



FOULS AND SIGNALIZATION RULEBOOK >>>>>

SORMOTORSPORT.RS

ABOUT THE RULEBOOK:

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ORGANIZER DETAILS:

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The document contains the official rules of the sports competition and is binding for all participants. Any deviation from these rules may result in disciplinary actions as defined within the document. Karting Club SOR reserves the right to amend the rulebook during its validity period, in accordance with the established procedure. In case of any discrepancies, the official rules shall take precedence over any other source of information.

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GENERAL TERMS

The rules and recommendations outlined in this document are valid only within the framework of our recreational karting competitions. The rulebook on offenses and signaling is applied to ensure that the competition remains safe, highly organized, and enjoyable for all participants, whether they are drivers or organizers. By registering for any of the competitions, participants accept the established rules and commit to adhering to them. Enjoy the rest of the reading!

1. Intent of the rule

- a. A violation of the intent of a rule is considered a violation of that rule. If the rule has been followed to the letter but the intent of the rule has been violated, it is considered that the rule has still been broken.
- b. Referencing the "Intent of the rule" is used exclusively to prevent rule violations when the method of violation is not fully covered by the definition. For example, if the rule defines that drivers must keep both hands on the steering wheel at the start of the race to prevent holding the kart's wheels with their hands and pressing the throttle before moving, then if a driver keeps both hands on the steering wheel but holds the wheel with one foot, that driver may be penalized by invoking this rule.

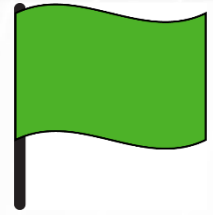
2. Official sessions

- a. Qualifying is an official session used to determine the starting grid for the race and to award points to the fastest drivers. The result of the qualifying session is based only on the fastest lap set by the driver during the session, and the ranking is done using a direct method.
- b. The race is an official session in which drivers directly compete for physical positions relative to each other, and the duration of the race can be expressed either in time or in laps. Time, whether it is the total session time or the fastest lap time, is used as a secondary parameter to determine the driver's ranking.
- c. During all official sessions, all rules of this Rulebook apply. Negative points awarded during the Free Practice or Qualifying sessions are applied after all official sessions and affect the overall driver ranking.

SIGNALIZATION

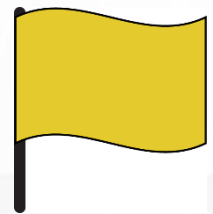
Green flag

This signal indicates the racing period on the track. It terminates the validity of the yellow flag, either for a specific sector or the entire track. Once the yellow flag period ends, drivers are allowed to accelerate and resume racing from the point where a marshal or official with a green flag or a light panel in that color is physically located. This flag is also used to release drivers from the pits and similar situations.



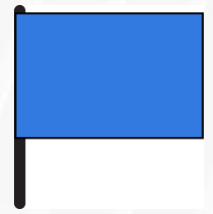
Yellow flag

This signal calls for caution, reduced speed, and prohibits overtaking. The yellow flag may be valid in a specific sector, several sectors, or the entire track. It is displayed when the conditions for safe racing are compromised. The yellow flag remains in effect until the point on the track where a marshal or official with a green flag or a light panel is physically located.



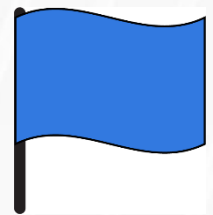
Blue flag (static)

This signals the driver to safely move off the ideal racing line at the earliest opportunity and reduce speed, allowing a faster driver to overtake them by one or more laps.



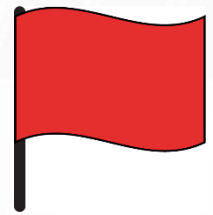
Blue flag (waving)

This signals the driver to safely move off the ideal racing line at the earliest opportunity and reduce speed, allowing multiple faster drivers to overtake them by one or more laps.



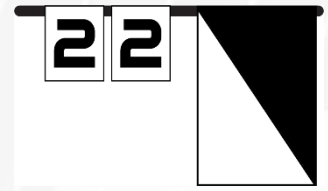
Red flag

This signal applies to the entire track and instructs drivers to stop as quickly and safely as possible, regardless of their location. After stopping, drivers should follow further instructions from the marshals, officials, and race director. It is displayed, for example, in the case of rain starting or a major incident that has made the track unsafe, and the resolution of the incident requires personnel working on the track itself.

