulations and the date to be applied to minimize the possibility of penalties.
- 7.3 When the organizing committee feels the need to call for an independent tribunal, it has to appoint a person who will be responsible for the said tribunal. He will appoint an investigative team if necessary and will preside on the tribunal meetings.

8. Technical Regulations

- 8.1 All karts must conform to all regulations to be eligible to participate in the events. A chassis must have at one point in time been a homologated chassis. Expiry dates will not be considered. Non-conformity to any of the rules will lead the driver to be barred from participating unless he modifies his kart in time to be accepted by the race director. Any modification done to the chassis which is not approved by the scrutinizer, or that alters the Safety Standard of the Kart in any way are NOT accepted.
- 8.2 **Chassis:** All chassis attachments must be fitted tightly to the chassis frame. Chassis frame must be clear of cracks and twisted tubular frame pipes. Chassis will be approved at the discretion of the scrutineers
 - 8.2.1 No part may protrude outside the quadrilateral formed by bumpers and outer face of the wheels.
 - 8.2.2 Flooring. There must be a floor made of aluminum or strong Fibre-glass or Carbon-fibre that stretches from the seat to the front of the kart. It must be edged or fitted about 1 inch below the top of tubular pipe to prevent the driver's foot from sliding off the floor.
 - 8.2.3 Suspensions. Any method of suspension is prohibited. One can only use standard attachments to vary suspension geometry.
- 8.3 **Wheels:** The wheels must have bearings and be equipped with pneumatic tires, of the 5 inches diameter type. The attachment of wheels to the axles must incorporate safety locking devices such as split pins or self-locking nuts.
- 8.4 **Tyres:** Tyres are to be as per regulations of each category. These will be notified at the start of the championship.

- 8.5 **Brakes:** Brakes must be effective and act on both rear wheels. When a hydraulic brake system is used, the master cylinder must be fitted in the factory position. Hydraulic pipes should be flexible. The braking system must include an extra leaver/cable between brake pedal and master cylinder.
- 8.6 **Steering:** The steering system must be controlled by a steering wheel which must be completely closed and designed for kart usage. Flexible steering controls by cables or chain are prohibited. All parts of the steering must have a method of attachment offering maximum safety (split pins, self locking nuts or burred bolts). No free-play will be allowed between steering wheel and wheels.
- 8.7 **Seat:** The seat must be rigidly located on the chassis and designed to securely locate the driver without movement relative to the chassis when cornering or braking.
- 8.8 **Pedals:** Whatever the operation of the pedals, they must not protrude forward of the chassis or bumper even when disconnected. The throttle/brake pedals must be equipped with a return spring and will provide a safe return action when releasing the pedals.
- 8.9 **Exhaust:** The exhaust systems must be made by the maker. It must be attached to the kart by heavy springs to the chassis bracket of karts and attached to the exhaust manifold as by the makers' specifications. In the case of TAG category only additional pipe lengths between the exhaust manifold and exhaust pipe are accepted. Altering the inner part of the exhaust manifold is not accepted.
- 8.10.1 **Fuel Eligibility:** The Club may perform fuel tests during the events. The Fuel tester will be adjusted to -75 before the commencement of Fuel Tests. The maximum result acceptable, according to the clubs regulations, is 0, any positive result (e.g +1 or +2, etc) will entail an immediate disqualification from the event. Disqualification resulting from fuel irregularities will not be open to protests or appeals.
- 8.10.2 **Fuel Tank/Fuel Lines:** The fuel tank must be firmly in position and in such a way that neither the fuel tank nor the fuel lines will present any danger of leaking during competition. It shall be in no way shaped to act as bodywork. The fuel lines must be made of flexible lines suitable to use with fuel and must pass over the top of the chassis frame from the tank to the carburetor. The tank must supply the engine with petrol only under normal air pressure, and the capacity must not exceed 10 liters.
- 8.10.3 Only Fuel bought from Local Petrol Stations is acceptable. No additives can be added to the fuel except the specified oils. Two stroke oil is to be in line with the regulations of the category.

- 8.11 **Bumpers:** The kart must be installed with protection (bumpers) at the front and the rear which shall have a strength and construction appropriate to their function. Front bumpers must be affixed with the 2 stage bumper mounts, that allow the bumper to come loose on impact. Rear bumpers must be of plastic and extend to the outer side of both rear wheels. Metal bumpers are not allowed.
- 8.12 **Body work:** Side pods, Nose cone and front spoilers, and rear bumper must be fitted to the kart. These are to be solely made from plastic materials.
- 8.13 **Engine:** In all classes the engine displacement must not exceed the capacity of the given class, example 125cc water cooled class' maximum cc, must not exceed 125cc. The formula to calculate the cc is $u r^2 h$ where u is equal to 3.142, r^2 is equal to the radius of cylinder squared and h is equal to the height of the piston stroke.
- 8.13.1 Only one engine can be installed on each kart and must be the only source for driving the kart. The engine must be of a two stroke engine sort and lubrication can only be mixed with the fuel to lubricate the engine moving parts. Oil injection is illegal. Forced induction in any form is not permitted.
- 8.13.2 **60CC:** No Modification can be done on the carburetor, exhaust system and driver gear tooth. All other parts may be modified but not changed. Carburetor Choke Diameter Size must not be over than 18mm. All parts must be of original materials. If the engine makers design a new part, and this new part can be found in the new Engine packages, then this new part can be adopted on earlier models, provided that no alterations need to be done. Before performing any modifications, it is safer to contact the Clubs Technical Director for advice.
- 8.13.3 **All other classes :** as per regulations of the respective class
- 8.13.8 All the Engines and any item related to the engine's functionality of all classes are liable to be checked by the Technical Team. It is the Race Director's responsibility to determine when and which Engines is to be checked. No driver can refuse to have his engine checked. This driver will be informed that his Engine will be put under Internal Scrutineering and will proceed to dismantle the engine from his chassis in the presence of either a Race Marshal, the Race Director or any other person that is appointed by the Race Director. Each Driver is to have a good quality padlock available during each event. The said engine will be placed in one of the "Safe-boxes" that will be provided by the Organising Committee. This box is to be locked by means of the driver's padlock and sealed using one of the Club's unique Code seals. The "Safe-box" with the Engine held inside, will be kept by the Club and an appointment will be said for this engine to be Internally Scrutinized. For this Internal Scrutinizing Session, only the Driver, a mechanic appointed by himself, the Race Director and/or the Technical Director and a Committee Member will be allowed to attend. if a driver refuses to have his engine Internally Scrutinized he will automatically be struck off from the

