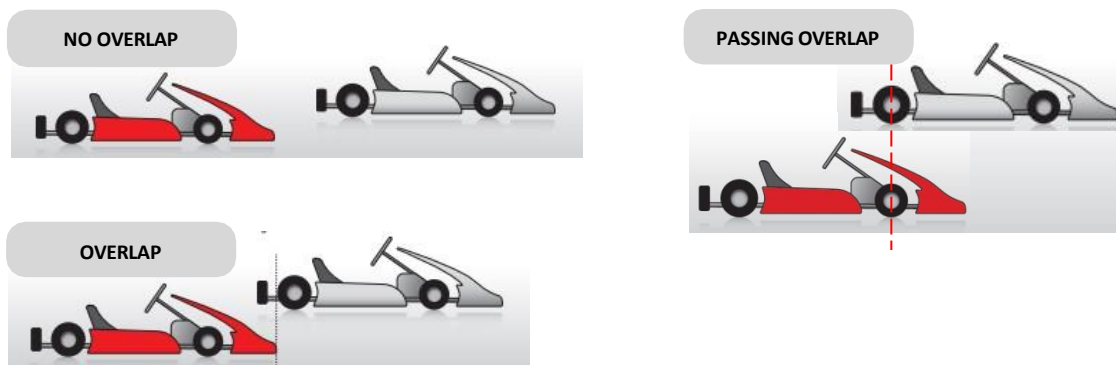


PENALTY CATALOGUE

1. An "Incident" means a fact or a series of facts involving one or several drivers (or any Driver's action reported to the Stewards by the Race Director or Clerk of the Course or noted by the Stewards and reported to the Race Director or Clerk of the Course for investigation), who:
 - a. provoked the stopping of a Race
 - b. violated the Sporting Regulations or the General Rules
 - c. jumped the start or started from an incorrect position
 - d. did not respect flag signaling or marshal's instructions
 - e. did not follow the correct pit rules
 - f. caused one or several karts to take a false start
 - g. caused a collision
 - h. forced another driver out of the track
 - i. illegally prevented a legitimate passing manoeuvre by a driver
 - j. illegally impeded another driver during a passing manoeuvre
 - k. leaving or working on their kart in a dangerous position
2. The Stewards shall inflict a time or position penalty on any driver/ team having caused an incident. If the incident was caused during a qualifying session, they shall proceed to the cancellation of the 3 fastest times which the driver/ team achieved in the session concerned. However, considering its serious nature, the stewards may decide, instead of (or as well as) the time/position penalty, of a sanction among those provided for in the penalty scale.

OVERTAKING / DEFENDING

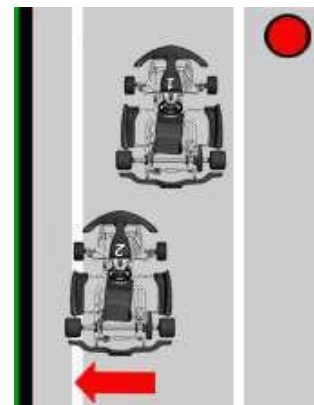
3. Overtaking, according to the circumstances, may be done either on the right or on the left. However, manoeuvres liable to hinder other drivers such as premature or dangerous changes of direction, more than one change of direction, weaving on a straight or deliberate crowding of karts towards the inside or the outside of a curve (or straight), are strictly prohibited.
4. Such offences shall be penalized, according to the significance (and/or repetition of the offences) by penalties ranging from a fine to exclusion from the race.
5. In general, one move across the track in defense of a position between any two corners is acceptable as long as this move is not erratic. Also, it is imperative that fellow competitors are given racing room at all times.
6. The following illustrations should aid understanding of the below points relating to overtaking.
 - Where the front bumper of a kart has reached the point of being alongside (or further forward) than the rear wheel protection of another kart, 'overlap' exists.
 - 'Passing overlap' is used to describe the scenario where the front wheels of a kart are in line with (or beyond) the rear wheels of another kart.