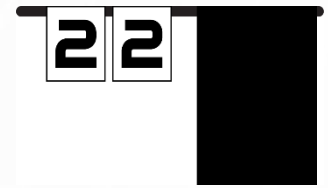


Black-white flag

This signal serves as a warning before a penalty or disqualification of a specific driver due to a rules violation. It is displayed exclusively on the start-finish straight and always accompanied by the kart number of the driver being warned. The signal may be repeated for the same warning if the marshal determines that the driver did not notice it the first time.

**Black flag**

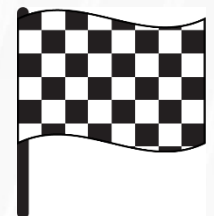
This signal indicates the disqualification of a specific driver from the race due to a rules violation, technical failure of the kart, absence of safety equipment, or similar reasons. The driver shown the black flag must enter the pits at the earliest opportunity and then report to the official responsible for coordinating the situation. This signal is displayed exclusively on the start-finish straight and always accompanied by the kart number of the driver being penalized. The signal may be repeated for the same infraction if the marshal determines that the driver did not notice it the first time.

**SOR Motorsport flag**

This signal indicates the start of an official session. It is displayed at the location where the drivers begin the official session, most commonly the pit lane and the start-finish line.

**Checkered flag**

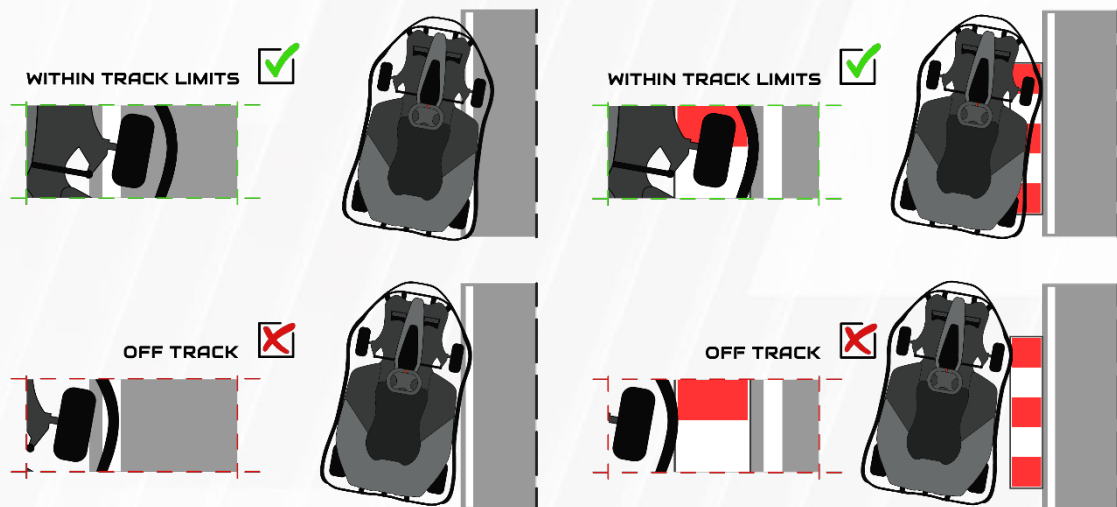
This signal marks the end of the racing period on the track and is always first shown to the driver currently in first place. It also signals the beginning of the cool-down lap. This signal is displayed exclusively at the start-finish line.



