



SPORTING REGULATIONS - QATAR KARTING CHAMPIONSHIP (QKC) 2025

The final text of these Sporting Regulations shall be the English Version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of the regulations.



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CHAPTER 1: GENERAL CONDITIONS:

Art. 0 – General

The **QATAR MOTOR & MOTORCYCLE FEDERATION (QMMF)** organizes the **2025 QATAR KARTING CHAMPIONSHIP (QKC)**. Every round will be held in accordance with the **QMMF** Sportive and Judicial rules, the FIA International Sporting Code and its Appendices, and these 2025 QKC Regulations & Supplementary Regulations.

The ASN visa:

Round 1:	28 TH & 29 TH APRIL 2025	ASN Visa: 205-01 QMMF 2025
Round 2:	12 TH & 13 TH MAY 2025	ASN Visa: 205-02 QMMF 2025
Round 3:	26 TH & 27 TH MAY 2025	ASN Visa: 205-03 QMMF 2025
Round 4:	02 ND & 03 RD JUNE 2025	ASN Visa: 205-04 QMMF 2025
Round 5:	09 TH & 10 TH JUNE 2025	ASN Visa: 205-05 QMMF 2025

All the races will be held at the Lusail Karting Track. Competitors race in a clockwise direction.

Art. 0.1 – Regulations

The English version will be used should any dispute arise as to the interpretation.



Art. 0.2 - General Undertaking

All drivers participating in the 2025 QKC undertake, on behalf of themselves, their employees, agents and team members to observe all the provisions, as supplemented or amended, of the National Sportive & Disciplinary Rules, the FIA International Sporting Code, the Circuit General Prescriptions and the present QKC Regulations.

Art. 0.3 - Modifications to the Regulations; Appendices.

The Organizer with the approval of the Steward and or the Race Director reserves the right to modify the provisions that are contained in these Regulations depending on circumstances and any cases that might arise.

Information about any modifications that might be made or supplementary provisions that might be added may be given by bulletin. These will be written, dated and numbered appendices and will form an essential part of these Regulations. These appendices will be published on the notice board located in the Paddock and posted on the website.

Art. 0.4 – Application and Interpretation of the Regulations

The Race Director is the person who is responsible for applying these Regulations and their provisions throughout the course of the event. However, The Steward should only be informed when breaches to the regulations have been reported.

Any disloyal, incorrect or fraudulent acts committed by the participants or their team members will be judged by the Race Director and / or the Steward according to the QKC rules and regulations and the QMMF Judicial rules.

Any competitor who fails to operate his team in a manner compatible with the standards of the competition or in any way brings the competition into disrepute, will be brought to the attention of the Race Director and/or the Steward.

It is the responsibility of the driver to ensure that all persons concerned with its entry observe all the requirements of the Regulations. It is the responsibility of the driver to ensure that the kart remains in full compliance with the regulations at all times during the competition.



Art. 0.5 – Antidoping – Medical Control

All persons concerned shall undertake to submit themselves without reserve to the FIA antidoping regulations published from time to time by the FIA. See the International sporting code Appendix A

<https://www.fia.com/regulation/category/123>

Without prejudice to the enforcement of the FIA antidoping regulations, the Race Director and/or the Chief Medical Officer may at all times during the event ask a driver, or any participating person, to undergo a medical check.

Failure to attend this check, may be penalized by an exclusion.

Art. 0.6 – Secretariat of the Event

Before and after the events, the Secretary of the Organization can be located at the address shown below:

**Qatar Motor & Motorcycle Federation
Lusail Sports Arena Complex
Al Wusail – North Relief Road
PO Box 8708
Doha, State of Qatar
Tel: +974 4472 8177 / Fax: +974 4477 9761**

During the events, the secretariat of the meeting will be located at the address shown below:

Lusail Karting Circuit,

**“HEXAGON” Briefing Tent (in the Paddock near to the Race Control).
North Relief Road, Area NR70, East Al-Wusail,
Doha, State of Qatar
Tel. +974 4472 9151
Fax + 974 4472 9246
Contact: Nishanthi Ravi nishanthi.ravi@circuitlosail.com**



Art. 0.7 – Insurance

The company providing the third-party liability insurance cover is:
Islamic Insurance Company, PO Box 22676, Doha, State of Qatar

Policy Number: TBA

All competitors, their personnel, guests, etc. must be covered by third party insurance. Third party insurance arranged by the organizer shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the event. Drivers taking part in the competition are not third parties with respect to one another.