7. Blocking is not permitted. If a driver has committed to the racing line at the initial braking point of an approaching corner, they may not move across to block the inside line during the braking phase. They must not interfere with a kart attempting to overtake, particularly if there is an overlap.
8. If a driver intends to use the inside line on the approach to a corner to defend their position, they must do so before reaching the initial braking point. They may not move back out to cover the racing line from a kart attempting to overtake, especially if there is an overlap.
9. If a driver has a slow exit from the previous corner for any reason, they may move across to cover the line as long as it is safe to do so, the move is not erratic, and any kart with an overlap is given sufficient racing room, with at least one kart width to the edge of the track.
10. If the kart making a pass on corner entry (the turn-in point) has a 'passing overlap' with another kart, then the kart being overtaken must not turn-in to the apex without allowing racing room.
11. In general, the onus is on the overtaking kart to execute a pass safely.
12. Overtaking karts should not expect the kart in front to give way unless there is a 'passing overlap' at the turn-in point of the corner.
13. A Kart that arrives at the turn-in point with a 'passing overlap' but is considered to be out of control (e.g. smoke off the tires, etc.) will be deemed not be in a position to make a safe pass.
14. Racing room should also be given on the exit of a corner. Contact with the back of another kart, unsettling it on corner exit, is not permitted.
15. If the kart in front is 'nudged' wide and loses position this would be considered a breach and could incur a penalty.
16. A kart alone on the track may use the full width of the track. However, as soon as it is caught by a kart which is about to lap it the driver must allow the faster driver past at the first possible opportunity.
17. Blue flags will be used in this case to prepare the slower driver for this situation.
18. Failure to observe the blue flags is an offence which will be referred to the Stewards.

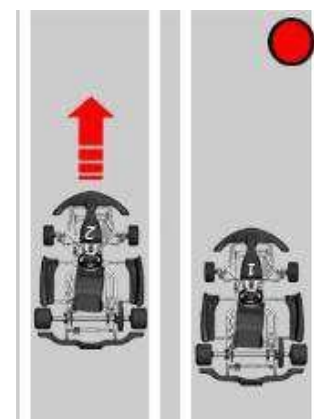
FALSE START

19. TYPE A – A kart on the formation lap approaching the start line has two wheels on or outside the tram lines before the red lights are switched off to start the race (as depicted by kart number 2 in the right illustration).
Penalty: 3 seconds
20. TYPE B – A kart on the formation lap approaching the start line has all four wheels outside the tram lines before the red lights are switched off to start the race.
Penalty: 10 seconds



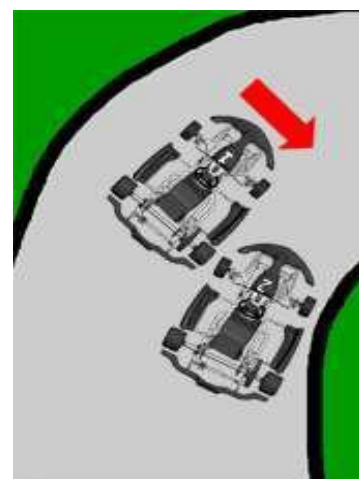
JUMP START

21. A **JUMP-START** is declared by a Judge of Fact when a kart either
- has accelerated prematurely before crossing the yellow acceleration line and/or before the red race start lights have been switched off, and/or
 - is ahead of its prescribed position at the time the start signal is given (as depicted by kart number 2 in the left illustration).
Penalty: 10 seconds
 - Note: The penalty may be applied against the offending driver(s) even if the start is aborted and declared a "FALSE START". This is at the discretion of the Race Director/ Clerk of the Course.
 - If one driver is guilty of causing multiple false starts then the race direction may apply a penalty at their discretion which could be relegation to the back or a time penalty as specified above.