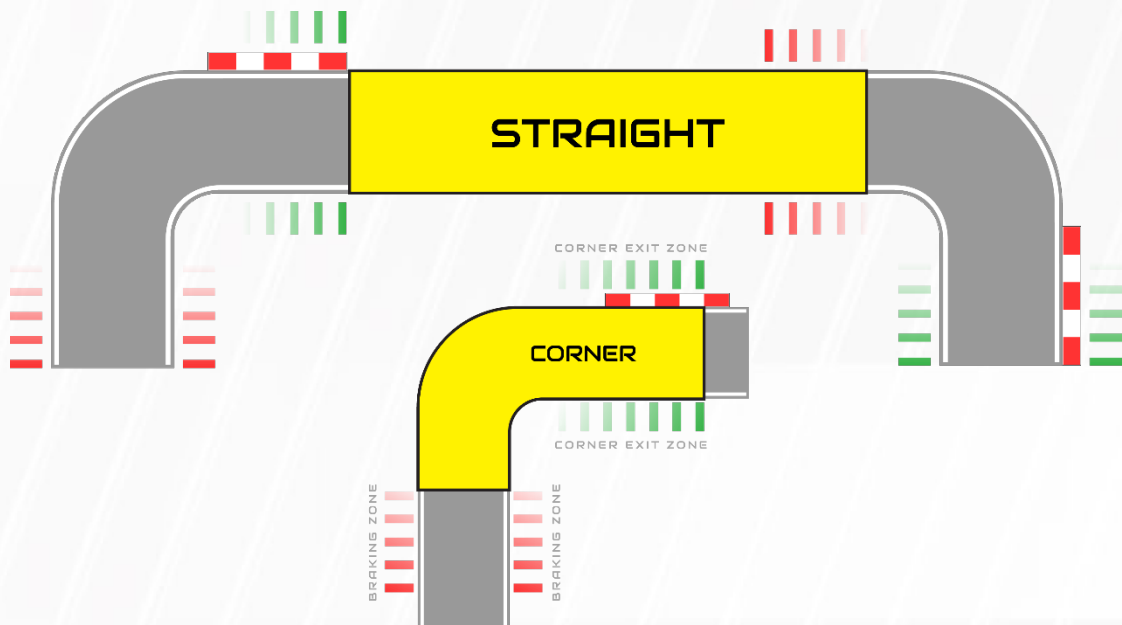
OFFENSES AND PENALTIES

1. Basic Terms

- The track limits** are defined by the white edge lines. If there is a curb extending beyond the white lines, then the track limits are considered to be the outer edges.
- A kart is considered to be within track limits** if at least two wheels are in contact with the white edge line – track limit. The area outside the track may consist of grass, gravel, asphalt or similar surfaces.



- Straight** It is the section of the track between the exit zone of a corner and the beginning of the next braking zone.
- A corner** is the section of the track that begins at the end of the braking zone (on the straight) and ends at the exit of the corner.



e. **The physical length of the kart** is the distance from the furthest point at the rear of the kart to the furthest point at the front of the kart.

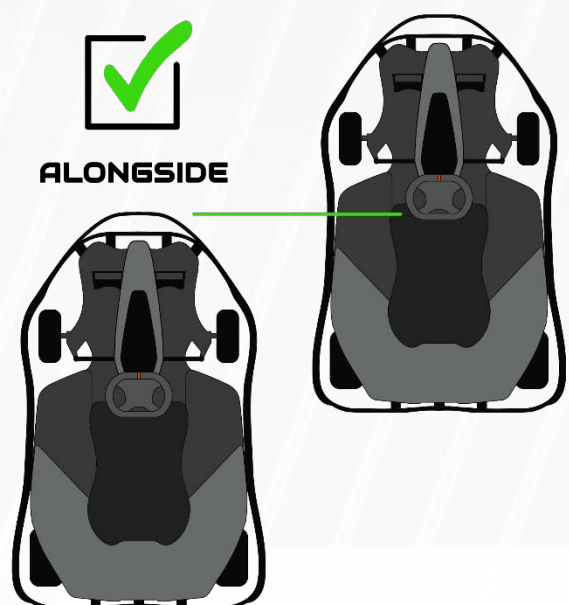
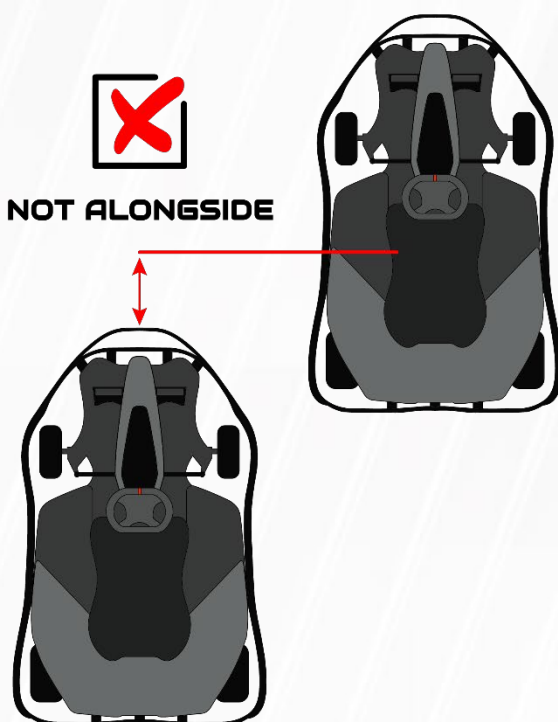
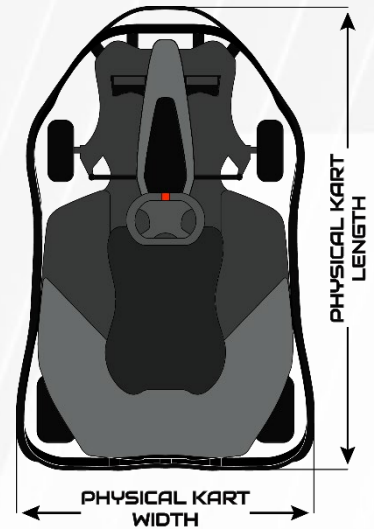
f. **The physical width of the kart** is the distance from the furthest point on the left side of the kart to the furthest point on the right side of the kart..