Art. 0.8 – Organizing Committee

QMMF Secretary General:	Mr. Abdulrazaq Al Kuwari
QMMF Executive Director:	Mr. Amro Al Hamad
QMMF Championship Director:	Mr. Franck Vayssié

Art. 0.9 – Event Management Committee

The Event Management Committee will comprise the following delegates, with voting right.
The Race Director - who will chair the meetings,
The Chief Medical Officer
The QMMF Steward
The Chief Technical Scrutineer must attend all EMC meetings without voting right.
Other Officials or guests may be invited to attend EMC meetings without voting right.
At any time, the duties of the members of the Event Management Committee are:

- To ensure the smooth and efficient running of the event.
- To make recommendations to the Race Director concerning any organizational matter to ensure compliance with the regulations

The Event Management Committee will meet at any time required during the event, either in person or via electronic meeting. Meetings will be held, in principle: but at least:

- Prior to the first practice session.
- At the end of each practice day.
- At the end of the event.

The quorum for a meeting of the Event Management Committee is two persons. Each member has one vote. Decisions are based on a simple majority. In the case of a tie, then the Race Director will exercise a casting vote. The Race Director may also invite other Officials or other persons to provide assistance. However, those invited persons will not have voting right.



Art. 0.10 – Officials

Steward	Mr. Faisal Al Yafei
Race Director	Mr. Franck Vayssié
Secretary of the event	Ms. Nishanthi Ravi
Chief Technical Scrutineer	Mr. Stanley Da Silva
Chief Medical Officer	Dr. Amr Aboulwafa
Chief Timekeeper	Mr. Isaac Mulungi
Judges of Fact	Ms. Paige de Jager
	Mr. Marco Baleiron
	Mr. Pierre Arries

In addition to the permanent Judges of Fact, all on-duty trackside Marshals whose names will be stipulated by means of a Bulletin issued prior to the commencement of track activity for each round will also serve as Judges of Fact.

The location of the Official's office will be at the "HEXAGON" Briefing Tent (Near to the Race Control). During each event, drivers must present their own petition directly to the Secretary's office at the "HEXAGON" Briefing Tent or to the Race Control.

Duties of the Race Director:

- The stopping of practice or suspension of the race in accordance with the regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
- The starting procedure.
- The conduct of the *Event* in accordance with these Regulations.
- To ensure that the circuit is suitably prepared for and maintained during the Event and that all legal requirements applicable for the running of the event have been complied with.
- To oversee operational matters to ensure the safe, efficient, and timely running of the event according to these Regulations.
- To impose penalties for any infringements of the Regulations
- Imposing instant penalties for any sportive infringement happening on track during any session or race.
- Receiving the notification of protests against race results or against penalty decision and forwarding to the QMMF Steward.
- To make changes in the conduct and/or format of a race and/or a practice session based on safety considerations and provided that such decision is absolutely necessary to resolve a situation not foreseen in the Regulations. In such exceptional cases, such decision may prevail over specific provisions of the Regulations.
- Ensuring that all officials are at their posts.



- k) Ensuring that all officials are provided with the necessary information to enable them to carry out their duties.
- l) Controlling competitors and their karts and prevent any excluded, suspended or disqualified driver from taking part in a competition for which they are not eligible.

The Chief Medical Officer – Is appointed by the organizer he must ensure the compliance with the Medical Code.

