

OFFICIAL BOOKLET 2026



Approved by



Technical Partner



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In association with



KART 1 SERIES 2026 CALENDAR

Venue	Track	Date
Bhopal	REVV Motorsports	04-05 September
Thrissur	Garron Play Arena	17-18 October
Guwahati	JR Karting (Warisa Estate)	31 Oct & 1 Nov
Nagpur	Axlrates by Halftime	21-22 November
Hyderabad	OKOS Go Karting	28-29 November
Bangalore	To Be Announced	19-20 December
Hyderabad (Grand Finale)	Chicane / OKOS Go Karting	26-27 December

VISION BEHIND KART 1 SERIES

Kart 1 Series 2026 Season is the first step towards creating the eco-system for the Racers, Teams & Tracks. This season is open to the aspiring talents in 3 major categories. The top 3 finishers in each category at each regional round go into the Grand Finale. Each track has the opportunity to create a pool of racers, whom they may pick to compete in the Grand Endurance this season. The same talent pool will serve as a base for the track promoted teams to form their driver/racer line-up for the 2027 Season. The drivers will not just represent the track owned team but also the region or state their team belongs to.

CATEGORIES TO RACE

- 1) Seniors (18 years & above)
- 2) Juniors (14 to 18 years)
- 3) Ladies (14 years & above)

REGIONAL ROUND PRIZES

The top three finishers in each category at each regional round

1st Place – Trophy + ₹ 10,000

2nd Place – Trophy + ₹ 7,000

3rd Place – Trophy + ₹ 5,000

The top three finishers of each category from each regional round are eligible to compete in the Grand Finale to challenge for the Grand prize and be crowned as the Kart 1 Series Winner of 2026

GRAND FINALE

The top 3 from each regional round will get the qualifying session to decide the starting grid position for the heats.

GRAND PRIZES

The top three finishers in Seniors Category

1st Place – Trophy + Maruti Suzuki S-Presso Std (O) MT*

2nd Place – Trophy + ₹ 50,000

3rd Place – Trophy + ₹ 25,000

The top three finishers in Juniors Category

1st Place – Trophy + Honda Dio 110cc*

2nd Place – Trophy + ₹ 25,000

3rd Place – Trophy + ₹ 10,000

The top three finishers in Ladies Category

1st Place – Trophy + Honda Activa 110cc*

2nd Place – Trophy + ₹ 25,000

3rd Place – Trophy + ₹ 10,000

* Organizers will hand over the vehicle at the ex-showroom cost, RTO taxes, insurance, cost of accessories, etc will be borne by the respective winner of the respective category.

ENTRY FEE

A competitor can enter the event by paying the entry fee of ₹ 3,540/- Entry fee is NOT refundable.

REGIONAL ROUND SCHEDULE

Activity	When	Time
Entry Close	2 days before the qualifying day	10 PM
Reporting to the track for timed qualifying	Day 1	8 AM
Start of Timed qualifying	Day 1	9 AM
Driver's Briefing (<i>Mandatory</i>)	Day 2	8 AM
Heats & Finals	Day 2	9 AM

DEFINITIONS

1) Rulebook/Supplementary Regulations:

Set of rules and regulations set to define the orderly organising of an event.

2) Kart:

A kart is a single seater vehicle without a roof or a cockpit, with 4 wheels that are in contact with the ground.

3) Competitor:

A person with an intend to race a kart

4) Driver:

A competitor in racing terms is simply called driver

5) Category:

A class of competitors segregated based on gender, age, skill level, etc.

6) Track:

A purpose built road section in the form of a closed loop used only for the purpose of racing vehicles.

7) Lap:

One complete round of the track

8) Start/Finish Line:

A horizontal line across the track marked at a point which defines the starting point and is also the finishing point of a lap.

9) Pits/Pitlane:

Place where drivers get in their karts and join the track.

10) Tyre Barrier:

Safety barrier consisting of worn-out or used tyres to protect the kart and driver from the severe impact or injury.

11) Notice Board:

Board where all the important information & updates of a particular event are displayed.

12) Starting Grid:

Proper arrangement of the karts just before the start line to lineup for the start of race/heat.

13) Scrutiny:

Pre-race technical checks to ensure the legitimacy of the karts as per the technical regulations.

14) Timing System:

System installed by the track owners to measure the time taken for each kart to complete one lap and/or the complete race.

15) Transponder:

Device installed on each kart which sends the signal to the timing system each time a kart crosses the start/finish line.

16) Qualifying:

A process that decides based on the parameters set by the race organisers whether the driver is eligible to compete in the next level of the competition of a particular event.