g. **The length of the kart** is a term used to describe the specific longitudinal position of one kart in relation to another at a given moment.

h. **The width of the kart** is a term used to describe the specific lateral position of one kart in relation to another at a given moment

i. **A kart is 'alongside' another kart** when, viewed from the side, the furthest point at the front of the kart is located between the midpoint of the physical length of the other kart and the furthest point at the front of the other kart.

j. **A driver has "left one kart width"** for another driver when there is physically enough space between the kart in question and the edge of the track (white line) for one kart to be safely positioned.



2. About penalties

- a. When analyzing an incident, the following is considered:
- What are the consequences of the incident?
 - Was there physical contact between the karts?
 - Did the driver's position change after the incident?
 - What were the positions of the karts before, during and after the incident?
 - Previous number of warnings and penalties?
- b. Repeat offenses during the season may result in increased penalties.

3. Offenses on the straights

Defensive blocking

Defensive blocking is any defensive maneuver, with or without contact, that forces the attacking driver to change their line of movement. If the attacking kart is not alongside the leading kart, then the leading driver is entitled to one defensive move. If the attacking kart is alongside the leading kart, then the leading driver is not entitled to a defensive move.

1 warning / 6 seconds / 6 points

Hitting while attacking

Bumping in an attack is any maneuver by the attacking driver that forces the leading driver to change their racing line. If a driver is overtaking the driver ahead, the maneuver must be executed without forcing the leading driver to change their racing line. The overtaking driver is allowed to take a defensive line only after their entire kart has passed the full physical length of the overtaken driver's kart.

1 warning / 6 seconds / 6 points

Overtaking outside limits

Overtaking outside track limits is any maneuver in which the attacking driver gains an advantage over the leading driver by driving outside the track limits.

1 warning / 4 seconds / 4 points

Blocking

Blocking is defined as more than one change of racing line by the leading driver on the same straight, regardless of whether the attacking kart is alongside the leading kart. Such driving is considered unsafe and obstructive to the attacking driver.

