



COIMBATORE KARTING FEST 2025

26th January 2025

SUPPLEMENTARY REGULATIONS

Organised by



APPROVED BY



1. **Organizer:** **Coimbatore Auto Sports Club,**
32, Ponnurangam Road,
R.S.Puram, COIMBATORE – 641 002.
2. **Name of the Event:** **COIMBATORE KARTING FEST 2025**
3. **Status:** Open
4. **Jurisdiction:** In accordance with the rules and regulations of the FMSCI and the
CIK/FIA
5. **Dates and Venues:** **CoASTT High Performance Center, Karumathampatti, Coimbatore.**

6. **List of Officials**

Chief Steward	R. Thiagarajan
2 nd Steward	Not applicable
Safety Insp /Scrutineer	N.Rajagopal
Race Director	A.R.Nithin
COC	Prithiviraj Jayabal
Asst. COC	SS Nalin Chander
Timekeeper	P.Balamurugan
Chief Marshal	N.Murugan
Pit in Charge	A.Vinod
Chief Medical Officer	TBA
Sustainability Officer	VijayakumarG
Secretary of the Meet	K.Chandra Sekaran
Judge of Fact	All officials & Marshalls.

7. **Event Schedule : 26th January 2025**

Start	End	Session	Duration
1000	1030	Documentation	30 Mins
1030	1045	Briefing	15 Mins
1100	1300	Qualifying for all classes	
1300	1400	Lunch	60 Mins
1400	1800	Qualifying for all classes	
1830	1930	Final Races for all classes	
2000	2030	Podium	

7.1 **Link for the official notice board : [TBA](#)**

8 Categories / Classes:

- 8.1 Upto 12 Years (age proof needed)
- 8.2 Above 55 Years (age proof needed)
- 8.3 Upto 55 Kgs weight (will be weighed before start)
- 8.4 Above 55 Kgs to 80 Kgs weight (will be weighed before start)
- 8.5 Above 80 kgs weight (will be weighed before start)
- 8.6 Ladies Class.

Participation in multiple classes, if eligible, allowed.

9 Entries:

- 9.1 Opening and Closing Dates:
 - Entries opens - 27th December 2024
 - Entries Close – 25th January 2025 – 6.00 PM.
- 9.2 Online entries received will be accepted by the organizer if found suitable. The organizer has full authority to accept or reject an entry without a reason and this decision is final. In the case of non-acceptance, the entry fee will be refunded in full. Entry fee will not be refunded on any other grounds. It is the competitors' responsibility to ensure they are aware of the rules and regulations of the event.
- 9.3 An FMSCI license (as mentioned in Article 9.4 below) is required to participate in this event. License is not required during the qualifying stage.
- 9.4 Minimum One Event License (Rs. 250) or a Clubsport Karting license (Rs. 350) to be applied online from the link lic.fmsci.co.in All licenses will have to be handed over to the secretary of the meet after pre-event scrutiny.
- 9.5 Entries to be submitted online on [Registration Link](#).
- 9.6 Entry fee – Rs. 1,750/-
- 9.7 The organisers reserve the right to cancel a class or merge it with another similar class if the grid size is less than 20.
- 9.8 Entry fee can be refunded in only the following cases –
 - a. Entry is not accepted
 - b. Cancellation of the event / class
- 9.9 For age classes - any driver who becomes / has become, the age that is mentioned in the class criteria, is allowed to participate in that class, if their qualifying birthday falls in 2024.

- 9.10 Drivers will be weighed in their full driving gear prior to entering the kart. If found less than their specified weight, the driver will not be allowed to participate in that session / race.

10 Prizes and Prize giving:

- 10.1 Top 3 finishers in each class will receive Trophies.
- 10.2 Prizes : NA.
- 10.3 Organiser reserves the right to give additional prizes / trophies
- 10.4 **Podium ceremony is compulsory for all winners. The winners must attend the podium ceremony in proper attire.**

11 Drivers Briefing:

All Drivers will 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.

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

12 Karts:

- 12.1 Karts will be provided by the organisers.
- 12.2 For under 12 yrs, kids kart will be provided.
- 12.3 A standard setup / setup freeze, for all drivers will be done by the organiser.

13 Video / Photography recording devices –

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

14 Fuel: Only fuel allowed for use will be provided by the organizer

15 Oil: Only oil allowed for use will be provided by the organizer

16 Scrutiny – NA

17 Permitted & Minimum necessary Driver Gear –

17.1 For Men: Closed Shoes with socks covering the feet, long pants / jeans / sleeved shirt / T shirt / jacket. Shorts not allowed.

17.2 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 dress or helmet.

