



Retro Kart Championship 2025 - General and Sporting Regulations

Retro Kart Championship, hereinafter referred to as 'RKC' is organised and administered by RetroRace Limited according to these regulations.

Introduction – The Spirit of Retro

RKC exists to allow and encourage the continued competitive use of older karts which we consider to represent the best eras of Karting and most of all to create a fun and enjoyable experience from yesteryear. To this end competitors must follow the spirit and ethos of our series.

We understand that the nature of our sport means that drivers and preparers are constantly pushing the boundaries and we respect that. However any actions deemed to exceed such boundaries, either technically or in terms of conduct, or which may be seen as contentious or outside of the spirit of our events will result in exclusion from RKC.

Noise

An increasing number of circuits are facing stricter controls over noise by their local authorities. Unfortunately our karts are generally noisier than their modern counterparts.

RKC was declined further events by the owners of GYG circuit 3 years ago based on noise from our previous visit and Clay Pigeon is no longer allowed to run gearbox classes. Our first event of 2025 at Rowrah will be strictly monitored by the circuit as they too have had regular complaints from residents. To this end RKC has had to impose new regulations to combat noise which are dealt with in a separate document –

YOU MUST ADHERE TO THESE TO ENSURE THAT HISTORIC EVENTS CAN CONTINUE.

1. General Regulations

The Dates and Venues of all events will be published on the RKC website at <https://retrokc.uk> and Retro Facebook page. RKC reserves the right to amend the dates and venues at any time if required.

Full details of all entry prices are also available on the website; this includes reduced entry fees for entering to drive in multiple classes at a race weekend.

Whenever possible all racing occurs on the Sunday of the race weekend. In exceptional circumstances and in advance of the entry closing date, it may be a requirement to undertake a single Round of Heats on Saturday. Practice / Demo runs will generally be available on Saturdays.

All drivers must use the official online entry system provided.

Entries must be submitted no later than 9 days prior to the event in order to guarantee inclusion in grid position selection.

Late entries may be accepted but will not be given a grid position in the Heats resulting in starting from the rear of the grid. A late entry fee of £10 will apply.

Multiple late entries will be gridded for all Heats in order of entry received/recorded.

Methods of payment

Race Entry online system

PayPal – admin@retrokc.uk

Cash at the event

Bank transfer: Name: RetroRace Ltd

Sort code: 60-83-71

Account No: 16656126

1.1 Paddock & Parking

As we are fortunate to have substantial entries the paddocks at most circuits will be exceptionally full therefore NO CARS or other unnecessary vehicles will be permitted. You may drop off equipment to awnings and then move your vehicles outside of the paddock area.

Competitors are not to pit or park any vehicles within a pre-designated paddock region that has been reserved for Officials or Medics.

The use of E-scooters is strictly forbidden

At circuits where overnight stays are permitted RKC will endeavour to provide a 'quiet area'. We ask that this is respected by other competitors and their mechanics and family members by not running generators or playing music late in the evening.

1.2 Circuit Specific

Competitors must abide by the hosting club's supplementary regulations where required - in particular this relates to noise. Where there is any restriction on the start time of the meeting **engines must not be run** prior the specified time. Failure to adhere may lead to exclusion from the event.

Grid sizes may be restricted at some circuits in which case the maximum for each class will be notified when entries open. Priority will be given to RKC members and thereafter allocated by order of entry date.

1.3 Chassis

Specific chassis regulations are listed in individual class regulations.

Replica chassis are not permitted

Chain guards must be used, with added protection to prevent finger contact with the chain and engine sprocket where not covered by the chain guard.

A maximum of 1 chassis is allowed to be used at each race meeting (excluding practice sessions). Chassis or seal numbers must be recorded at pre-race scrutineering.

With agreement from the relevant Scrutineer, the CoC may permit a change of chassis/ provided that the original chassis submitted for Scrutineering has suffered irreparable damage such that it is no longer safe or possible to drive.

1.4 Engines

The maximum number of engines which may be used during a meeting is three, unless specifically stated within the Class Regulations. Changing the crankcase constitutes a change of engine.

Engine numbers must be recorded at pre-race scrutineering.

