



DUNKESWELL KART CLUB

IKR - 2025

## REGULATIONS AND RULES

### 1. Purpose

This document outlines the regulations and rules that all competitors must adhere to for the 2025 Dunkeswell Kart Club IKR event(s). Non-compliance with these rules may result in penalties or disqualification from the event.

The Event Organisers reserve the right to modify or update these regulations as needed.

### 2. Officials

The 2025 Dunkeswell Kart Club IKR event (s) will have officials made up from the following list to adjudicate each event:

- Race Director/Clerk of the Course
- Deputy Clerk of the Course
- 1 x On Track Observers
- 1 x Camera Observer
- 2 x Stewards
- Scrutineer/Safety Scrutineer

#### 2.1. Officials Decisions

All decisions made by the Race Director during the event in ALL matters will be deemed FINAL and there will be NO rights of appeal on their discission (s).

### 3. Judicial Procedures

The Race Director/Clerk of the Course will be supported by any of the following individual's:

- Deputy Clerk of the Course
- 2 x Track Observers
- 2 x Stewards

The Clerk will issue all penalties with or without a judicial hearing.

Should a “Judicial Hearing” be required, a minimum of 2 members of the official’s team listed above in section 3 shall discuss with the Race Director (s) prior to a penalty being applied.

### **3.1 On Track Appeal & Complaints Process**

To submit an appeal or complaint, please complete the Dunkeswell Kart Club Appeal Form, available at our reception. Be sure to include the date, time, and corner where the incident occurred to assist us in reviewing the footage.

## **4. Penalty**

Penalties will be applied at the Clerks discretion. These will range from 5 to 10 seconds, exclusion or minus 1 lap. This will apply to all Heats & Final. A full list of Offense, Description of offence & Penalty are available (see Appendix A). The competitor has the right to appeal. Following an appeal all rulings by the Race Director (s) are final.

## **5. General Regulations**

Entry into the 2025 Dunkeswell Kart Club IKR event(s) is open to all. All Circuit members and must abide by the regulations set within this document and must comply with the rules of the appropriate classes. There are no driver licensing requirements, except for those competing in the “Gearbox” class. All “Gearbox” class competitors must hold a current MSUK licence. A Non license driver may race but only with the agreement from ALL the licensed competitors.

**5.1** The Alpha Race Hub App is compulsory for all drivers as this system will be used at DKC race meetings as the main source of communication. Please ensure that you have this free app downloaded to your device. NO APP COULD RESULT IN BEING REPORTED TO THE CLERK OF THE COURSE AND MAY IMPOSE A PENALTY.

### **5.2 Dummy Grid**

During the formation of the ‘Dummy Grid’ only one driver & one mechanic will be permitted. The gate, on the left-hand side, at the front of the ‘Dummy Grid’ will be exit ONLY.

## **6. Costs**

The event entry cost will be £95 for Basic Membership holders & for £75 for full Membership holders for the 1-day event.

## **7. Race Weekend Schedule (General)**

A full schedule of events will be advised to competitors on the day of the event in advance.

Signing On	Timed Qualifying
Safety Scrutineering	Heat 1
Tyre Scanning	Heat 2
Drivers Briefing	Final
Mandatory 3 Lap Practice	Awards Presentation

## 7.1 Race Event Format (General)

The Race Event format may be subject to amendments.

DESCRIPTION	TIME
Mandatory Practice	3 Laps
Timed Qualifying	5 Minutes
Heat 1	8 Minutes + 1 Lap
Heat 2	8 Minutes + 1 Lap
Final	10 Minutes + 1 Lap

The mandatory practice will be made up of an Out Lap, 1x Full Lap & an In Lap. The purpose of the mandatory practice will be for transponder checks. The grid for Heat 1 and Heat 2 will be decided by the results from the Timed Qualifying. For any drivers who fail to set a time during TQ will be placed behind all drivers who have set a time in numerical order, any drivers who are DSQ from TQ will be placed behind drivers with no set time in numerical order. The grid for the Final will be generated from the points gained in the two heats and are subject to any penalties received during the heats. In the event of a tie in points for either pole position or any other position for the Finals the place shall be given to the driver with the highest placed finish in Heat 1. Times are subject to change.