17) Timed Qualifying:

Process of measuring the time taken by a driver to complete one lap of the track. Each driver will have at least one or more than one timed qualifying lap.

18) Best Lap:

The fastest lap of a driver in a timed qualifying session.

19) Heat:

Pre final race between the competitors is termed as a Heat.

20) Podium:

The stage where the top three finishers of a race are felicitated for their performance.

21) Parc Ferme:

Place which the karts must be parked after the race for the scrutineers and officials for any inspections. No competitor is allowed to touch the kart once it is parked and the driver is out of the kart.

22) Race Director:

The top most authority responsible for organising & execution of a karting event.

23) Race Steward:

An observer set upon to ensure the smooth running of the event. Race Steward is also the judge of fact in case of any dispute or protest.

24) Track Marshal:

Personnel positioned at multiple locations to monitor the on-track activities during a race. Track marshal is the first person to come to the aid of a driver in case of any mechanical trouble or accident.

25) Wildcard Entry:

A competitor who fulfils the criterions or is deemed fit to compete are per the organisers may be allowed to race without going through the pre-qualification process. Such competitor will not be entitled to a winning position regardless of the position he/she finish in. The sole aim of a wildcard entry is to elevate the level of competition and not to discourage any other competitor(s)

DRIVING RULES

- **INDEMNITY & SELF DECLARATION**

- 1) EVERY Competitor is required to sign the track indemnity form when arriving for the timed qualifying.
- 2) Minor (Junior Category) indemnity form MUST be filled out by the Parents of the competitor when arriving for the timed qualifying.

- **DRIVERS**

- 1) Drivers must always operate their kart in a safe manner and adhere to all flags and instructions given while on track.
- 2) All Drivers are responsible for meeting the rules and regulations for the track. Failure to do so may result in a disqualification.
- 3) The race director conducts the driver's briefing before the start of the heats or races. It is **MANDATORY** for every driver who has qualified through the timed qualifying to

attend this briefing. Absence from the mandatory driver's briefing may result into disqualification of the absentee from all further parts of the event.

- 4) On-track "tire scrubbing" is NOT allowed.
- 5) When exiting the track, slow down until you are at a safe minimal speed, stop short of kart in front of you by 3 or 4 feet, turn off engine.
- 6) Rough driving will not be tolerated at any time.
- 7) Anyone intentionally bumping, hitting, chopping, blocking, or driving in an out-of-control manner, will be warned, penalized, disqualified, or suspended depending on the severity of the incident.
- 8) Drivers must use hand signals to warn other karts (put one hand straight-up not out to the side of kart) attempt to get off racing surface in a safe manner, if a brake failure occurs do not pull into pits, drive around until kart is at a slow enough speed to safely pull off.
- 9) Entering the pits:
 - No speeding of karts in the pit area.
 - Karts can only be driven slowly entering or exiting the Pitlane
 - Driver intending to enter the pitlane must signal the karts coming from behind with his/her Right Hand raised high (not out to the side of kart).

TECHNICAL RULES

- 1) The karts for the timed qualifying will be provided by the track owners.
- 2) Karts for the heats, pre-finals and finals will be provided by the organizers supported by KNK karts PVT Limited.
- 3) No self-owned or professional team provided karts can be used in this event.
- 4) It is the responsibility of the track owners and their mechanics to ensure that each kart is optimised for the performance and similar in technical and appearance.
- 5) No driver is allowed to touch or tune or tamper with the engines or any other parts of the kart.
- 6) The driver has the right to point out any deformity or defect or inadequacy or damage to the kart well before the start time of the next.
- 7) If a kart fails due to any mechanical issues or due to collision racing with other competitor, attempt to move the kart farther away from racing track to a safer area if possible or take the assistance of the track marshals.

SPECTATORS RULES AND CONDUCT

- 1) Spectators are NOT allowed on the Pre-grid, HOT grid or on Track during the event.
- 2) Conduct of the driver, his / her family, his / her friends and his / her crew / guests is the responsibility of the driver. There will be no tolerance to any sort of misbehavior. Driver can be disqualified for violations.
- 3) Drinking alcohol / consuming any intoxicants, is forbidden
- 4) No smoking in the pits & any official areas heat or race.

FORMAT OF RACING

The following applies to all three categories collectively as well as specifically

TIMED QUALIFYING

- Each competitor after completing the indemnity & self-declaration formalities will be eligible for the timed qualifying session.
- Each competitor will be given a kart randomly available and ready to drive or the karts will be allotted to the competitor by the draw of lots based on the kart numbers as labelled on the karts. Karts once drawn will not be changed.
- Each competitor will get 5 laps (1 out lap, 3 timed laps & 1 in lap) to put up the best lap time.
- The fastest lap time out of the three (3) timed laps will be registered as the best time of that competitor for the rest of the event
- The top 32 competitors with the fastest time will go into the heats in each category.