17.3 Minimum full face ISI helmet with Double D-ring straps are compulsory. Helmet visor must be clean, without cracks and capable of being shut properly.

17.4 Helmet strap must be properly fastened at all times while in the kart

17.5 Movable jaw helmets & moto cross helmets are not allowed.

17.6 Helmets must have clear visor if used when circuit lights are operational.

17.7 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.

18 Race Format

18.1 All competitors will be given a qualifying session. They will have an out lap, 3 timed lap and an in lap. The best lap time recorded among the 3 timed lap will be taken as their qualifying time.

18.2 The top 8 qualifiers in each class will compete in the final race for that class to determine the winner, runner and second runner of the class.

18.3 The final race will be of 8 laps.

19 Start Procedure

19.1 All starts will be standing starts.

19.2 Once the announcement is made to open the pit lane, the pit lane exit will remain green for 2 minutes. The COC / Race director, at their discretion may extend the time if justified.

- 19.3 Karts will be driven to the starting grid slowly, without racing.
- 19.4 Once 2 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.
- 19.5 Grid will be a staggered grid.
- 19.6 5 seconds prior to the start all persons must leave the grid.
- 19.7 Race will start with the Red lights going off or a Flag being dropped
- 19.8 The entire kart must be behind the white line.
- 19.9 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.
- 19.10 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.
- 19.11 Any driver exiting the pitlane under a red flag, will be excluded from the race.

20 Jump / False Start

- 20.1 A jump start is, if the kart moves while the green flag is dropped or the lights are on.
- 20.2 A false start is if the kart was ahead of the white line of their grid position.
- 20.3 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.
- 20.4 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.

21 Race Finish

- 21.1 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.
- 21.2 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.

- 21.3 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.
- 21.4 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).
- 21.5 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.
- 21.6 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.
- 21.7 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.

22 Stopping the race

- 22.1 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.
- 22.2 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.
- 22.3 If the Race was stopped in the first 2 laps – Full Restart with original grid positions
- 22.4 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)

- 22.5 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.
- 22.6 The restart will take place 5 minutes after the stopping of the race. Standard race start procedure will be followed for the restart.
- 22.7 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. The driver needs to adhere to Articles 19.9 & 19.10 in such a situation.

23 Safety and Conduct

- 23.1 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 misbehaviour. Driver can be disqualified for violations.
- 23.2 Drinking alcohol / consuming any intoxicants, is forbidden
- 23.3 No smoking in the pits & any official areas

24 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 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.113280/- and grounds of appeal within 96 hours. The above fees are inclusive of GST @ 18%.

30. Advertising

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

31. Rights of the organiser.

31.1 The Organiser reserves the right to issue CIB/s for the following changes with the approval of the Stewards / FMSCI.

- 31.2 Change the regulations of the event in the interest of safety / fairness.
- 31.3 Change the date due to reasons of force majeure
- 31.4 Make additional rules by the issue of a CIB (Competitor information bulletin).
- 31.5 All such changes / additions will be posted on the notice board.
- 31.6 Add classes / change the format

32 **Flag Signals** – As per CIK / FIA guidelines. Attached separately.

33 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.

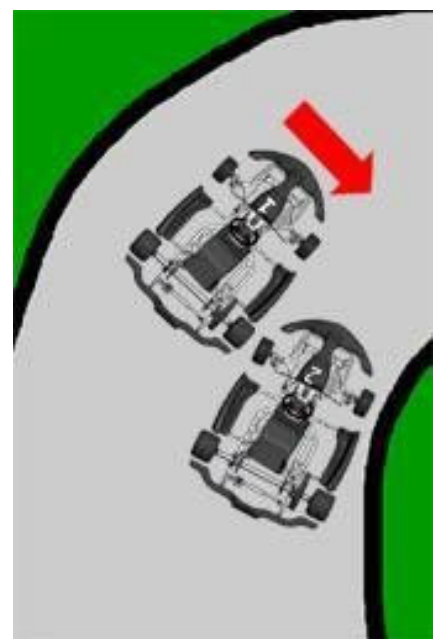
An advantage is at hand, if (either/or):

- 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.

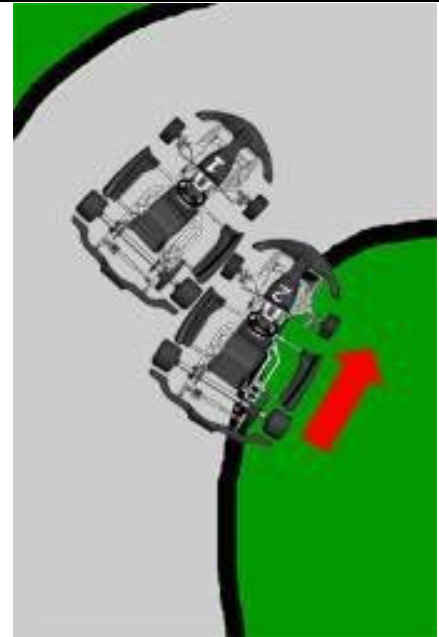
An advantage is at hand, if (either/or):

- 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.