## 8. Driving Standards

There will be a strict 'No Contact' rule applied to the meeting. Avoidable contact will result in disqualification from the session. Should any driver be deemed to have deliberately caused contact with another competitor they will automatically be excluded from the results and will take no further part in the event. All marshals and officials will be deemed as judges. More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his/her position offline, should leave at least one kart width between his/her own kart and the edge of the track on the approach to the corner. Any driver defending their position on a straight, and before any braking area, may use the full width of the track during their, first move, provided no significant portion of the kart attempting to pass is alongside. Whilst defending in this way the driver may not leave

the track without justifiable reason. For the avoidance of doubt, any kart attempting to pass, must be at least  $\frac{3}{4}$  of a kart length alongside. This will be deemed to be as a 'significant portion'. All competitors must take part in the mandatory practice.

## **9. Race Starts & Finish**

### **9.1 General**

Heats will start with a formation lap from the "Dummy Grid". Weaving from the "Dummy Grid", during the "Formation Lap" is not allowed. Failure to comply with this ruling will incur a penalty from the "Clerk". All classes will race from either a "Rolling Start" or a "Standing Start" (Subject to class) from the completion of the "Formation Lap". A race start will be defined as crossing the Start Line after completing the formation lap. Any competitor entering the "Pits/Parc Fermée area" during the race or before the heat/final has completed will not be allowed to re-join the race, there is no exception to this ruling. Track limits are as per circuit rules. The "Pole Sitter" will control the "Slow" pace of the field during the "Formation Lap". Prior to the start a "Pole Man Slow" board shall be shown at Marshall Post 5. Starting from the grid or pit lane will not count as a start and the competitor will be classed as being a lap down.

### **9.2 Standing Starts**

There will be "Standing starts" for the Bambino and Gearbox classes. The Gearbox class will receive 2 formation laps prior to gridding up. The pole position and second place competitor shall control the pace up to the start/finish line (Under the Gantry) where all competitors shall be Grided Up prior to the start. The start shall be controlled from the Gantry by the waving of the green flag or via the electronic digital screen. If the light system is not available, the flag system will be used. Timing Control will be known as judge of fact for any jump start infringements. A race start will be defined as crossing the Start Line after completing the formation lap. Starting from the grid or pit lane will not count as a start and the competitor will be classed as being a lap down.

### **9.3 Rolling Start**

There will be "Rolling Starts" for all other classes. The pole position and second place competitor shall control the pace up to the start/finish line (Under the Gantry). There will be NO accelerating before the 'acceleration line' marked by a Yellow line & cone at the side of the track. There will be NO overtaking/changing lanes until the Illuminated Red Lights are switched off above the start finish line. This will be deemed a False start and a "False Start" flag will be shown on all marshal posts or if the red lights stay illuminated this will signify a false start. If there are TWO false starts (1st/2nd place accelerating too early) occur in any heats/prefinal/final, then the rolling lap will be STOPPED, 1st and 2nd place will be removed to the back of the grid and the rolling lap will recommence.

## 9.4 End Of Race

The chequered flag will be shown at the end of each Timed Qualifying, Heat, Pre-Final & Final. If a race is stopped for ANY reason other than a completed race, then the following rules apply:

- 1) 25% or less of the race completed by the leader - race abandoned and that heat MUST be re-run. If heat is not re-run it will be declared as null and void. the decision of the Clerk on the day of the meeting. This will usually be a grid restart.
- 2) If more than 25%, but less than 75% has been completed by the leader it will be a single file rolling restart from the previous completed lap, as per the alpha timing system. The grid start is only applicable to Bambino & Gearbox classes. deemed to have ended. The race result shall be declared as of the LAST completed lap by the driver and before the race was stopped.
- 3) If 75% or more of the race has been completed by the leader, the race will be ended and the final result will be the determined from the last completed full lap.

## 9.5 The Winner

The winner of each Heat & Final, will be that of who crosses the finish line whilst under chequered flag conditions, barring any penalties the competitor may have incurred.

## 10. Point Scoring

### 10.1 points Awarding

Points will be awarded to competitors who compete in the Heats. Points for the Heats will be allocated as below (Section 9.3).