HEATS

- The karts will be allotted to the competitor by the draw of lots based on the kart numbers as labelled on the karts. Karts once drawn will not be changed till the Heat/race is over.
- Each Heat will be of 5 laps.
- The start of the heat will be a standing grid start.
- The top 32 competitors will be forming the grid of each heat in the following manner,
 - Heat 1:** 1st Fastest, 5th fastest, 9th, 13th, so on
 - Heat 2:** 2nd Fastest, 6th fastest, 10th, 14th, so on
 - Heat 3:** 3rd fastest, 7th fastest, 11th, 15th, so on
 - Heat 4:** 4th fastest, 8th fastest, 12th, 16th, so on

- Race start: The start of the race will be signalled by the starting light sequence (if installed) else the race start will be signalled by dropping the GREEN FLAG at the start line.
- The top 4 finishers of each Heat will form the starting grid of the pre-finals for the particular category.
- In case, if any category has less than 17 entries in the timed qualifying, there will be a no heats and all the 16 entries go for pre-finals top 16 starters. The same will be termed as the Final race for that particular category.
- In case, if any category has less than 9 entries in the timed qualifying, there will be a no heats and pre finals, all the 8 entries go for finals top 8 starters. The same will be termed as the Final race for that particular category.

PRE-FINALS

- The karts will be allotted to the competitor by the draw of lots based on the kart numbers as labelled on the karts. Karts once drawn will not be changed till the Race is over.
- The pre-finals will be of 7 Laps.
- The top 4 finishers of each pre-final will form the starting grid of the finals for the particular category.
- Race start: The start of the race will be signalled by the starting light sequence (if installed) else the race start will be signalled by dropping the GREEN FLAG at the start line.

FINALS

- The karts will be allotted to the competitor by the draw of lots based on the kart numbers as labelled on the karts. Karts once drawn will not be changed till the Race is over.
- The finals will be of 10 Laps.
- The top finishers of the Finals will be declared the Winner, 1st runner-up and 2nd runner-up of the Kart 1 Series Regional Round in that particular category.
- Race start: The start of the race will be signalled by the starting light sequence (if installed) else the race start will be signalled by dropping the GREEN FLAG at the start line.

GRAND FINALE

Top 3 finishers from each regional round and each category will go into the Grand Finale. The following applies to all three categories collectively as well as specifically

TIMED QUALIFYING

- Each competitor will be given a kart randomly available and ready to drive or the karts will be allotted to the competitor by the draw of lots based on the kart numbers as labelled on the karts. Karts once drawn will not be changed.
- Each competitor will get 5 laps (1 out lap, 3 timed laps & 1 in lap) to put up the best lap time.
- The fastest lap time out of the three (3) timed laps will be registered as the best time of that competitor for the rest of the Grand Finale

HEATS

- The karts will be allotted to the competitor by the draw of lots based on the kart numbers as labelled on the karts. Karts once drawn will not be changed till the Heat/race is over.
- Each Heat will be of 8 laps.
- The start of the heat will be a standing grid start.
- The starting grid will be formed for each heat in the following manner,
Heat 1: 1st Fastest, 3rd fastest, 5th, 7th, 9th, 11th so on
Heat 2: 2nd Fastest, 4th fastest, 6th, 8th, 10th, 12th so on
- Race start: The start of the race will be signalled by the starting light sequence (if installed) else the race start will be signalled by dropping the GREEN FLAG at the start line.
- The top 5 finishers of each Heat will form the starting grid of the Finals for the particular category.

FINALS

- The karts will be allotted to the competitor by the draw of lots based on the kart numbers as labelled on the karts. Karts once drawn will not be changed till the Race is over.
- The finals will be of 12 Laps.
- The top finishers of the Finals will be declared the Winner, 1st runner-up and 2nd runner-up of the Kart 1 Series 2026 in that particular category.

- Race start: The start of the race will be signalled by the starting light sequence (if installed) else the race start will be signalled by dropping the GREEN FLAG at the start line.

DRIVERS BRIEFING

All Drivers have to be present for all drivers' briefings. Those who are not present may not be allowed to compete at the discretion of the COC / stewards. Drivers under 18 years of age have to be accompanied by a guardian or parent.

- Drivers arriving late for briefing – Rs. 500 penalty.
- Drivers missing the briefing – Rs. 1000 penalty.