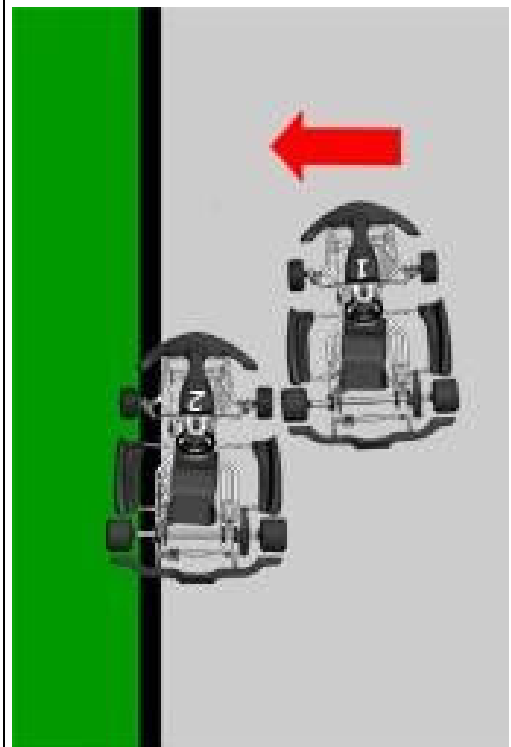
An advantage is at hand, if (either/or):

- 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.

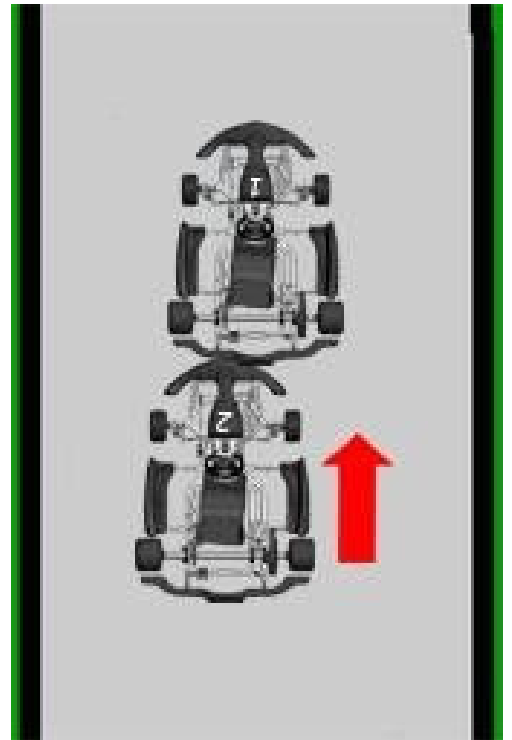
An advantage is at hand, if (either/or):

- 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

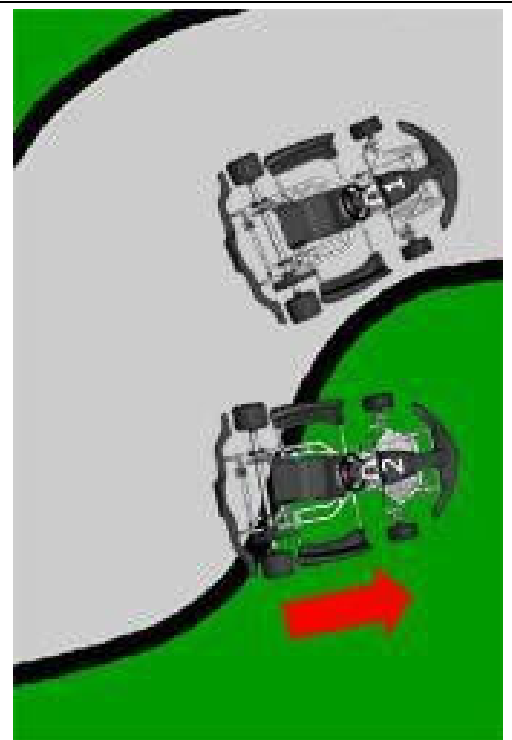
advantage is at hand, if (either/or):

- 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 kart width. 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.