### 10.2 Points Ties

Any point ties going into the Final shall be resolved in the following manner, by the driver who had the highest finishing position in the Heat 1.

### 10.3 Heat Points Allocation

1 <sup>st</sup> – 35	2 <sup>nd</sup> – 33	3 <sup>rd</sup> – 31	4 <sup>th</sup> – 30	5 <sup>th</sup> – 29	6 <sup>th</sup> – 28
7 <sup>th</sup> – 27	8 <sup>th</sup> – 26	9 <sup>th</sup> – 25	10 <sup>th</sup> – 24	11 <sup>th</sup> – 23	12 <sup>th</sup> – 22
13 <sup>th</sup> – 21	14 <sup>th</sup> – 20	15 <sup>th</sup> – 19	16 <sup>th</sup> – 18	17 <sup>th</sup> – 17	18 <sup>th</sup> – 16
19 <sup>th</sup> – 15	20 <sup>th</sup> – 14	21 <sup>st</sup> – 13	22 <sup>nd</sup> – 12	23 <sup>rd</sup> – 11	24 <sup>th</sup> – 10
25 <sup>th</sup> – 9	26 <sup>th</sup> – 8	27 <sup>th</sup> – 7	28 <sup>th</sup> – 6	29 <sup>th</sup> – 5	30 <sup>th</sup> – 4
31 <sup>st</sup> – 3	32 <sup>nd</sup> – 2	33 <sup>rd</sup> – 1	34 <sup>th</sup> – 0		

### 10.4 Final Points Allocation

1 <sup>st</sup> – 40	2 <sup>nd</sup> – 36	3 <sup>rd</sup> – 33	4 <sup>th</sup> – 30	5 <sup>th</sup> – 29	6 <sup>th</sup> – 28
7 <sup>th</sup> – 27	8 <sup>th</sup> – 26	9 <sup>th</sup> – 25	10 <sup>th</sup> – 24	11 <sup>th</sup> – 23	12 <sup>th</sup> – 22

13 <sup>th</sup> – 21	14 <sup>th</sup> – 20	15 <sup>th</sup> – 19	16 <sup>th</sup> – 18	17 <sup>th</sup> – 17	18 <sup>th</sup> – 16
19 <sup>th</sup> – 15	20 <sup>th</sup> – 14	21 <sup>st</sup> – 13	22 <sup>nd</sup> – 12	23 <sup>rd</sup> – 11	24 <sup>th</sup> – 10
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31 <sup>st</sup> – 3	32 <sup>nd</sup> – 2	33 <sup>rd</sup> – 1	34 <sup>th</sup> – 0		

## 11. Clothing

All competitors must have & wear the following items:

- Road legal or Kart legal full-face helmet (No Flip Fronts & No Damage), this will be at Scrutineers discretion.
- CIK Kart Racing suit or overalls
- CIK Kart Racing gloves
- CIK Kart Boots that give adequate ankle protection

Clothing will be inspected during safety scrutineering.

## 12. Cameras (Go-Pro Style)

Camera's and Go pro are permitted for use during practice. From Timed Qualifying onwards **no** cameras on karts are permitted.

## 13. Transponders

Dunkeswell Raceway Alpha timing system uses the following transponder:

- AMB/MyLaps
- MyLaps X2
- 2020 MyLaps TR2

Transponders must be fitted in accordance with Motorsport UK Karting Yearbook Appendix 4 Section F.

All competitors are to have their transponders fitted from the start of the mandatory 3 lap practice. This is to ensure that all transponders are being received via the timing system. It is each competitor's responsibility to report issues regarding timing to Race Control. In the event of transponder failure/malfunction any laps/race times/results maybe be lost, there is no rectification that "Race Control" can do. Should a competitor not set a time during timed qualifying due to any of the above circumstances then they will start at the rear of the grid for their respective session. The position that is declared by Race Control will be deemed final.

THE EVENT ORGANISERS WILL NOT AND DO NOT HIRE TRANSPONDERS.

## 14. Drop Nose Cones

For the 2025 season the Club (DKC) will require the All classes to use the CIK homologated detachable front fairing mounting kit.