VIDEO / PHOTOGRAPHY RECORDING DEVICES

- The organizers reserve the right to take / use any footage / photographs recorded during the event for any purpose deemed fit. The organizers can use this footage at their discretion for any promotional / commercial purposes without further consent / intimation to the driver.
- A driver does not have any right to deny the organizer in accessing & using any footage recorded by him / her.
- Ownership of all footage during the event, will lie with the organizer.
- Organisers will at their discretion record / photograph the entire event & use this for any purpose without any intimation / permission from any concerned / involved person.

SCRUTINY

Basic Safety Checks of Drivers & Karts will be carried out by the FMSCI/Race officials

Permitted & Minimum necessary Driver Gear

- **For Men:** Closed Shoes with socks covering the feet, long pants / jeans / sleeved shirt / T shirt / jacket. Shorts not allowed.
- **For Ladies:** Closed Shoes with socks covering the feet, long pants / jeans / sleeved shirt / T shirt / Jacket. Chudithar, Sarees and, shorts not allowed. Loose scarf or dupattas not permitted. Hair should be tucked inside their helmet.
- Minimum full face ISI helmet with **Double D-ring straps** is compulsory. Helmet visor must be clean, without cracks and capable of being shut properly.
- Helmet strap must be properly fastened at all times while in the kart

- Movable jaw helmets & moto cross helmets are not allowed.
- Helmets must have clear visor if used when circuit lights are operational.
- Failure to adhere to any of the above points will result in a driver not being allowed for the session or a black & orange flag.

START PROCEDURE

- All starts will be Standing Start. Once the announcement is made to open the pit lane, the pit lane exit will remain green for 5 minutes. The COC / Race director, at their discretion may extend the time if justified.
- Karts will be driven to the starting grid slowly, without racing.
- Once 5 minutes are over, the Pit lane exit will turn red. Any driver who has not left the pits before the red flag, will not be allowed to start from the grid.
- Grid will be a Double Row Grid.
- 1Min prior to the start all persons must leave the grid.
- Race will start with the Red lights going off or a Flag being dropped
- The entire kart must be behind the white line.
- Any Driver/s in the pitlane will be permitted to join the race, once all the karts have passed the pitlane exit and the pitlane exit is changed to green.
- In case there is an incident on track and some karts have been delayed reaching the pit exit, the official may show the green flag at the pitlane exit, if it is safe to do so, provided the bulk of the karts have crossed the pit exit.
- Any driver exiting the pitlane under a red flag, will be excluded from the race.

JUMP / FALSE START

- A jump start is, if the kart moves while the green flag is dropped or the lights are on.
- A false start is if the kart was ahead of the white line of their grid position.
- In case of a jump start / false start, a penalty of 10 seconds / 2 positions (as per finish results) being added to the total time / position, of the competitor. Decision whether to use a time penalty or position penalty, will be taken by the stewards.
- In case at the time of the flag being dropped / lights going out, if any kart has stalled, the COC / Race Director at their sole decision may decide to red flag the race & restart the race. This is typically done if at the time of the flag going down / lights going out, the engine was already shut off / shutting off. No protest is permissible on this decision of the COC / Race Director. In such a situation, the re started race will run the original full race distance.

RACE FINISH

- The signal indicating the end of the race shall be given on the Finish Line as soon as the leading kart has crossed the finish line.
- Should, for any reason other than under Article 22, the signal indicating the end of the race be given before the leading kart completes the scheduled number of laps or before the prescribed time has elapsed, the race will be deemed to have finished when the leading kart crossed the Finish Line when the flag was shown.
- Should the signal indicating the end of the race be delayed for any reason, the Race will be deemed to have finished when, under normal circumstances, the end of the race would have been decided if there had been no delay showing the chequered flag.
- After having received the signal indicating the end of the race, all karts shall directly go to the Parc Fermé, using the normal course of the track, without any unnecessary delay, without performing doughnuts, without stopping and without any help (except that of Marshals if necessary).
- Any classified kart unable to reach the Parc Fermé by its own means will be placed under the exclusive control of Marshals, who will supervise the taking of the kart to the Parc Fermé in a regular manner.
- To classify as a finisher a competitor must cross the finish line under their own power, seated inside the kart and in their normal driving position.
- In the case of a dead heat on the Finish Line revealed by timekeeping or by a photo finish system (which shall prevail over timekeeping and/or a report from the Finish Line Judge, if such a Judge had been appointed), the rule for deciding between tying Drivers shall be the fastest lap time recorded by each Driver during the race concerned. If the fastest laptime in the race is not available for judging, for any reason, the driver with the higher qualifying position for the entire event will be given the higher position.