The Championship Chief Scrutineer – Is appointed by the organizer and must ensure that the karts are prepared according to the championship rules.

He must report to the Race Director any infringement or safety issue with any machines.

He can at all times during the event stop a kart for technical check.

The Secretary – Is responsible for:

- a) Writing and publishing all Bulletins, communications, changes of the rules, or any official documents requested by the Race Director.
- b) All competitor's documents check and valid entry list publication.
- c) Effecting communication between the various Officials and the competitors.
- d) Providing secretarial support for the Race Director and the Event Management Committee and any Officials.
- e) After the event, filed, classified and send to whom it may concern all necessary documents and results.

Other Officials

Marshals, Judges of Fact, Technical Scrutineers, Security Personnel, Medical personnel etc., as required for the efficient running of the event.

The management of the event will be carried out by the Event Management Committee.



Art. 1 – Entry Criteria

Every competitor is required to provide the Race Director with substantive proof of racing competence and relevant experience in karting, to be considered eligible to enter this championship. This proof may be in the form of previous, recent race results, championship results, official lap times at recognized circuits. If they have not achieved this by the day of their first race, the Organizer reserves the right to reject the entry. The Race Director may grant exceptions according to circumstances and driver's experience.

- a. A National Karting license issued by QMMF, valid for 2025 is required.
- b. Other National Participants must hold the valid for 2025 license from their Federation accompanied by Start permission.
- c. The maximum number of entries is 40 competitors on first come, first served basis, no additional participants will be accepted.

Art. 2 – Karts Used:

BIREL Art Karts powered by 390cc 4-Stroke Honda engines.

Art. 3 - Classes and Eligibility, Age Limits:

Participants must be of the minimum prescribed age on the day of the race event:

- a. Senior: 13 years old (Driver must be in their 13th year to be eligible)
- b. Student at the Qatar Motorsport Karting Academy can be eligible if turning 12 years in 2025

Art. 4 - Weight Limit

- c. Senior: 75kg (maximum weight ballasts that can be carried in the kart is 30kg, therefore the driver must have a minimum body weight of 45kg to be able to reach 75kg). Drivers with a body weight exceeding 75kg do not have to carry any weight ballasts in their kart. For weight ballast information (see art. 31).
 1. Participants must meet the above minimum weight limit criteria for each of their respective categories. Drivers must weigh in wearing their full racing equipment, including racing overall, boots and helmet. (Rib protector, neck brace and insert seats can be used, but are not part of the considered weight during weigh in

Art. 5 Kart Draw & Permanent Race Number:

Drivers will draw three separate kart numbers, one each for Practice/Qualifying, one for Warm up/Pre-Final and one for Finals. Drivers are not permitted to swap karts with other drivers under any circumstances. If a participant does not attend the Kart Draw session for any reason, the Organizer will allocate the kart numbers for that driver. If a Driver receives the same number kart consecutively, they must pick again.

Competitors will be assigned permanent race numbers for the 2025 QKC. The number range in use will be 1 – 99. Competitors will be afforded the opportunity to nominate 3 (three) number preferences on their registration form & the Organisers may allocate these on a first-come, first-serve basis. Number 1 will be reserved by the Organisers.

Art. 6 -Timekeeping:

All drivers will be provided with their own transponder (fixed to the front number plate) in conjunction with a rear number plate to use during the event. It is the responsibility of the driver to secure and remove each plate and transponder from his/her kart after each session. At the end of each event day the driver must return both number plates and transponder to the registration area. Competitors entering the track without the complete set of number plates and transponder will be shown a black flag.

Art. 7 - Drivers Briefing:

Attendance at the Driver's Briefing is **MANDATORY**; drivers are to refer to each event's timetable for the specific timing of the briefing. Drivers reporting late at the driver's briefing will be excluded from participating in the classified Free-Practice session at the discretion of the Race Director. In the event of a driver not being permitted to participate, the driver's entry fee will not be reimbursed.