1 warning / 4 seconds / 4 points

4. Offenses in the corners**Diving**

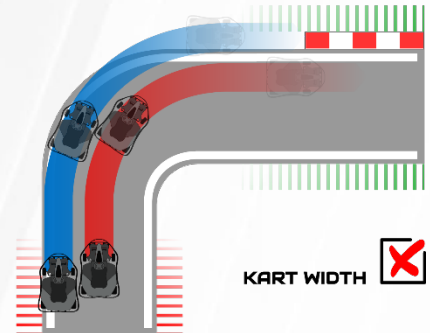
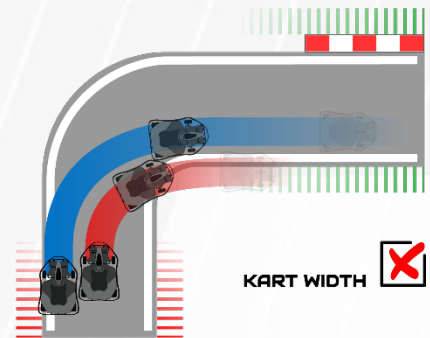
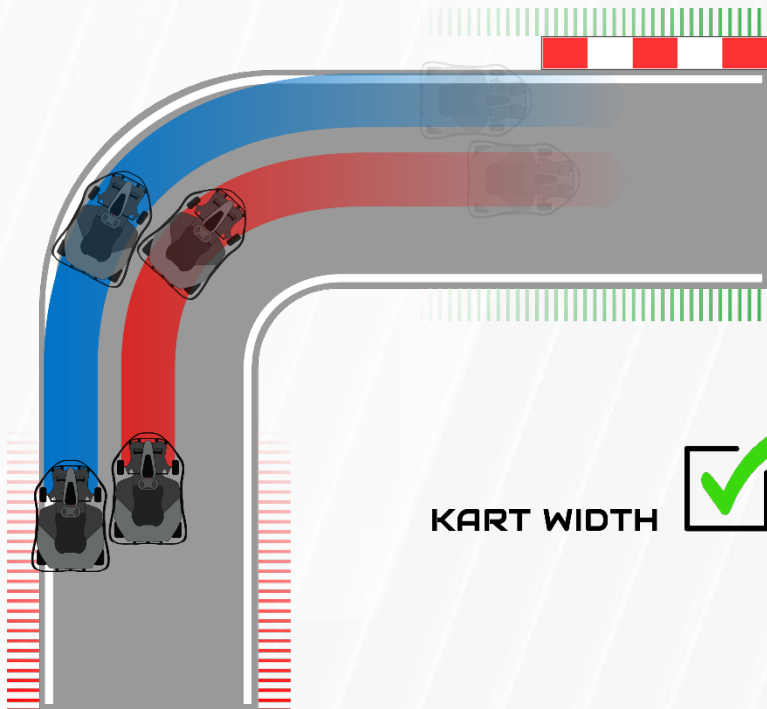
Diving is a sudden move by the attacking driver into the racing line of the leading driver, who is in the corner entry zone. This action forces the leading driver to change their racing line, either by contact or by pushing.

1 warning / 6 seconds / 6 points

Suffocation

Suffocation is the act of forcing a driver to change their line or pushing them outside the track limits. Suffocation can be caused by either the leading or the attacking driver, meaning it can occur from the outside or the inside. When two drivers are side by side, each must leave at least one kart width between their kart and the edge of the track.

1 warning / 6 seconds / 6 points



5. General offenses

Jump start

Starting before the official start signal is a violation. The penalty may be lighter or more severe depending on how early the driver began the race.

DQ from session | 4 boda

Reckless driving

Reckless driving is any driving that involves particularly careless, aggressive, or violent behavior by the driver during the race - for example, unreasonable braking (brake check).

DQ from session | 1 warning / 6 seconds / 6 points

Violation of procedures

Failure to follow the participation procedures outlined in the Rulebook is considered a violation. For example, being late to Registration and similar instances.

1 warning / 6 points (at the end of RD)

Ignoring the black flag

Ignoring the disqualification signal is a serious violation.

DQ from the Race day**Unsporting behavior**

The use of inappropriate tone or language when communicating with participants or event organizers is considered unsporting behavior. Any similar form of conduct is regarded as a serious violation.

DQ from Race day**Not attending the briefing**

Active participation in the Driver's Briefing is crucial for safe participation in the race. Therefore, absence from this event prevents the driver from taking part in the race day.

DQ from Race day**Alcohol in the blood**

A driver who has more than 0.00 blood alcohol content on a random alcohol test is in serious violation of the rules.

DQ from Race day**Less weight than allowed**

A driver who weighs less than the prescribed minimum weight during the weight check is in violation.

DQ from session**Pushing a kart**

Pushing the kart, except in the case of moving it to a safe location or attempting to rejoin the race, is a violation.