STOPPING THE RACE

- If there is any incident which may cause safety concerns, the race may be stopped. Should the race be stopped, a red flag shall be displayed and all karts will have to proceed to the starting grid.
- Only drivers who crossed the finish line (under their own power) on the lap before the race being stopped may be allowed to re start.
- If the Race was stopped in the first 2 laps – Full Restart with original grid positions

- If the race was stopped after Lap 2 & before 75% of scheduled race distance, there will be a fresh race with the Grid position for the restarted race as per positions on the lap before the race was stopped. Any penalties such as Jump Start or other infringements from the earlier race, may be applied either to the earlier race first, based on which the grid for the fresh race will be decided or may be applied to the fresh race directly (incase time does not permit a decision immediately)
- If the Race was stopped after 75% of the race distance, the race results will be declared as per 1 lap prior to red flag.
- The restart will take place 5 minutes after the stopping of the race. Standard race start procedure will be followed for the restart.
- Basic repairs may be permitted before the restart. However, the COC at their discretion can decide if it is necessary to wait for any driver whose kart may not be ready. Any kart not ready once the 5 minute time limit is crossed and if the COC decides to start the race, will be pushed / taken back to the pits. Repairs can continue in the pits and the driver may rejoin the race once the entire field has crossed the pit exit.

PROTESTS AND APPEALS

All protests must be lodged in accordance with the stipulations of the FIA International Sporting Code (Art13). Protest Fee is Rs. 7,080/= & must be presented in writing within 30 minutes of a final race. For heats / semifinals / qualifying – the time limit will be 15 minutes. Any ruling by the Stewards shall be final and subject only to the right of appeal as provided for by the FIA International Sporting Code (Art15)

The protest fee is deemed forfeit if the stewards/organisers rule out the issue protested for, after studying all the material facts, documents, official footage, official pictures, etc.

The protest fee will be fully refunded to the protesting competitor in case the judgement is released in the favour of the protesting competitor, after studying all the material facts, documents, official footage, official pictures, etc.

- It is the responsibility of the stewards/organisers to accept and look into the protest as well as the appeal once submitted within the mentioned conditions.
- It at the sole discretion of the stewards/organisers/race director/COC to decide whether the protest hold true and can be admitted. The same shall be notified to the protesting competitor before accepting the written protest document and protest fee.
- The results after the protest hearing will be deemed to be final result.

The Appeal procedure will be as per the FIA International Sporting Code. The intention to appeal must be made in writing within 1 hour of the steward's decision. The confirmation of appeal

must be submitted in writing along with appeal fee of Rs.1,13,280/- and grounds of appeal within 96 hours. The above fees are inclusive of GST @ 18%.

ADVERTISING

No advertising is allowed on any driver's kart. Organiser branding is compulsory

RIGHTS OF THE ORGANISER

- The organiser reserves the right to issue CIB/s for the following changes with the approval of the Stewards / FMSCI.
- Change the regulations of the event in the interest of safety / fairness.
- Change the date due to reasons of force majeure
- Make additional rules by the issue of a CIB (Competitor information bulletin).
- All such changes / additions will be posted on the notice board.
- Add classes / change the format

FLAG SIGNALS



Session / Race Start

Green Flag : Start or restart of the session / race



Drive Slowly (*Track Not Clear*)

Yellow Flag : Blocked track or accident ahead



Let Faster Driver Pass You

Blue Flag : If you are too slow & a faster kart is coming from behind



Session Stopped (*Slowly go to the Pitlane*)

Red Flag : Session stopped due to serious accident



Go to the Pitlane & Stop

Black Flag : Disqualified due to bad behaviour on track



Session / Race Over

Checkered Flag : Finish the lap & go to the Pitlane

DRIVING ETIQUETTE / PENALTIES DURING THE RACE

1. **CUT-IN** means that Kart 1 constricts the drivable section towards the curve center forcing Kart 2 to leave the drivable section either partial or completely for passing the curve. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 must be at least 1/3 (front tyres next to rear tyres) next to Kart 1.