CUTTING-IN

22. This is where a kart (kart number 1 in the illustration) is positioned on the outside of kart 2 and either partially/completely cuts across the racing line of, or otherwise impedes, kart 2 during a legitimate overtaking manoeuvre. This applies to the corner entry, apex and exit.
23. For 'cutting in' to be considered, kart 2 must be positioned so that its front wheels are at least alongside the rear wheels of kart 1 (as depicted in the right illustration). Kart 2 must be under control.
24. An advantage is gained if (either/or):
- Kart 2 suffers a loss of position or fails to finish as a direct consequence of the manoeuvre.
 - Kart 2 suffers damage which results in a loss of position or is forced to retire from the race on the same lap.



- Kart 1 maintains his/her position when he/she would have otherwise lost it.

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained): Minimum 5 seconds

Note: The penalty shall be applied irrespective of whether there was any contact between the karts or not.

DIVING UP THE INSIDE

25. This is where a kart (kart 2 in the illustration) attempts to overtake kart 1 on the inside despite there being insufficient track space available (including the inner kerbs and areas outside the track limits) to safely complete the manoeuvre. The position of each kart relative to each other is irrelevant.
26. An advantage is gained if (either/or):
- Kart 2 gains a position
 - Kart 1 suffers a loss of position or fails to finish as a direct consequence of the manoeuvre.
 - Kart 1 suffers damage resulting in (a) loss of position(s) or is forced to retire from the race on the same lap.



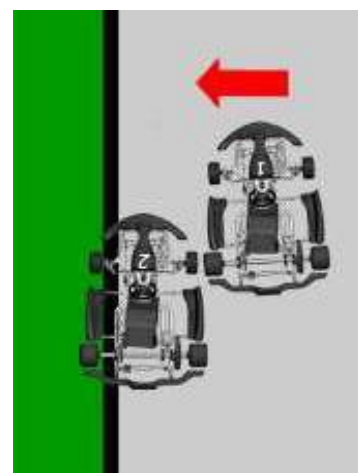
Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained): Minimum 5 seconds

Note: The penalty shall be applied irrespective of whether there was any contact between the karts or not and regardless of whether the overtaking manoeuvre was completed or not.

CROWDING, PUSHING or SQUEEZING

27. This is where one kart (kart 1 in the right illustration) forces kart 2 wide towards the track limits or partially/completely beyond the track limits.
28. The proviso is that kart 2 is positioned so that its front wheels are at least alongside the rear wheels of kart 1 (as depicted in the illustration).
29. An advantage is gained if (either/or):
- Kart 1 maintains his/her position when he/she would have otherwise lost it.
 - Kart 2 suffers a loss of position or fails to finish as a direct consequence of the manoeuvre.
 - Kart 2 suffers damage resulting in (a) loss of position(s) or is forced to retire from the race on the same lap.

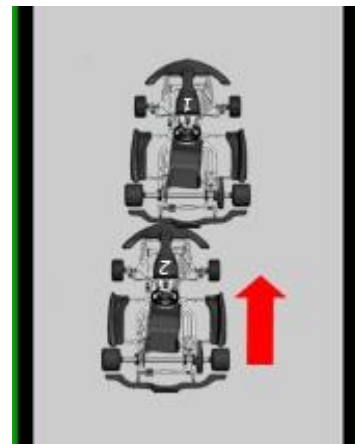


Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained): Minimum 5 seconds

BUMPING or CONTACT

30. This is where one kart (kart 2 in the right illustration) causes avoidable contact with another kart (involving either front to rear or side-to-side impact).
31. Only the consequences of the impact are relevant in judging whether an advantage has been gained or not. The severity of the impact is largely inconsequential.
32. An advantage is gained if (either/or):
 - Kart 2 gains a position and the previous order is not restored during the same lap.
 - Kart 1 suffers a loss of position or fails to finish as a direct result of the contact.
 - Kart 1 suffers damage resulting in (a) loss of position(s) or is forced to retire from the race on the same lap.



Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained): Minimum 5 seconds

SHORT-CUTTING or EXCEEDING CIRCUIT LIMITS

33. This is where one kart (kart 2 in the right illustration) exceeds the track limits completely and returns to the racing surface at a different point further along the track either via a shorter distance or with greater speed as a result of the breach (e.g., utilizing run-off areas to gain time).
34. The reasons for leaving the track are irrelevant.
35. An advantage is gained if (either/or):
 - Kart 2 gains a position and/or time which cannot be redressed during the same lap.
 - Kart 2 maintains his/her position when he/she would have otherwise lost it.
 - Another kart is impeded or otherwise handicapped by a kart re-joining the circuit after exceeding the track limits.
 - Another kart suffers (a) loss of position(s) or is forced to retire from the race as a direct result of the re-entry of a kart which has exceeded the track limits.

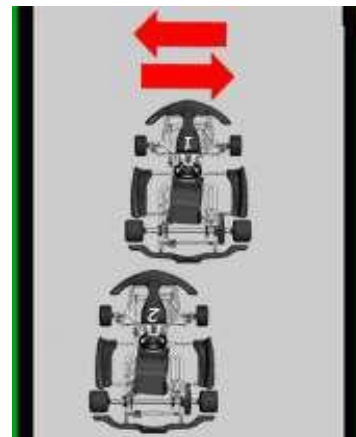


Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained): Minimum 5 seconds

WEAVING or BLOCKING

36. This is where a kart (kart 1 in the right illustration) changes its lateral position / racing line on a straight by more than a kart's width, twice or more.
37. The distance between the karts involved and whether the chasing kart would have been able to complete an overtaking manoeuvre is irrelevant.
38. An advantage is gained if (either/or):
 - Kart 1 maintains his/her position when he/she would have otherwise lost it.
 - Kart 1 performs such a manoeuvre more than once during the same race.



Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained): Minimum 5 seconds

TECHNICAL INFRINGEMENT

39. This occurs when a kart and/or engine does not meet the stipulated technical regulations or specifications.
40. It is irrelevant if the technical infringement was discovered before, during or after a qualifying session or a race, and whether the technical infringement would have led to any advantage being gained.
41. Only the condition and specification of the kart / engine at the time of the official examination will be considered.
42. Typical examples of a technical infringement might include:
 - Being underweight
 - Using incorrect fuel, oil, etc.
 - Using Fuel additives
 - Using modified parts
 - Use of unmarked tires.



Penalty: Disqualification

In the case of an appeal against the eligibility of another competitor or their equipment, such an appeal must be lodged within 30 minutes of the alleged ineligibility becoming apparent, along with the appeal fee of LKR 15,000.00.

FORMATION LAP OFFENCES

43. A kart on the formation lap improves its starting position after having crossed the red formation line and before the start signal is given (as depicted by kart number 2 in the right illustration).

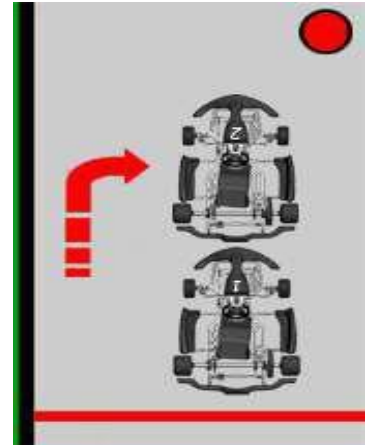
Penalty: Disqualification

44. A kart on the formation lap attempts to make up time or positions by taking a short-cut (any course other than the track used during the race) to regain its original position.

Penalty: Disqualification

45. A driver fails to remove his/her kart to a safe position in a timely manner after stopping on the formation lap and being unable to continue.

Penalty: Grid penalty in future race



IGNORING FLAG SIGNALS

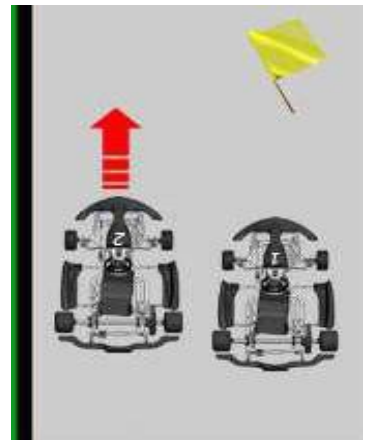
46. This is self-explanatory and is when a driver fails to observe the requirements of a particular flag being displayed by race officials.