DQ from session

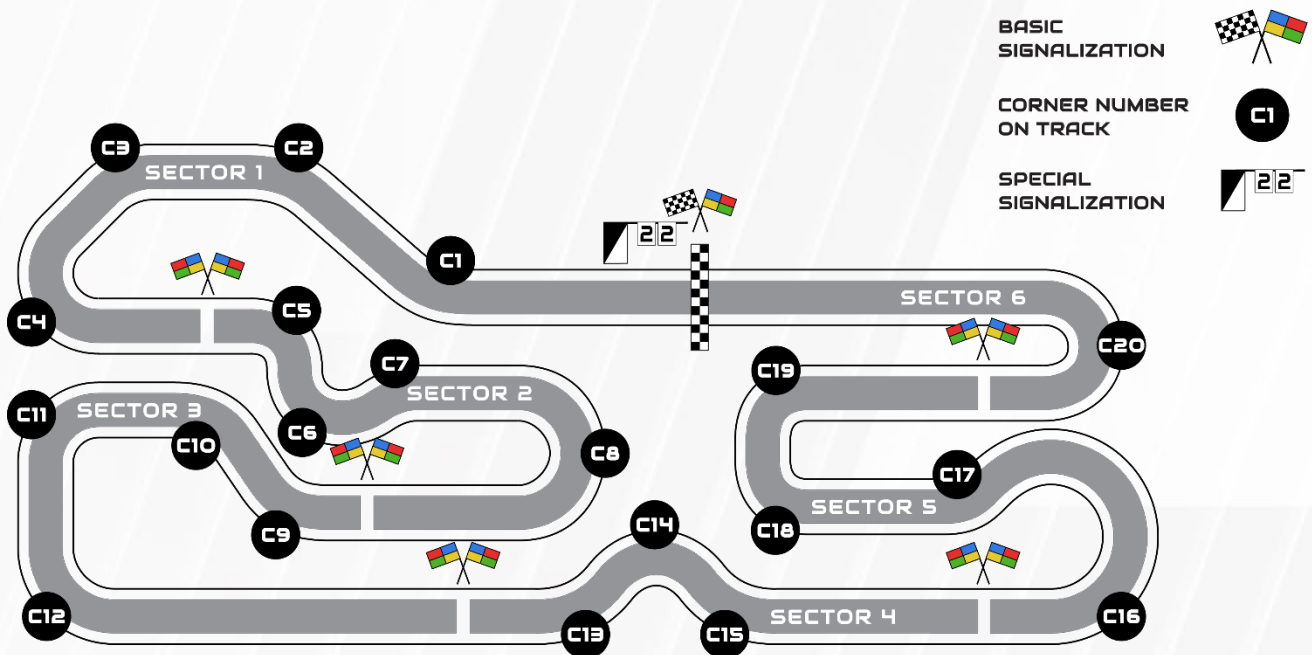
	OFFENSE TITLE	WARNING	QUALIFICATION	RACE
STRAIGHT	Defensive blocking	X	6 sec	6 pt
	Hitting while attacking	X	6 sec	6 pt
	Overtaking outside limits	X	4 sec	4 pt
	Blocking	X	4 sec	4 pt
CORNE	Diving	X	6 sec	6 pt
	Suffocation	X	6 sec	6 pt
GENERAL OFFENSES	Jump start			DQ from session 4 pt
	Reckless driving	X	DQ from session 6 sec	DQ from session 6 pt
	Violation of the procedures	X	6 pt	6 pt
	Ignoring the black flag		DQ from RD	DQ from RD
	Unsporting behavior		DQ from RD	DQ from RD
	Not attending the briefing		DQ from RD	DQ from RD
	Alcohol in the blood		DQ from RD	DQ from RD
	Less weight than allowed		DQ from session	DQ from session