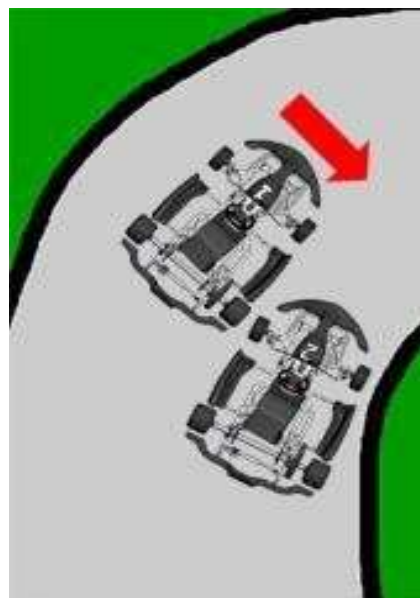
An advantage is at hand, if (either/or):

- Kart 2 suffers a position loss or drop-out.
- Kart 2 suffers a damage leading to a position loss or retirement within the same lap.

PENALTY

3 sec/1 Place/Warning (No Advantage Gain)

4-8 sec / 2 to 6 Places (Advantage Gained)



2. **EDGE-INTO** means that Kart 2 drives next to Kart 1 (e.g. in order to start an overtaking action) without possessing enough drivable section (including kerbs). It is irrelevant if Kart 2 is completely or partially next to Kart 1 or if Kart 2 is completely or partially off the track.

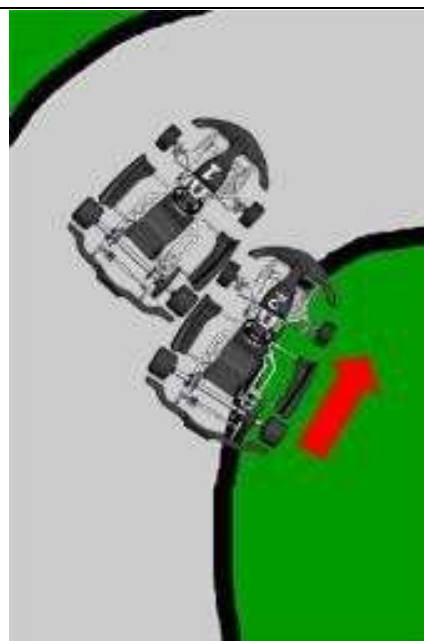
An advantage is at hand, if (either/or):

- Kart 2 wins a position.
- Kart 1 suffers a position loss or drop-out
- Kart 1 suffers a damage leading to a position loss or retirement within the same lap.

PENALTY

3 sec/1 Place/Warning (No Advantage Gain)

4-8 sec / 2 to 6 Places (Advantage Gained)



3. PUSH-OUT means if Kart 1 constricts the drivable section towards the outside line forcing Kart 2 to leave the drivable section either partial or completely.

It is irrelevant if the Karts have touched each other or not.

A prerequisite is, however, that Kart 2 must be at least 1/3 (front tyres next to rear tyres) next to Kart 1.

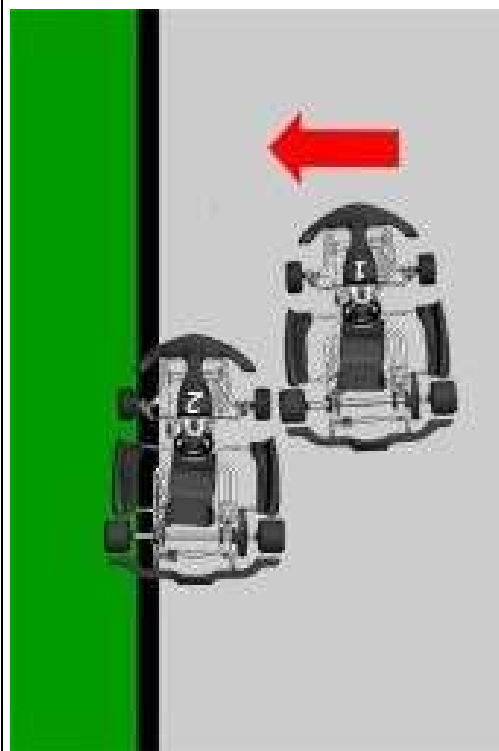
An advantage is at hand, if (either/or):

- Kart 1 wins a position.
- Kart 2 suffers a position loss or retirement
- Kart 2 suffers a damage leading in a position loss or retirement on the same lap.

PENALTY

3 sec/1 Place/Warning (No Advantage Gain)

4 to 8 sec / 2 to 6 Places (Advantage Gained)



4. BUMP means that the front of Kart 2 touches the rear of Kart 1.

Neither the reason nor the intensity of the contact is relevant. Only the consequences of the impact are relevant to judge an advantage, not the impact itself.