Where appropriate the Club (DKC) may require other classes to use the CIK-homologated detachable front fairing mounting kit. This shall be advised to the appropriate class ahead of the race meeting.

It must always be fitted and maintained in the correct position, as per MSUK regulations and as per Appendix B.

#### **14.1 Nose Cone Placement**

It is **not** permitted to reposition, nor attempt to reposition a front fairing and this may not be done after passing the chequered flag and before release from Parc Fermé.

### **15. Chassis**

One Chassis is permitted per race meeting.

Should a chassis incur damage that is deemed a safety issue, the chassis may be substituted for another chassis. This will at the discretion of the Eligibility Scrutineer. The Eligibility Scrutineer decision is FINAL.

Chassis manufacturer is open but must be declared on the scrutineering card/system with the chassis number clearly shown.

All chassis will have the following item fitted:

- Left & Right-Hand side body work panels
- Front nose cone
- Full Rear Bumper
- Nassau Panel
- Chain Guard

### **16. Race Numbers**

Competitors race numbers must only be double or triple-digit numbers or a letter plate eg SW allowed unless approved by DKC. Other "Plates" awarded from other circuits may also be used.

Your race number must be clearly visible on the Side panels, Nassau Panel & Rear Bumper. The colour of the background and numbers must conform to the MSUK class identities.

<b>Class</b>	<b>Plate Colour</b>	<b>Number/Letter Colour</b>
Bambino	Black	White
Cadet	Yellow	Red
Micro Rotax	Yellow	Black
Inter Rotax	Yellow	Black

Junior Rotax	Red	White
Senior Rotax	Blue	White
177 Rotax	Green	White
KZ Gearbox	Yellow	Black

Front braking system are not allowed (except for the gearbox class).

## 17. Tyres

Only One set of slick tyres for the are allowed for the event.

Any tyre make/spec can be used during open practice sessions.

All race tyres (Slicks) will be marked or scanned during safety scrutineering.

Any treatments to alter tyre performance (e.g., tyre softening solution) are banned.

Should a competitor be found to be using such treatments this will result in exclusion from the meeting.

If a tyre or tyres is/are damaged or deemed unsafe then it can be changed with the Scrutineers approval.

All fitted tyres must be the same Manufacture and Type.

### **ONLY THE FOLLOWING TYRES ARE TO BE USED BY THE FOLLOWING CLASSES:**

#### **BAMBINO CLASS**

DRY: Le Cont MSA 04

WET: Le Cont MSA 04

#### **HONDA CADET CLASS**

DRY: Vega Cadetti 'UK'

WET: Vega WM1 CIK

#### **MICRO MAX CLASS**

DRY: Vega Cadetti 'UK'

WET: Vega WM1 CIK

#### **INTER MAX CLASS**

DRY: Mojo C2

WET: Mojo CW

#### **ROTAX CLASSES**

##### **JUNIOR ROTAX**

DRY: Mojo D2XX (CIK Option)

WET: Mojo W5 (CIK Rain)

##### **SENIOR ROTAX**

DRY: Mojo D5

WET: Mojo W5 (CIK Rain)

##### **177 ROTAX**

DRY: Maxxis Sports

WET: Maxxis Green



KZ2

WET: Le Cont LWR

DRY: Le Cont LPM

\* Any tyre is permitted provided it is safe for Super Kart short circuit racing. Tyres will be a full set of the same type, model, and compound, with enough tread and of appropriate quality to see out a full race day. A single set of tyres are permitted per race day.

The Chief Scrutineer reserves the right to refuse the use of a tyre set.

17.1 Treating tyres with a chemical substance is prohibited; NCR Ch.18 App.7 Art6.10 refers. The penalty for chemical treatment, if proven, will be Disqualification from the meeting and club membership will be revoked.

## **18. Engines**

Two engines are permitted for the event.

All engines shall carry an engine "Number", and this is to be recorded on the scrutineering card.

All numbers must be eligible on both the engine and the scrutineering card and must correspond exactly.

Upon completion of the Scrutineering Card, this must be handed into the Chief Scrutineer during safety scrutineering.