Art. 8 - Race Format:

- d. If the number of drivers DOES NOT exceed 20, then FORMAT A will be used.
- e. If the number of drivers DOES exceed 20, then FORMAT B will be used.

Art. 9 -Format A

- f. Race will consist of
 - 1 Practice
 - 2 Qualifying
 - 3 Prefinal
 - 4 Final

Art. 10 -Format B

- g. For **Practice & Qualifying**, the Organisers will split the drivers into 2 groups. The Organisers decision will be final. The sessions will consist of.
- Free Practice **A**
 - Free Practice **B**
 - Qualifying **A**
 - Qualifying **B**
- h. For **Warm-up & Races**, drivers will be split into Group **ONE** and Group **TWO** based on the results from **QA & QB**.
- Warm Up **Group ONE**
 - Pre Final **Group ONE**
 - Warm Up **Group TWO**
 - Pre Final **Group TWO**
 - **Last-Chance Race**
 - **Final**
- i. Division for Group ONE & Group TWO will be determined from the results of **QA & QB**.
1. The top half finishers (rounded down) of each group (**A & B**) will be moved to **Group TWO**.
 2. The remainder will constitute **Group ONE**.
 3. To determine the grid positions of each **Pre-Final**, the qualifying results (top half finishers, & the second half) of each group will be merged. The qualifying results of the **Pre-Final** will determine the starting positions for the Last-Chance Race and for the Final (in format B). No points will be awarded for the **Pre-Final**. The **winner** and **second place** competitor from the Last-Chance Race will qualify for the Final. Their grid position for the Final will be penultimate (classified 1st in Last-Chance Race) & last (classified 2nd in Last-Chance Final).

Art. 11 -Qualifying Session:

The duration of the qualifying session will be 10 minutes. In the case of 2 drivers achieving identical best lap times, the organizers will revert to the second-best lap time set by everyone to determine priority, and so on.

Art. 12 -Race Duration:

The race durations are detailed below. In each race, the winner is defined as the competitor that completes the stipulated number of laps (as per the event timetable) first. All drivers behind him/her will be deemed to have finished the race regardless of the number of laps completed.

- A. **Pre-Final:** The number of laps in the Pre-Finals will be 10 laps.
- B. **Final:** The number of laps in the Finals will be 12 laps. Points will be awarded based on the result of the race after the application of any penalties. (See point 15 for points scoring).

Art. 13 -Awards Presentation:

Medals will be presented to the Top 3 positions from the Last-Chance Final (if any). Trophies will be presented to the top 3 positions from the **Final** (Grand final format B) on the night.

Art. 14 -Point Scoring:

Each competitor in the top 10 will score points as specified below for each event they are registered for. Points will be allocated as per the point scoring system defined by the regulations. However, the organizers will keep track of each competitor's finishing results during Qualifying and the two races. The point system below will be awarded for each race result. These points will be calculated and will determine the order of the championship. Points will only be scored for the top 10 finishers in the Finals.

j. Points Awarded FORMAT A

1 st	25
2 nd	18
3 rd	15
4 th	12
5 th	10
6 th	8
7 th	6
8 th	4
9 th	2
10 th	1

DNS (Did not Start) 0

k. Points awarded FORMAT B

<u>Grand Final Points</u>		<u>Final Points</u>	
1 st	25	1 st	12.5
2 nd	18	2 nd	9
3 rd	15	3 rd	7.5
4 th	12	4 th	6
5 th	10	5 th	5
6 th	8	6 th	4
7 th	6	7 th	3
8 th	4	8 th	2
9 th	2	9 th	1
10 th	1	10 th	0.5
DNS (Did not Start) 0		DNS (Did not Start) 0	

If drivers finish the Championship with the same number of points, the higher place in the Championship (in either case) shall be awarded to:

- The holder of the greatest number of first places in a race.
- If the number of first places is the same, the holder of the greatest number of second places in a race.
- If the number of second places is the same, the holder of the greatest number of third places in a race and so on until a winner emerges.
- If this procedure fails to produce a result, the organizer (QMA or QMMF Officials) will nominate the winner according to such criteria as it thinks fit.