47. The type of flag and the reason(s) why the flag was not obeyed is irrelevant along with whether any advantage was gained or not.

48. Typical examples of ignoring flag signals might include:

- Overtaking under a yellow flag (as depicted by kart number 2 in the right illustration).
- Continuing to race after receiving a black/orange or black flag or red flag.
- Failing to comply with the blue flag requirements when being lapped.

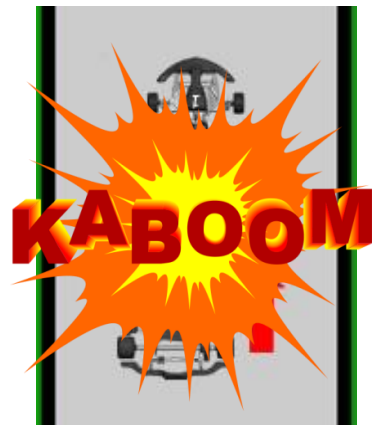
Penalty: Minimum 5s up to Disqualification



CAUSING A COLLISION

49. This is where one kart, regardless of its position on or off the track, and regardless of the proximity (or not) of other karts, and regardless of whether or not any contact occurred, is deemed to have been responsible for causing a collision.

50. Only the consequences of the incident are relevant in judging whether an advantage has been gained or not.



51. An advantage is gained if (either/or):
- The driver gains time or (a) position(s) and the previous order is not restored during the same lap.
 - Another driver(s) suffers a loss of time or position or fails to finish as a direct result of the incident.

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained): Minimum 5 seconds

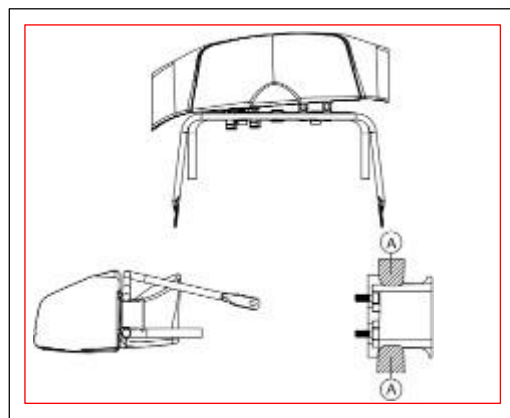
FRONT FAIRING MOUNTING KIT

52. Where the CIK-homologated detachable front fairing mounting kit is used, it must at all times during live sessions be fitted and maintained in the correct position in accordance with Article 2.3.3 of the FIA Karting General Prescriptions and Technical Drawing 2.2 and 2.2.1.
53. **TYPE A – DETACHMENT** – A Judge of Fact reports the front fairing of a kart to be in an unacceptable position as shown in the left illustration.

Penalty (Race): 5 seconds

Penalty (Qualifying): Deletion of fastest lap

Note: The above penalty is mandatory and indisputable for front fairing non-compliance only. Drivers may be referred to the Stewards for offences that gave rise to the non-compliance.



54. **TYPE B – ILLEGAL REPLACEMENT** – At any time during any live session, from Pre-Grid until post-race weighing of the kart, it is found that a Driver (or third party) has attempted to refit or has successfully refitted a front fairing that was not correctly positioned.

Penalty: Disqualification from the competition

Note: This decision is not subject to appeal.

OFFENSES AND PENALTIES

55. The above examples provide A GUIDE as to how penalties are applied to competitors for specific offences. However, each incident must, by necessity, be judged on its own merits and additional penalties may be applied by the Senior Officials as they deem fit, with harsher penalties likely for repeat offenders.
56. Where appropriate penalties cannot be applied to the session/race in which the offence occurs the Senior Officials reserve the right, at their sole discretion, to carry forward a representative penalty to the driver's next session, race or event. This may involve invoking grid place penalties or alternative sanctions as circumstances dictate, including the deduction of Championship points.