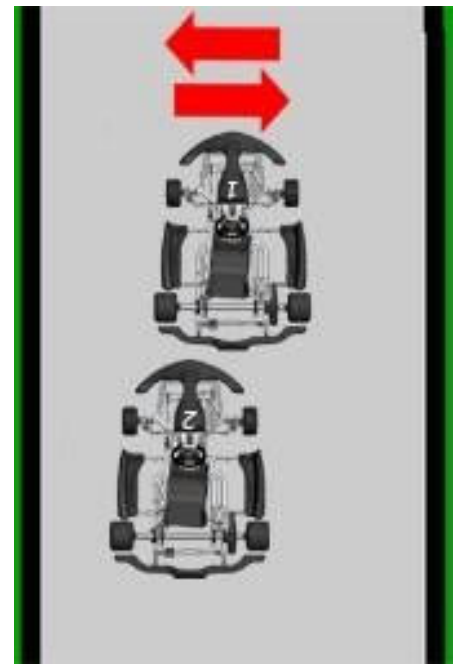
An advantage is at hand, if (either/or):

- 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.

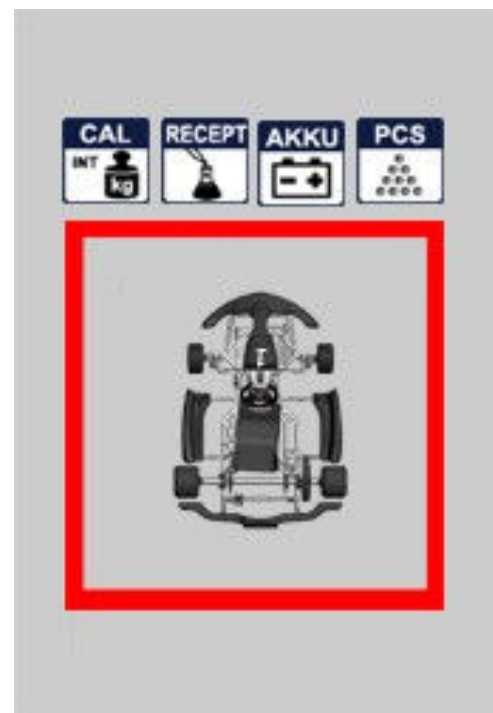
Typical examples for a technical non-compliance are:

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

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 of 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.

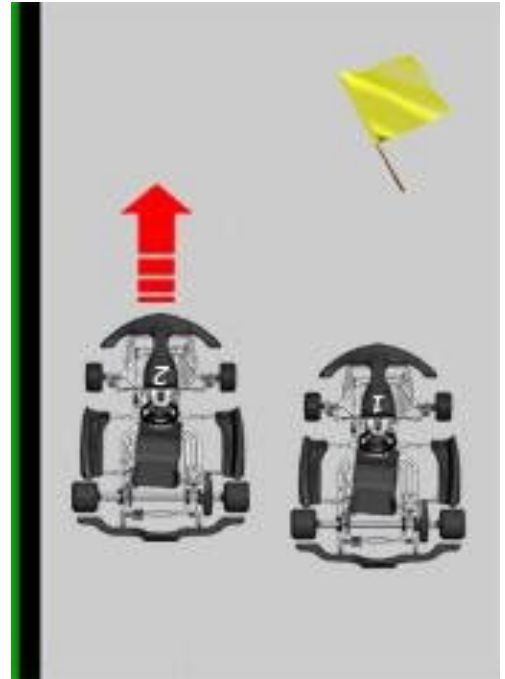
It is irrelevant which flag is in question, why the flag has been disregarded or if the violation would have led to an advantage or not.

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



35. **INSURANCE** (TO BE CONFIRMED)

Organizers holding a valid 2025 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 Rs. 5 lakhs with Rs. 1 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 Rs.25 lakhs with Rs.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. CONTACT: S.MANIKANDAN@STENHOUSE.IN

Appendix IV.

To All Participants

We, the organisers of the Coimbatore Karting Fest 2025 follow the FMSCI Sustainability Guidelines, the FIA Guide to Sustainable Events and the FIM Environmental Code, to the best of our abilities, for the future of our sport, and to respect nature and the environment.

We ask you to

- use an environment mat or other approved system while servicing or refuelling in order to prevent spillage of oil and fuel into the ground.
- use the oil collection containers available in the pits when disposing of used oil.
- bring refillable water bottles.
- use waste bins for all rubbish.
- please leave your pits/ service area clean, so that there is no trace of your activity.
- not leave used tyres or parts behind. Dispose of them correctly.
- Download the FIA Smart Driving Challenge App to evaluate your CO2 emissions.

Please help us make our sport clean and environmentally friendly.

Note: For further queries regarding the guidelines, please contact the Chairperson, Environment and Sustainability Commission, Anita Nanjapa on +91 9442158283

***END**