Failure to do so will result in a nonconformity and a penalty of exclusion from that Timed Qualification, Heats, Pre-Final or Final.

### **18.1**

**BAMBINO:** Comer C60 engine only as per the MSUK technical regulations of the Fiche engine and axillary components attached to the engine All engines must run the class regulated 10mm restrictor.

**HONDA CADET:** Honda GX 200 QHQ4 or QX4 engine may be used and must conform to the QHQ4 or QX4 Honda MSUK Technical Regulations.

**ROTAX:** Micro-Max – Inter Max– Junior – Senior & 177 classes FR125 Micromax, FR125 or FR125 EVO Max must comply to the Jag Rotax Regulations fiche, Sealed and non-Sealed engines may be used

**GEARBOX:** KZ – 125cc reed valve engine with 30mm carb, 6 gears

### **18.2**

#### **Spark Plugs**

Rotax (All Classes): NGK GR8D1 or GR9D1

DENSO IW24, IW27, IW31

Applicable Engines Per Class

## **19. Fuel**

Only standard UK pump fuel is permitted to be used.

Additive or enhancer must not be added.

Any kart/driver in breach of this regulation will be excluded from the meeting.

## **20. Individual Class Regulations**

### **20.1 Bambino Regulations**

Age Limit: 6 – 8 Years

Weights: 71kg (Min. Kart & Driver)

### **20.2 Honda Cadet Regulations**

Age Limit: 8 – 12 Years

Weights: 105kg (Min. Kart & Driver) Driver 27kg Minimum

### **20.3 Rotax Micromax Regulations**

Age Limit: 8 – 12 years(minimum) to a maximum of the year of 12th birthday.

Weight: 105kg (Min. Kart & Driver) Minimum Driver 28kg Minimum

### **20.4 Rotax Inter Max Regulations**

Age Limit: 10 – 13 Years

Weight: 115kg (Min. Kart & Driver) Driver 33kg Minimum

### **20.5 Rotax Junior Max Regulations**

Age Limit: 12 – 16 Years

Weight: 145kg (Min. Kart & Driver) Driver 40kg Minimum

### **20.6 Rotax Senior Max Regulations**

Age Limit: Year of 16 birthday onwards

Weight: 162kg (Min. Kart & Driver) Minimum Driver 52kg (applicable to under 16Yrs old)

### **20.7 Rotax 177 Max**

Age Limit: 16 + Years

177kg = (Min. Kart & Driver) Driver 80kg driver Minimum)

### **20.8 Rotax 177 Masters Regulations**

Age Limit: The driver must be over 32 years of age.

Minimum weight limit of 177kg including driver at all times.

## 20.9 Gearbox Regulations

KZ

Age Limit: 16 + Years

Weight: 180kg (Min. Kart & Driver)

250 NATIONAL

Age Limit: 16 + Years

Weight: 200kg (Min. Kart & Driver)

**All Weights & Age Limits are as per the MSUK Karting Yearbook 2025**

## 21. Scrutineering

At the meeting competitors will be issued with a "Scrutineering Report Card".

This must be completed prior to safety scrutineering on either the Saturday or Sunday, with the necessary & correct details.

Scrutineering cards must be handed to the Scrutineer during kart safety scrutineering. Safety Scrutineering must take place before the commencement of the mandatory practice session on the Sunday morning. Scrutineering will close at 9am on the day of the race. Failure to submit your "Scrutineering Report Card" during this time could mean that you are excluded from the race event.

All karts must arrive for Safety Scrutineering, must be that of a "Race Ready" state and must have all Race Tyres fitted to the kart.

After the completion of Timed Qualification, all competitors will leave the circuit via the pit lane in a slow and controlled manner and will be required to attend scrutineering area. After the completion of all Heats, Pre-Final & Final, all competitors will leave the circuit via the pit lane in a slow and controlled manner. The top 3 finishers plus up to 2 additional competitors at random, will be required to attend scrutineering area prior, at the discretion of the scrutineer.

All competitors shall wait in Parc Fermé, until advised to leave from the Chief Scrutineer. Parc Fermé is defined as the area from the entrance of the pit lane through to and including the following areas: Scrutineering Bay, Side Exit Lane, Holding Area, and the area behind the barriers at pit bend.

