



## Licensing Supplement 2008 – 1

### Driver Code of Conduct

In association with the Snap-on Stars of Karting 2008 Licensing Criteria, the following outlines the Driver Code of Conduct outlining criteria in which Drivers must conduct themselves to maintain the privilege of holding a Snap-on Stars of Karting License. Any violation of this Code may result in License being revoked.

#### 1. Observance of Signals

The instructions to Drivers outlined in the 2008 Snap-on Stars of Karting Regulations are deemed a part of this Code of Driving Conduct. All Drivers must be thoroughly acquainted with them.

#### 2. Overtaking

Overtaking may only be accomplished within the limits of the racing surface. In the case of an incident occurring at the time of the overtaking maneuver; it is the responsibility of the Snap-on Stars of Karting Officials to determine if the maneuver was completed legally within the limits of the racing surface, avoiding a dangerous situation.

a) During any on-track element of an Event, a kart alone on the track must use the full width of the track. However, as soon as it is caught up by another kart which is either temporarily or consistently faster, the Driver is not allowed to swing from one side to the other or make a move sideways in order to prevent a legal overtaking maneuver when other Driver is already by his side, (either partially or fully). He must give the other Driver the right of way in order to allow for passing.

b) If the Driver who has been caught does not seem to notice that another Driver wants to overtake him/her, the Flag Marshall may give a warning by waiving the blue flag to indicate that another Driver wants to overtake. Every effort will be made to display the blue flag in association with the kart number of the Driver concerned. Any Driver who does not take notice of the blue flag may be penalized, where systematic or repeated offenses may result in exclusion.

c) Curves, as well as the approach and exit zones thereof, may be negotiated by the Drivers in any way they wish, within the limits of the track... Overtaking, according to the circumstances, may be done either on the right or on the left, within the limits of the racing surface. However maneuvers liable to hinder other Drivers, such as premature or dangerous changes of direction, more than one change of direction, deliberate crowding of karts towards the inside or the outside of the curve or any other dangerous change of direction, are strictly prohibited, and shall be penalized, according to the importance and repetition of the offenses, by penalties ranging from a reprimand to the exclusion from a Race or Event. The repetition of dangerous driving, even involuntarily, may result in the exclusion from the Race or Event.

d) Any obstructive maneuver carried out by one or several Drivers, either having common interests or not, is prohibited.

e) The penalty inflicted by ignoring the blue flag will also be applied to the Driver(s) who obstruct part of the track and shall be as severe in the case of systematic obstruction, thus ranging from reprimand to exclusion from a Race or Event. The same penalty shall be applied to Driver(s) who swing from one side of the track to the other in order to prevent other Drivers from overtaking.

f) The repetition of serious mistakes or the appearance of a lack of control over the kart, (such as leaving the track), may entail the exclusion of the Driver(s) concerned.

g) The racing surface alone may be used by the Drivers during any on-track element of an Event.

h) Contacts/Collisions, (including deceleration laps after checkered flag has been displayed): During any on-track element of an Event, sanctions may be imposed on a Driver(s) who pushes another Driver(s).

### **3 – Stopping of a kart during Qualifying or a Race**

a) The Driver of any kart leaving a Qualifying Session or Race shall signal this intention in good time and is responsible for ensuring that the maneuver is carried out safely and as near as possible to the point of exit.

b) Should a Driver be compelled to stop his/her kart, either involuntarily or for any other reason, the kart shall be moved off the track as soon as possible so that its presence does not constitute a danger or prevent the normal running of the Qualifying Session or the Race. IF the Driver is not able to move the kart out of the potentially dangerous position, it is the duty of the Officials to help, however the Driver will be excluded if this help restarts the kart.

- c) Any replenishment carried out on the track is prohibited, and will entail immediate exclusion, unless authorized by the Officials.
- d) Apart from the Driver, and in exceptional cases, the competent Officials, nobody is allowed to touch a stopped kart under penalty from its exclusion from a Race.
- e) Pushing a kart along the track or pushing it across the finish line is not allowed.
- f) Any kart abandoned on the circuit by its Driver, even temporarily, shall be considered withdrawn from the Qualifying Session or the Race. A kart left temporarily by its Driver whilst a Race is suspended will not be considered abandoned.

#### **4 – Entrance to the Pits, (or Repairs Area or Servicing Parks)**

- a) The so-called deceleration zone is a part of the pits area.
- b) During any on-track element of an Event, access to the pits or Repairs Area is allowed only through the deceleration zone.
- c) Any Driver intending to leave the track or to enter the pits or Repairs Area shall signal his intention in good time and make sure that it is safe to do so.
- d) When exiting the track, entering the pits or Repairs Area, boundaries and signals established by the Officials must always be observed.
- e) When exiting the pits or Repairs Area, entering the track, boundaries and signals established by the Officials must always be observed.