Art. 15 -Start Procedures

Races will all be a Rolling Start.

Art. 16 -Pre-Grid:

Aside from Qualifying/Practice, karts shall be lined up on the Pre-Grid in a pre-determined order (based on qualifying, as stipulated in the event format). It is the driver's responsibility to ensure that both he/she and their kart are in position on time.

- GRID POSITIONS** Drivers should leave the Pre-Grid when directed by the Grid Marshal. The field must stick together in 2 distinct lanes as per the positions on the Pre-Grid. It is the responsibility of the driver in Pole Position to set the pace, which should be consistent and controlled. Drivers are then requested to take their positions as directed on the starting grid.

Art. 17 -Race Start:

Race Start (Rolling): At the end of the Formation Lap, drivers will proceed forward in two lines at a reduced and constant speed towards the Starting Line, as dictated by the front row. Each line of karts shall remain within the corridor (tramlines) marked on the track. When the karts approach the Start Line the red lights will be on. Karts must maintain their position until the start signal is given. A driver crossing the tramlines is liable to be sanctioned by the Race Director on the basis of a time penalty of 3 seconds for partially crossing the lines and 5 seconds for completely leaving the corridor. If the Starter is satisfied with the formation, the start will be indicated by switching off the red lights. If the Starter is not satisfied with the procedure flashing amber lights will be activated (with the red lights) to indicate a “no-start”, meaning that an extra Formation Lap will take place. If the reason for a “no-start” is due to a particular offender, Officials may decide to impose a penalty at their discretion. If he considers that a driver has been immobilised as a result of another driver’s mistake, the Race Director may stop the Formation Lap and recommence the Starting Procedure based on the original grid or allow the impeded driver to regain his/her position. In the case of a start light failure, the National flag will be used. The flag will be held out stationary on the approach and raised to indicate a start. As soon as the start signal has been given racing conditions are applied. The Race director assumes responsibility for determining the safest way to deal with stranded karts/drivers once the race is live. Under his direction the marshals will sometimes assist the driver(s) to a place of safety before transferring the kart(s) to a safe position although it should be noted that this is the driver’s responsibility. Alternatively, in certain circumstances he may (in the interests of safety) direct that karts are separated/maneuvered so that the drivers can continue. Only registered officials may assist.

False Start - Jump start - A 5-second penalty will be imposed by the Race Director on any competitor deemed to have jumped the start of the race. The penalty will be adjudicated by the Race Director and the penalty will be applied to the race result. No protest regarding jumped starts will be entertained by the Organizers. Additional Formation Laps required due to aborted starts may be deducted from the race distance at the discretion of the Race Director

Art. 18 -Yellow Flags:

In the event of an incident during the race (spun kart, accident between 2 or more karts, circuit safety features require repair, etc.) yellow flags will be shown at the marshal post prior to the incident. ALL drivers are to slow down, raise one arm to acknowledge the yellow flag and there is to be NO overtaking. A green flag will be shown at the next SAFE marshal post, after which point drivers may resume racing. Any driver contravening this regulation will be awarded penalties (see art.36)

Overtaking under a yellow flag. Yellow flag conditions start from the point at which the flag is being waved, i.e., Marshal post or where an official is standing whilst waving the yellow flag. You must have completed the overtake and be in front of the kart you are overtaking, before the yellow flag is being waved. Should the overtake have taken place after the Marshal Post, a penalty may be applied. Once passing the Marshal Post, the driver can only start overtaking once passing a 'Green' flag or passing another manned marshal post not waving the yellow.