57. Where it is established that Competitor A has been disadvantaged as a direct result of the actions of Competitor B, the Senior Officials will often look to redress the disadvantage by penalizing Competitor B such that [as a minimum] he/she finishes behind Competitor A in the final race classification, even if such a penalty is outside the guidelines given above.
58. In all cases, the Clerk of Course/ Stewards will formally notify the driver of the offence, the resulting penalty decision and the intention to carry forward the penalty to his/her next session, race or event.
59. Any driver/entrant refusing to sign a legitimate penalty notice may forfeit all Championship points gained during the event and may be subject to further sanctions.
60. Conduct will be monitored throughout the Championship and offences recorded. Persistent misconduct is likely to result in the additional deduction of Championship points.
61. Terminology that may be used when referring to driving standards: Careless Driving – departing from the standard of a competent driver.
62. Reckless Driving: any unintentional action by a driver which creates serious risk to others.
63. Dangerous Driving: any intentional action by a driver which creates serious risk to others.

STEWARDS HEARINGS

64. In hearings, competitors under the age of 18 years must always be accompanied by their parent/ guardian or the duly nominated representative. However, the parent/ guardian is only permitted to act as an observer of the proceedings.
65. Parents and guardians can only assist a Junior Competitor in presenting his/her evidence as a mentor but must not indulge in advocacy.
66. For the purpose of this regulation, advocacy is defined as being “the act of arguing in favour of or supporting” a Junior Competitor.
67. Competitors over the age of 18 do not have the right to be accompanied by a team representative, parent or other representative, unless that person has been called by the Stewards and is acting as a bona fide witness.
68. In accordance with the regulations, a competitor will be responsible for all acts or omissions by any Participant associated with their entry at the event, and each of these will be equally responsible for any breach of these Regulations.
69. Note that for offences committed during competitive qualifying sessions, the officials may also elect to disqualify the offender's fastest lap time(s) or invoke a grid penalty in a future race(s).

POINTS PENALTIES

70. A penalty resulting in a loss of points imposed upon a Competitor, shall only affect the points allocated to that Competitor's finishing position in the applicable Competition. This deduction of points shall also be applied to any overall Championship or Series point score.
71. A deduction of points from a competitor does not affect the finishing positions or points allocation of any other Competitor in the Competition or Championship.
72. An automatic Disqualification does not prevent the imposition of any additional penalty for the same offence.
73. A penalty of Disqualification does not prevent the Stewards from referring the matter to a Disciplinary Hearing for the consideration of imposing a further penalty or penalties.
74. A penalty of Disqualification from an Event may be appealed in accordance with the Regulations; however, this shall not alter the immediate application and effect of the penalty.

JUDGES OF FACT

75. The Judges of Fact at each race event shall normally be the Starter, Chief Timekeeper, Scale Marshal, Grid Marshal and Chief Scrutinizer.
76. Any other appointed Judges of Fact will be specified in the Supplementary Regulations or Competitor Bulletins.
77. The duty of a Judge of Fact is to decide when or whether a Kart or Driver:
 - Has touched or passed a given line; or
 - Exceeded a maximum limit; or
 - Not conformed to a given specification; or
 - Not complied with some other fact as laid down in these Regulations. A
78. Protest cannot be made against the decision of a Judge of Fact.

PROTESTS AND APPEALS

79. Protests of any nature will not be entertained. However, the officials may entertain appeals from competitors/ teams with an appeal fee of LKR 15,000.00, along with a written appeal.
80. The official appeal form is available at the SpeedBay ticketing counters.

81. The duly filled appeal form, along with the payment confirmation, should be handed over to the Competitor Relations Officer.
82. The timeline for an appeal is 30 minutes from the end of that particular incident. Appeals beyond the 30th minute from the incident will not be entertained. The time at which the payment is made for an appeal will be considered as the time of the appeal.
83. An appeal can be lodged against on-track incidents only.