Scrutineering checks will be carried out at the discretion of the Chief Scrutineer.

No mechanics or other personnel shall enter Parc Fermé. unless instructed to do so by either the Chief Scrutineer or an official.

No competitor shall leave Parc Fermé unless instructed to do so by the Chief Scrutineer. Entering or leaving before this may see you penalised by the Clerk or the Course or the Chief Scrutineer.

Any decisions made by the Scrutineer on the condition or non-conformity of a kart during the

"Race Event" will be deemed FINAL and there will be NO rights of appeal."

**Penalties will be in order of severity –**

- Reprimand
- Time/position/lap or grid place penalty
- Disqualification
- Exclusion

### **5 Second Penalty**

- On track incident between competitors?

- Out of formation at race start
- Incorrect fitment of Nose Cone (Ref: Section 14/Appendix B)

### **10 Seconds**

- Making an offensive gesture towards another competitor
- Jump start/gaining an advantage/
- Contravention of light signals/flags
- Consistent breach of track limits (3)

### **One Lap Penalty**

- Making deliberate or aggravated contact with another competitor/s
- Consistent contact warnings (3)
- Scrutineering Non-compliance / failure to report to scrutineering
- Using incorrect tyres
- Driving in a manner incompatible with general safety
- Failure to attend drivers briefing – Exclusion from heat 1
- Ignoring a mechanical failure flag
- Reposition, or attempting to reposition nose cone/front fairing (Ref: Section 14.1)

### **Exclusion from the race**

- Abusive language, behaviour, gestures, or threats of assault within the area of control of the club.
- Any abuse of a minor (under 18 years) whatsoever
- Failure to obey the instructions of an official of the meeting including any threatening behaviour or abusive language or gestures towards an official/marshals

### **Exclusion from the Championship**

- Actual physical assault – exclusion from the championship and immediate ejection from the venue

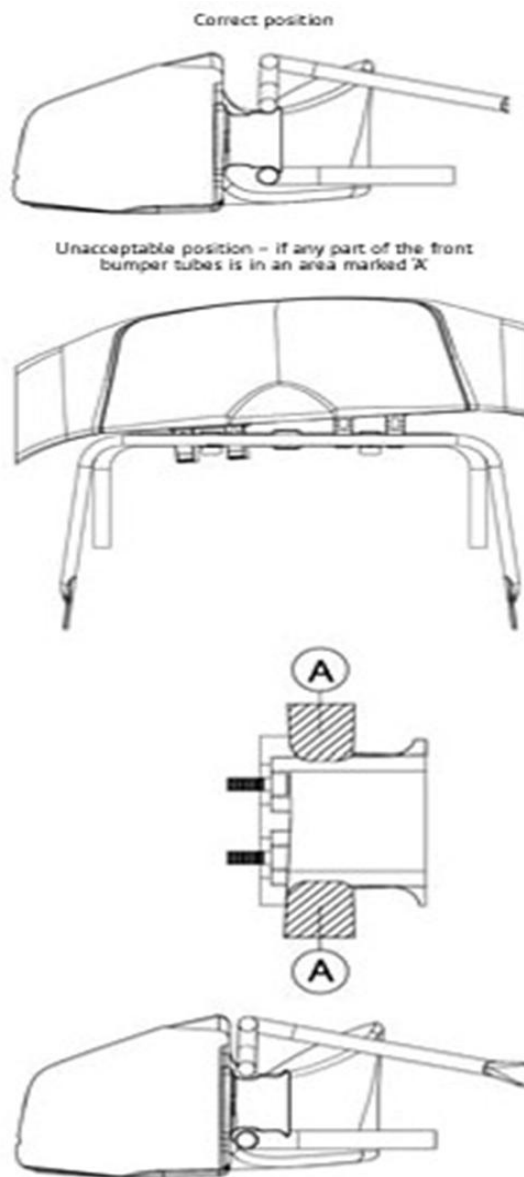
### **Additional Notes:**

- Any deliberate damage to track or premises by an entrant or connected parties will be asked to leave the event and venue.
- If a competitor is asked to leave the circuit by an official, they will do so within 30 minutes of being asked.
- If in the event that the Club Regulations do not cover a specific situation, then best judgement can be exercised at the discretion of the Clerk of the Course / Race Director or be referred to the Club Stewards.
- If a driver/competitor collects more than 3 reprimands within a championship year, they will be subject to a penalty at the discretion of the Clerk of the Course or Stewards.