Art. 19 -Race Stoppage – Red Flags:

Should a race be stopped by the display of red flags, ALL drivers must IMMEDIATELY slow down, no overtaking and return to the pitlane, drivers are to stay in their karts until further instruction. The following procedures apply; a) If less than 50% race distance has been completed by the leader, the race will either be re-run in its entirety or abandoned in which case the result becomes null and void. b) If 50% race distance or more has been completed by the leader; the race will be deemed to have ended. The race result will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the Red Flag. Only karts that are under their own power at the showing of the Red Flag will be classified.

Art. 20 -Race Finish:

The leading kart will take the Checkered flag, followed by all other karts in the race. After receiving the Checkered flag all karts must slow down and proceed directly to the pit lane.

Art. 21 -Race craft & Sporting Conduct

The Qatar Karting Championship is a leisure karting race series designed to encourage new and experienced kart drivers to participate in a fun series. It is expected that there will be varying levels of experience at each race event. Therefore, more experienced drivers are required to set an example to less experienced drivers i.e. A quicker driver will race around a slower driver, not force them out of the way through contact.

EXITING & ENTERING PITS - It is compulsory for all competitors to drive at a significantly reduced speed when driving towards the pit exit and upon entering the pit lane, especially & not limited to when driving to pit exit. Driving conduct will be constantly observed and bumping/pushing/weaving will not be tolerated. During both practice (unofficial and official) and racing, competitors intending to leave the track to enter the paddocks or pits **MUST INDICATE THEIR INTENTION BY RAISING ONE ARM. THEY MUST LEAVE THE TRACK ON THE SIDE THAT WILL GIVE THEM AN UNINTERRUPTED RUN INTO THE PIT OR PADDOCK ENTRANCE WITHOUT CROSSING THE PATH OF A FOLLOWING KART.**

Art. 22 -Sporting Conduct:

Karting is a non-contact motorsport. However, accidental contact does occur and will be reviewed and considered at the discretion of the Race Director. Deliberate contact or sporting conduct infringements will not be tolerated. The aforementioned actions will be penalized.

Art. 23 -Contact – No Advantage Gained:

In the event of contact between two karts, but no advantage is gained, the driver causing the contact will receive a warning (indicated at the start line) for their driving standards. Repeat offenders will be deemed to be attempting to gain an advantage and penalized (see art.35)

Art. 24 -Contact Advantage Gained:

Where deliberate contact is made and the driver making contact gains an advantage, that driver will be penalized at the end of the race (see art.35).

Art. 25 -White Lines Infringements:

The white lines of the circuit define the limits of the track. Any competitor who runs their kart outside of these lines is deemed as gaining an advantage. On the first offence the driver will be shown a warning flag by the start line marshal. Repeat-offenders will be penalized.

- m. FOR CLARITY: The Race Director will deem 2 wheels over the white lines acceptable, 3 wheels beyond the white line, including touching the white line is not acceptable.
- n. White tire zones: Any contact with the white tire will be penalized as a judge of fact, no protests will be entertained.

Art. 26 -Dangerous driving:

Any dangerous driving conduct will be severely penalized. Dangerous driving is defined as any of the following or variants of and will be penalized.

- o. Contact between karts.
- p. Forcing or “squeezing” a kart off the circuit or into a safety feature (barriers, tires, etc.)
- q. Re-joining the circuit in an unsafe manner.
- r. Excessive weaving or moving more than once to defend position, this includes the pit lane)
- s. Causing an avoidable accident.
- t. Speeding/weaving in the pit lane

Art. 27 -Overtaking / Defending:

Overtaking, according to the circumstances, may be done either on the right or on the left. However, maneuvers considered 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. Such offences shall be penalized, (see art.36). In general, ONE move across the track in defense of a position between any two corners is acceptable **provided** this move is not considered to be erratic.