An advantage is at hand, if (either/or):

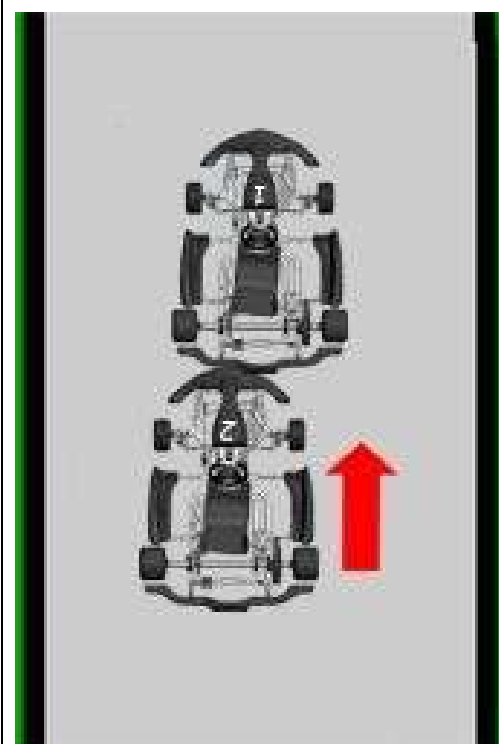
- Kart 2 wins a position, and the previous order cannot be restored within the same lap.
- Kart 1 suffers a position loss or retirement
- Kart 1 suffers a damage leading in a position loss or retirement within the same lap.

PENALTY

Warning (No Advantage Gained) Black /

White flag for Unsportsmanlike behavior

1 to 7 positions (Advantage Gained / continuing in spite of warning flag)



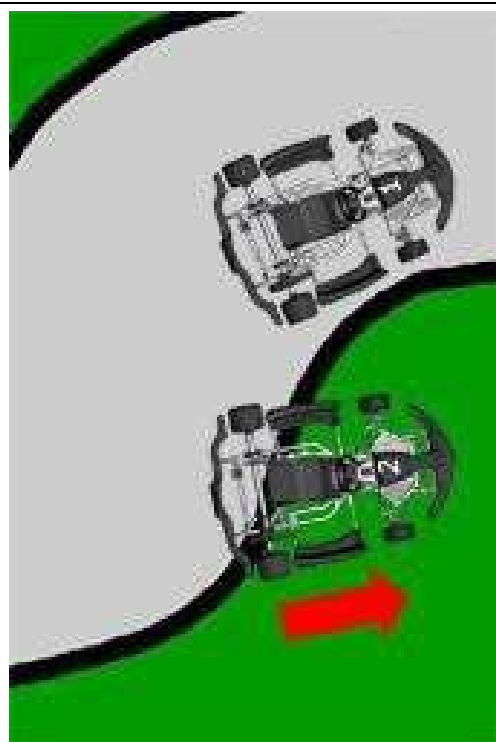
5. SHORT-CUT means that Kart 2 leaves the track completely and returns to the track at a different section.

It is irrelevant why Kart 2 has left the track. An advantage is at hand, if (either/or):

- Kart 2 wins a position or gains time which cannot be given back within the same lap.
- Kart 1 or any other is handicapped by the return of Kart 2.
- Kart 1 or any other suffers a position loss or retirement on the same lap by the return of Kart 2.

PENALTY

Warning (No Advantage Gained) Black / White flag for Unsportsmanlike behavior
1 to 5 positions (Advantage Gained)



6. ZIG-ZAG means that Kart 1 changes the driving line more than two times on a straight track section for more than a kartwidth. Kart 1 must ensure more than 1 kart width on their outside, while making the 2nd direction change.

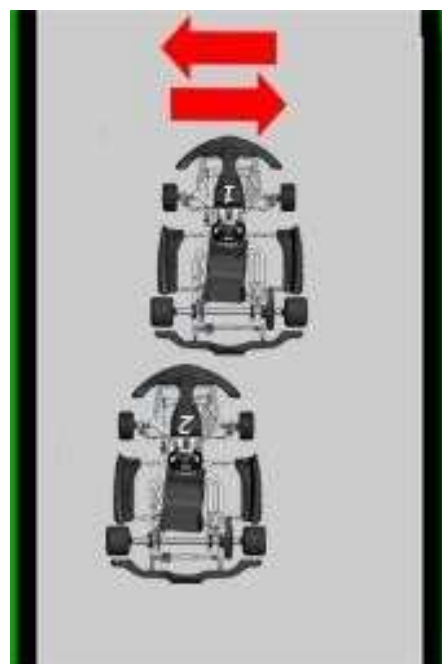
It is irrelevant how far Kart 1 is ahead of Kart 2 or if Kart 2 would have been able to overtake.

An advantage is at hand, if (either/or):

- Kart 1 acts more than once this way within the same race.