1.5 Safety Equipment

The following safety equipment must be worn during all practice and race sessions:

Helmets to any of the following standards:

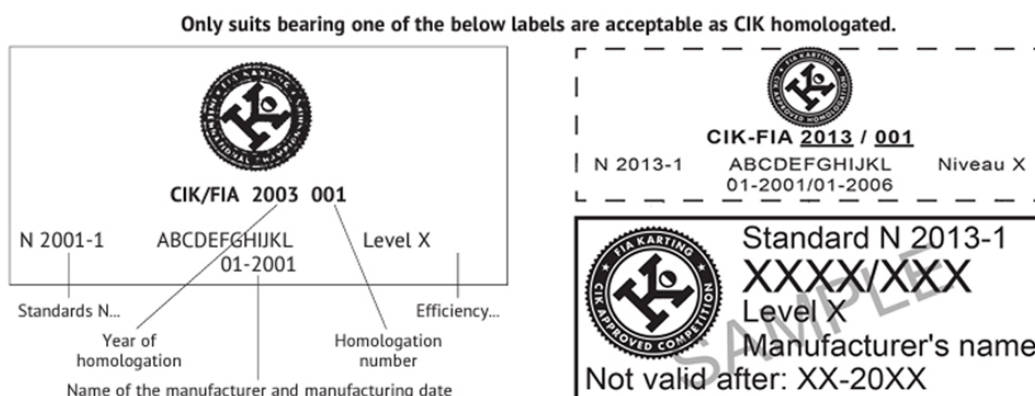
FIA 8860-2010
FIA 8859-2015
FIA 8860-2018
FIA 8860-2018-ABP
SNELL SA2015 (Not valid after 31/12/2026)
SNELL SA2020
SNELL K2015 (Not valid after 31/12/2026)
SNELL K2020
SNELL – FIA CMR2007
SNELL – FIA CMS2007
SNELL – FIA CMR2016
SNELL – FIA CMS2016

For Drivers under 15 years of age, the weight of the helmet must not weigh more than 1,550g so the applicable standards are:

SNELL – FIA CMR2007
SNELL – FIA CMS2007
SNELL – FIA CMR2016
SNELL – FIA CMS2016

‘Whirly’ visors are acceptable but must be fitted on top of normal visors, Holes must not be cut in normal visors.

Suits: The only acceptable CIK homologated suits are those to standard No. 2001-1 or No. 2013-1, level 1 or 2. Examples of the CIK homologation labels are shown below. Expiry dates are not observed. Leather suits without CIK Homologation may be used but must have a minimum thickness of 1.2mm measured at any part of the suit.



Correctly fitted wetsuits, specifically designed for this purpose, may be worn over an approved kart suit.

Footwear: Racing boots with ankle protection

Gloves: Racing gloves

All safety equipment must be in good condition with no significant damage that would reduce the item's ability to protect the driver.

All clothing must be securely fastened at wrists, ankle and neck.

External helmet mounted cameras are not permitted. Cameras may be securely mounted to the kart, at the discretion of the officials. Camera footage will not be accepted by officials for judicial purposes.

Clothing and helmets will be checked randomly during each event and at post-race scrutineering, any items that are non-compliant will be deemed as a technical infringement and will result in disqualification from that heat or final.

1.6 Eligible Drivers

The organisers may ask for proof of age at any time. All drivers must declare their date of birth when registering and drivers under the age of 20 must provide proof of age at the same time.

No racing licence is required and first time racers are welcome, but basic competence is essential. Driver competence will be continuously monitored. In the unlikely event that a driver falls below the standards of a safe racer, they will be prevented from continued participation in the event and asked to demonstrate their competency before being allowed to enter future events.

Novice drivers are welcome to elect to start any race from the back of the grid should they wish, subject to providing reasonable notice. The organisers may compel a driver to start from the back of the grid should they deem this is required for safety reasons.

By signing on to an event, drivers declare that they are fit to race and free from any condition that could impair their ability to drive and race safely.

No driver may go on track without having signed on in Race Control.

Only a Driver who has completed a minimum of three laps practice at racing speeds within an official practice period will be permitted to race.

No Driver may compete unless they attend Driver's Briefing. Failure to attend may result in a fine or exclusion from the event.

1.7 Transponders

Transponder type is AMB/Mylaps at all rounds. It is the competitor's responsibility to ensure they have the correct transponder type at each event. Transponders may be available to hire at a cost of £15 for the weekend but this is not guaranteed as we have a limited number. The organisers will provide information on this prior to each event.

Transponders must be mounted no further forward than the rearmost permanent seat support. The competitor will be responsible for the safe return of any hired transponder and will be charged for any damage or loss. The current cost of a transponder is £349 + vat.

1.8 Driver & Guest Conduct

RKC prides itself on having the most friendly paddock in Karting. Each competitor is responsible for the behaviour of all members of their team and/or guests. As such, any breaches in regulations will be judged to have been caused by the competitor themselves.

Each of the following is a breach of these Regulations and/or Supplementary Regulations and will lead to disciplinary action being taken:-

1.8.1 Abusive language or behaviour, physical assault, or threats of physical assault within the area under control of the Organising Club.

1.8.2 Abusive or derogatory language on Social Media platforms.

1.8.3 Any dishonest act or proceeding in connection with an event and/or kart racing generally.

1.8.4 Any proceeding and/or act prejudicial to the interest of kart racing generally.

1.8.5 Driving in a manner incompatible with general safety, and/or departing from the standard of a reasonably competent driver.