Art. 28 -Code of Conduct:

Karting is intended to be a fun sport and a community building activity. Any competitor, their parent or guardian, or any individual associated with a competitor, who acts/behaves in a manner contrary to the following will lead to sanction for the driver who is deemed to be responsible:

- u. All participants must comply with the rules and respect all race officials and their decisions.
- v. All participants must respect the rights, dignity and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.
- w. All participants must always take responsibility for their actions.
- x. It is the responsibility of each competitor to ensure that their family, friends and associated parties are aware that their actions will result in penalization for the driver.
- y. Any disputes between participants should be resolved in a respectful and courteous manner. If this is not considered possible, the matter should be brought to the attention of the Race Director or the organizer to mediate a resolution.
- z. Drugs and alcohol are strictly prohibited at all events. Consumption of such substances before or during a race event will result in the competitor being excluded and face further disciplinary action.
- aa. Abusive comments on any social media platform (Facebook, Instagram, Twitter, etc.) or public forum are completely forbidden. Competitors and their associates are strongly advised to guard against participating in contentious, divisive or damaging conversations, either verbally or via these means
- bb. All participants must obey Officials' instructions.
- cc. Abuse of Officials or fellow Competitors will not be tolerated.
- dd. All participants are required to read and follow this Code of Conduct. By signing on for the race, competitors agree to be governed by the Code of Conduct of the National Sporting Authority – refer **QMMF KARTING CODE OF CONDUCT – UPDATED APRIL 2025.**

Art. 29 -Drivers Weigh-in:

All drivers are to complete the weigh-in process before the drivers briefing. The driver is to be weighed by an LCSC or QMMF official complete with their suit and helmet only, without ballast. (Rib protector, neck brace and insert seats can be used, but are not part of the considered weight during weigh in) Minimum Driver weight: 75kg. (see art. 4) The driver's weights can be checked at any time thereafter during the race event. Any driver found to be underweight will be penalized.

ee. Weighted-vest or lead weights of any kind cannot be worn at weigh-in to increase the declared weight at weigh in nor can they be used in the race unless under exceptional circumstances agreed with the organizer prior to the race.

Art. 30 -Kart Ballast Weights:

If a driver is below the required minimum weight they will be provided with ballast weight for the kart. The weight denominations are:

ee. 5KG (Yellow)

ff. 10KG (Red)

gg. 15KG (Blue)

- 1 The driver is responsible for ensuring that they place the correct amount of ballast in each kart they use during the event. The driver is ALSO responsible for ensuring that they remove the ballast weights at the end of each element of the race event (i.e. qualifying, races etc.). Drivers are not permitted to take any ballast weights away from the pit lane area. Any driver not complying with this regulation will be penalized.
- 2 Note: Weighted seat inserts are prohibited but non weighted seat inserts are allowed but cannot constitute to the 'driver weight'.
- 3 Weight ballast must be used for all sessions including practice and warm up.

Art. 31 -Weighing Scales:

The official weighing scales will be situated in the pit lane and the Chief Scrutineer is the decisive Judge of Fact. Officials can check any driver's weight at any moment during the race event.

Art. 32 -Kart Tampering:

NO modification or mechanical intervention will be allowed to the karts. Any participant, or associated individuals, found to have breached this regulation will be liable for sanction.

Art. 33 -Replacement Karts:

Participants will be allocated their karts in accordance with Article 5 of these regulations. A driver may be provided with a replacement kart in the event of a genuine mechanical failure not attributable to misuse of the kart. Karts will not be replaced if damage is caused because of deliberate contact between karts or because of the kart being misused by the driver.

Art. 34 -Penalties:

Chapter 2 Art 2 .2 shows the list of sanctions that could be imposed by the Race Director &/or the steward.

The Race Director has the right to add and or amend penalties when required.

All penalties will be applied firmly yet fairly to all participants; the Race Director will investigate potential infringements with officials and drivers before the application of penalties to the results.

Art. 35 -Conflict of Interest:

In the event that a race official is involved in judging a race action which places him in a conflict of interest situation. He must immediately denounce this conflict of interest and withdraw from the debate in order to preserve fairness in all decision-making. In this case, the event management committee will appoint a replacement official who will act on behalf of the removed one with the same rights and prerogatives.