6. Appeals

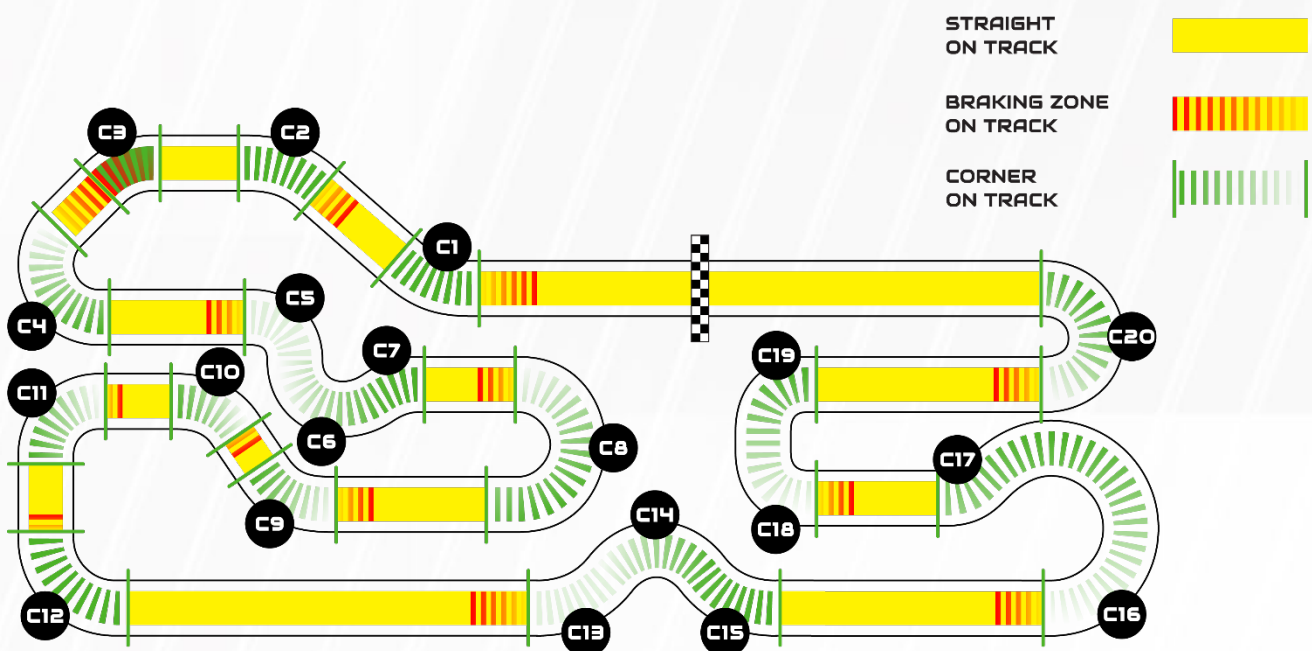
- a. All participants of the Race Day have the right to submit an appeal against the officiating, as follows:
 - within 15 minutes after the end of the second race of the last group
 - within 15 minutes after the end of the last race of the day
- b. Appeals can only be submitted along with a recording of the event in question. This can be a recording from an action camera or another device.

TRACK LAYOUTS - SOR KARTING TRACK

SOR KARTING STAZA

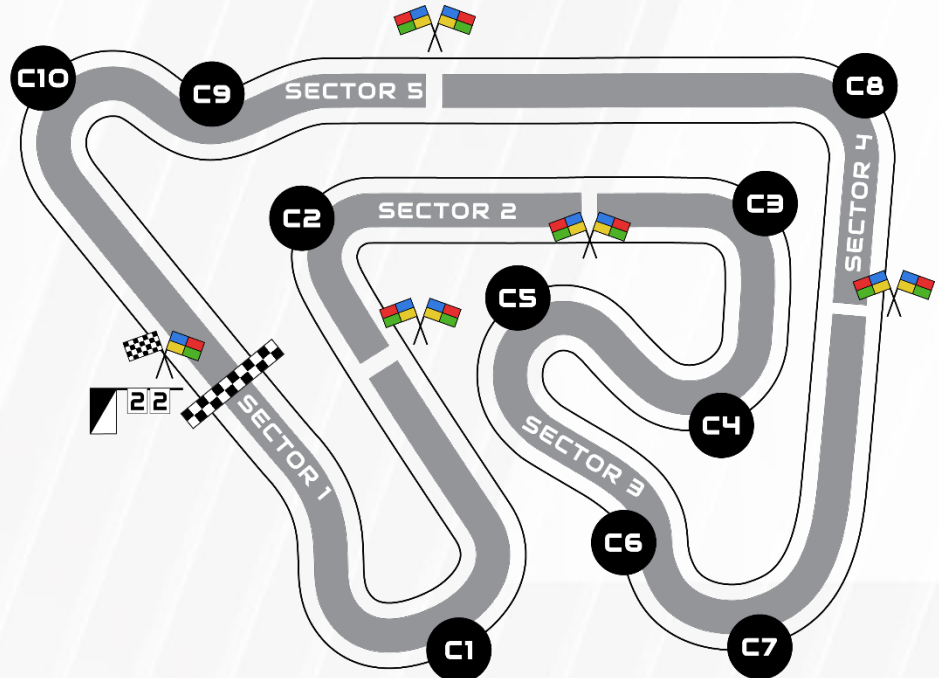


SOR KARTING STAZA



TRACK LAYOUTS - MOTODROM KULA

MOTODROM KULA

BASIC
SIGNALIZATIONCORNER NUMBER
ON TRACKSPECIAL
SIGNALIZATION

MOTODROM KULA

STRAIGHT
ON TRACKBRAKING ZONE
ON TRACKCORNER
ON TRACK