PENALTY

Warning (No Advantage Gained) Black / White flag for Unsportsmanlike behavior
1 to 4 positions (Advantage Gained / continuing in spite of warning flag)



7. TECHNICAL NON-COMPLIANCE is at hand, if the Kart is not fulfilling the technical regulations in all parts. It is irrelevant, if the technical lack arises before, during or after the race. It is also irrelevant, if the technical lack would have led to an advantage or not. The only relevant thing is the technical condition at the time of examination.

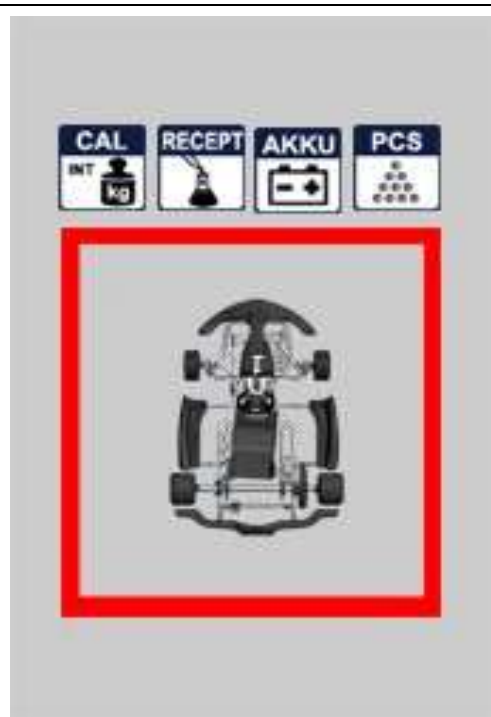
Typical examples for a technical non-compliance are:

- Under-weight
- Wrong setup (contrary to Class Technical regulations)
- Wrong fuel, oil, ...
- Modified parts etc.

PENALTY

Upto Exclusion

Exceptions – If a part has fallen off during a session due to contact & the kart is underweight. In such a situation, the exact same part which is fallen off can be added to the weight of the kart & if within the weight limit, no penalty will be levied.



8. FLAG DISREGARD is at hand, if the driver does not carry out the flag instructions given by either the track personnel or clerk of the course.

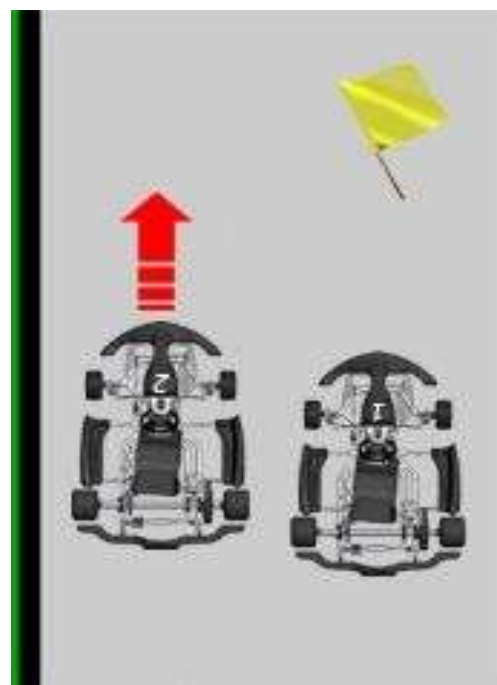
It is irrelevant which flag is in question, why the flag has been disregarded or if the violation would have led to an advantage or not.

Some examples of a flag disregard are:

- Overtaking under yellow flag (see diagram).
- Not slowing for a yellow flag
- Not obeying a blue flag
- Speeding after chequered / red flag.
- Continuing the race after receipt of black/orange flag.
- etc.

PENALTY - 1 place to Race Exclusion

NOTE: This applies to all flags



INSURANCE

Organizers holding a valid 2026 FMSCI Permit for an event are covered for:

Competitors: A maximum of 250 competitors with valid FMSCI Competition License participating in various events across the Country on a given day are covered for Personal Accident Insurance for ₹ 5 lakhs with ₹ 5 Lakhs medical expense extension per person.

Officials: A maximum of 100 officials officiating in various events across the Country on a given day are covered for Personal Accident Insurance for ₹ 25 lakhs with ₹ 5 lakhs medical expense extension per person.

THESE INSURANCES ARE ISSUED BY UNITED INDIA INSURANCE COMPANY LTD AND VALID DURING THE RUNNING OF THE EVENT ONLY. ORGANIZERS / COMPETITORS ARE ADVISED TO TAKE ANY ADDITIONAL INSURANCES THEY MAY DEEM FIT.

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