Championship Standings and will not be allowed to participate in the following Events of the Season.

- 8.14 **Transmission:** The transmission system must be of ONE ratio only and must be made of two sprockets and a chain, except for the classes of KZ or DD2 category. The driver sprocket's size cannot be altered from that of the maker, the rear can be altered to any size as long that it was designed for kart racing. The chain guard must be fitted to cover from the rear of the motor up to the horizontal centre of the rear sprocket at the rear of the driven sprocket. Chain guards must also encase the sides of the rear sprocket. An additional rear driven sprocket made of nylon, fibre glass, carbon fibre or any other plastic material, can be the only source to protect the driven sprocket from hitting the curbs while racing and testing.
- 8.14.1 The only source of driving wheels may be by both rear wheels. No lubrication systems may be attached to the frame to lubricate the chain while racing.
- 8.14.2 For each event, a driver can register up to a maximum of two engines complete with all ancillaries. These have to be presented during scrutineering and marked in a way that the Race Directors deems satisfactory.
- 8.15 **Radiators.** Radiators can only be filled with normal tap or distilled water. Coolant liquids or anti-freeze liquids are strictly forbidden due to the fact that they can cause a safety hazard in the event of spills or leakages.

9. Classes

- 9.1 Different classes will be offered by the Clubs to be held as Championships. These will be determined according to the entrants. This does not necessarily mean that all the Classes will be held. Championship eligibility rules apply. (See Note 6.11). Participants need to be of the correct age allowed by the different categories to be allowed to participate in any particular category
- 9.2 Class Weight. One must not be lighter in weight than the weight determined in each class but can have added weight to his discretion. When a driver is found weighing less than the minimum weights as per regulations of that category, he will be disqualified from that specific session. If the organizers decide to create a Tag category, the minimum weight is 160 kg. Organizing the TAG category is at the discretion of the organizers.
- 9.3 Baby Kart. Baby kart drivers may participate until they reach the age of 6 years from the start of the season (Reg 2.2) No regulations regarding tyres and weight of kart are enforced although all other regulations regarding kart and engine are implied.
- 9.4 60cc Entry level / 60 cc Mini Kart / 60cc Mini Kart without ecu – as per category regulations based on ACI Italia. (mixed brand of engines 60cc)
- 9.5 Junior mixed category (mixed brand of engines 125cc).
- 9.6 Rotax Max 125 - as per category regulations based on ACI Italia. The regulation regarding the expiry of the chassis homologation is not applicable.

In the Clubs Championship the points system is as indicated in 6.9 earlier on

In parallel with the Clubs Championship held for the Rotax Max 125, there is the Rotax Max Challenge (Malta) that will entitle the winner to participate in the RMC Grand Final as long as this winner is Maltese. The points system is as per RMCI regulations with the exception that it is based on the best 6 results out of the 10 races being organized. (Race 1 and Race 2 in the 5 Clubs events)

- 9.7 Iame X30 – As per regulations published on the Karting Club Malta facebook page and Karting Club Malta facebook group. These are the Iame Series Malta Regulations and can also be found on the Iame Series Malta facebook page.

In the Clubs Championship held for Iame X30, the regulation relating to the obligation to purchase the engine from a specific supplier found in the Iame Series Malta Regulation is not applicable and there is no restriction on where one obtains the engine.

In parallel with the Clubs Championship, there is also an Iame Series Malta championship that is run on the Iame Series Malta Regulations in their entirety. The points system, is established in these regulations and the winner of this championship (not the Club) will be entitled to participate in the Iame international Final.

- 9.8 RokGP 125 - as per category regulations based on ACI Italia.
- 9.8 KZ & DD2 class as per category regulations based on ACI Italia.

Classes that will be held per event will be established in the Additional Supplementary Regulations (ASRs) issued before each event.

10. Committee Members' Regulations

On the day of an Event, each and every Committee Member who is a competitor or who has a relative as a competitor, will be considered as a normal competitor/participant/club member. Overall power of decision and management is transferred to the Race Director.

The above paragraphs are also applicable also to any club member or driver. Club members/drivers are hereby strictly forbidden to discuss any incident with the Race Director, Marshalls, other Committee Members or any Club member that may be involved in the accident, both actively and as a witness, prior to the tribunal meeting who's agenda is the discussion of such incident. This is strictly in the interest of Sportsmanship since no pressure will be made either on the Race Director, Clerk of the Course, Marshalls or Tribunal members.

Furthermore, if a Club Member/Driver found in breach of this clause, he/she will have 20 points deducted from his Championship Points Tally and if they have acted on behalf of another Driver, this driver will have 20 points deducted from his Championship Points Tally. Pressure and lobbying from Committee Members will be considered at the same level as Corruption and the worst kind of sportsmanship and will therefore be punished severely.