Art. 36 -Safety equipment:

On the grounds of safety, always when they are driving the kart, drivers must be equipped with:

- a. A pair of overalls that fully cover the arms and legs. Cotton overalls or CIK approved race suits.
- b. A pair of gloves (must fully cover the hands).
- c. A pair of sports, closed shoes that provide an ankle cover.
- d. A neck support collar is 'advisable'.
- e. A rib protector is 'advisable'.
- f. It is a requirement that clear visor to be worn after sunset or as instructed by the Organizers.
- g. A full-face helmet, as a minimum to a standard suitable for use on public roads. (Moto-cross / off-road helmets like shown below, are not permitted)



Art. 37 -Regulatory amendments:

We reserve the right to issue additional statements concerning these Rules and Regulations from time to time during the calendar year. All such statements will be issued to all registered competitors by way of Competitors' Bulletins at race meetings.

Art. 38 -Advertising on karts, overalls and helmets:

Competitors will not be allowed to place their own sponsors branding on the kart without the express permission of the organizers and should not be advertising other venues on their visors or helmets.

Art. 39 -Go pros, cameras, footage:

Go Pros are not permitted to be worn on helmets or placed on a kart during Qatar Karting Championship Events.

CHAPTER 2 – DISCIPLINARY AND JUDICIAL RULES

Art 1 - Protest & appeals:

1. Protests must be made in accordance with the QMMF Disciplinary and Judicial Rules and accompanied by a fee of 1500 QR in cash to the Steward.
2. Appeals shall be made in accordance with the QMMF Disciplinary and Judicial Rules and accompanied by a fee of 18 000 QR
3. Appeals may not be made against time penalties and any of the concerning the following:

Jump Start

Track limit reported by judges of fact

Dangerous driving / over speeding in the pit lane and or in any part of the paddock

Art 2 - Sanctions:

1. The Steward may impose sanctions for matters that are submitted to him by the Race Director. Upon submission of the Race Director, the steward shall have supreme authority for the enforcement of these Regulations, of the QMMF regulations. He may settle any matter which might arise during an event, subject to the right of appeal provided for in the QMMF Disciplinary and Judicial Rules. The steward may inflict the penalties specifically set out in these Sporting Regulations in addition to or instead of any other penalties available to them under these Regulations.
2. Penalties may be inflicted by the Race Director &/or the steward as follows:

Offence	Penalty
Late arrival for the drivers briefing	Verbal Warning or up to 10 places starting grid penalty for pre-final.
Missing the drivers briefing	Revoke the entry or impose a starting grid penalty for pre-final.
Jump Start	5 seconds
Speeding under yellow flags	10 seconds or more
Overtaking under yellow flags	20 seconds or more
Track limits (White lines)	5 seconds or more
Contact, No advantage gained	Warning or up to 5 seconds per incident
Contact, advantage gained	10 seconds or more
Dangerous driving causing collision/incident	Exclusion from the race
Ignoring Mechanical Failure flag	20 seconds or more
Breach of code of conduct / unsportsmanlike behavior	Verbal warning or Exclusion from the race
Under the minimum driver weight	Disqualification from the race
Tampering/Modifying the kart	Exclusion from the race
Unsafe track rejoining	10 seconds or more
Squeezing/crowding another driver	5 seconds or more
Excessive weaving/blocking	5 seconds or more
Race gear not correctly zipped up / Helmet not strapped during any official session	Mechanical Failure flag
Speeding in the Pit Lane	10 Seconds or more

The Race Director has the right to add and or amend penalties when required



Art 3 – Incidents During a Race:

The race director may report any on-track incident or suspected breach of these Sporting Regulations or the Code (an “Incident”) to the steward. After review, it shall be at the discretion of the steward to decide whether or not to proceed with an investigation. The steward may also investigate an Incident noted by himself.

It shall be at the discretion of the steward to decide if any driver involved in an incident should be penalised. Unless it is clear to the steward that a driver was wholly or predominantly to blame for an Incident no penalty will be imposed