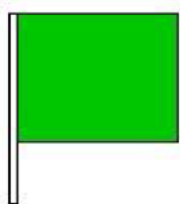
### **Club Championship Decisions**

- All championships are subject to a drop round, which may be applied in the event of a cancelled race. The final decision regarding this drop round rests with the organizers and the club management team.
- In the case of a points tie in the championship standings, the winner will be determined by counting the number of podiums finishes for each driver, with the driver holding the most podiums being declared the champion.

## Appendix B – Drop Nose Cones

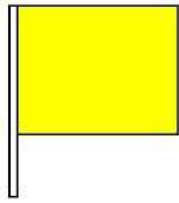


## 22. Flags

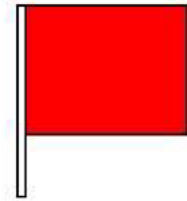


GREEN FLAG – Used to signal the start of the race on the E-Flag

after all drivers are in their grid positions. (Displayed with E-flag)



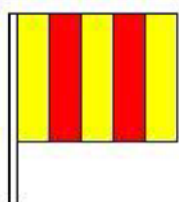
YELLOW FLAG — (Stationary) Slow down no overtaking until you are past the incident the flag is being waived for. (Waved) Great danger, Slow down considerably. No overtaking, (Displayed with E-flag)



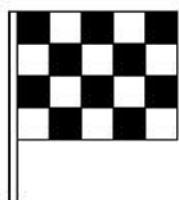
RED FLAG — Drivers must come to a complete stop as soon as is safely possible, Drivers should avoid extremely harsh braking as it could cause an accident with drivers directly behind them, Once stopped, drivers are to remain in their karts and await further instruction from a marshal. (Displayed with E-flag)



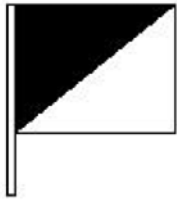
FALSE START — Slow down and reform the grid. Continue another rolling lap, stay in formation at the speed set by the pole sitter at the front.



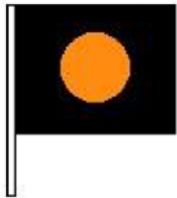
SLIPPERY SURFACE FLAG – There is a slippery surface ahead such as oil or water that has been brought on to the track this flag will not normally be used if it starts to rain during the session as the rain obviously makes the entire circuit slippery.



CHEQUERED FLAG — End of session drivers must slow down; complete the lap they are on and leave the track via the pit entrance. (Just after Pylon 1).



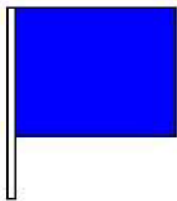
**WARNING FLAG** — A warning to the driver that their behaviour is suspect and that they may be black-flagged on further reports. Accompanied with a number board.



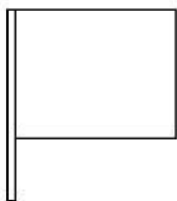
**MECHANICAL FAILURE FLAG** — Notification of apparent mechanical failure or of a fire which might not be obvious to the driver. The kart concerned must call at its pits for repairs on the next lap.



**BLACK FLAG** — The driver must stop at his pit within one lap of receiving the signal and report to the Race Director. A penalty of exclusion may be enforced.



**BLUE FLAG** – Waved at ‘back-marker’ to alert them that a faster driver is trying to overtake. (Displayed with E-flag)



**WHITE FLAG** — The flag will be waved to indicate the sector of the track that the slow-moving vehicle is in and held stationary whilst the vehicle is in the next sector. (Displayed with E-flag)



**BLACK & YELLOW QUARTERED FLAG** — The flag will be waved to indicate to slow down and no overtaking. All karts will line up in close formation behind leader who will act as pace kart until problem is resolved.