1.8.6 Any contravention of these Regulations in respect of alcohol, drugs, misbehaviour or unfair practice.

1.9 Insurance

1.8.1 Public Liability

RKC has a £10m combined liability policy for Employer, Public, Product and Pollution cover.

1.8.2 Personal Accident

All signed-on drivers and staff are covered by an Aviva Affinity Solutions policy with a maximum cover of £75,000.

2.Sporting Regulations

2.1 Classes

There are 12 senior classes for drivers in the year of their 16th birthday or older* and TKM Junior for drivers from their 11th birthday up to end of year of 16th birthday*

* 16th birthday must be within the calendar season ie: prior to the final race of the year

RKC reserves the right to delete classes from events if entries are not sufficient.

2.1 Weight

Minimum weight limits are for the complete kart including driver, safety equipment and fuel. Selected karts will be weighed in Parc Ferme at the end of each race.

2025 Class weights (kg)		
Class	Number Plate / Number	Min Overall Weight & (Driver Weight)
TKM SENIOR	RED/WHITE	152KG
TKM HEAVY	GREEN/WHITE	175KG
TKM JUNIOR	BLUE/WHITE	BLACK REST 123KG (34KG) GOLD REST 128KG (39KG) BLUE REST 135KG(47KG) PURPLE REST 142KG (57KG) UNRESTRICTED 148KG (67kg)
FORMULA A PRE 95	WHITE/BLACK	148KG
FORMULA A PRE 2000	YELLOW/BLACK	151KG
FORMULA A LC	GREEN/WHITE	158KG
CLASS 4 125 P&R	BLUE/WHITE	165KG
CLASS 4 125 CLASSIC	GREEN/WHITE	170KG
CLASS 4 210 HISTORIC	RED/WHITE	170KG
CLASS 4 250 CLASSIC	WHITE/BLACK	180KG
FORMULA C	YELLOW/BLACK	175KG
CLASS 1 100 NATIONAL	GREEN/WHITE	145KG
CLASS 1B	YELLOW/BLACK	138KG

Please also see specific class regulations

2.2 Pre Race Scrutineering

Competitors must present their kart and safety equipment for scrutineering prior to racing. All equipment must be in a safe condition to use, which will be determined by the official scrutineer on the day. Tyres must be presented for barcode/serial number checking.

Kart, engine and tyre barcodes/numbers should be completed by logging into the website prior to the event where possible. Competitors can maintain their online 'garage' at any time but access

will be disabled during race days and may only be updated by RKC staff in the event of approved changes.

2.3 Fuel

Fuel for ALL classes must be readily available, standard Unleaded UK forecourt fuel.

The Research Octane Number (RON) must not exceed 99.

Ethanol removal or 'washing' is allowed.

Fuel Testing may be conducted during any RKC meeting and/or samples may be taken for testing at a lab.

If fuel analysis (either conducted at the circuit or tested retrospectively at a lab) records an octane of greater than RON 99 then that competitor will be disqualified from all races (and in all classes) in which they were entered at the meeting from which the sample was taken. If lab testing returns a failed result the driver will be liable to pay the entire bill for the testing.

2.4 Dummy Grid & Race Start

Numbers on the dummy grid are strictly limited to driver and 2 pushers. Once the kart is on the floor it is under parc ferme conditions and may not be worked upon without the express permission of the grid marshal. Karts should be on the floor in their dummy grid spot at the latest of two minutes before their race or whenever the grid marshal signals. Minor work to resolve engine starting failures will normally be allowed.

If there is an unexpected delay, the grid marshal may signal a pause to parc ferme conditions, at which point karts may be returned to trollies to be worked on by driver and their assistant. A time limit will be given and any competitors not ready to take the start will be excluded.

If the competitor directly in front of you on the dummy grid oils up, retires, or does not start from the dummy grid/grid, then you are permitted to fill that gap and form up behind the competitor that was directly ahead of the competitor that is missing. If the missing competitor appears during the rolling lap, then you must make space in front of your kart to enable them to take their rightful position. It is the driver's responsibility to make it back to their rightful position in a safe manner (hand up to show you are out of position and not making contact with anyone whilst coming through the field) up to the position of the first yellow flag, which will normally be waved in the final series of corners before the start/finish straight. Use of circuit cut throughs to catch the pack up on the rolling lap is prohibited.

The pole position driver for each race sets the pace for rolling laps, and drivers must stay in formation within tram lines on the lead up to the start line until the lights go out / flag drops and the race begins.

2.5 Post Race Scrutineering – Parc Ferme

Following each race session selected drivers will be guided to the Parc Ferme scales and compliance checking area. These drivers will be weighed and may undergo further compliance checks. Any driver found to be non-compliant with any technical regulation will be disqualified from the race. Any driver found to have deliberately cheated may be handed a further penalty ranging from points deduction to expulsion from the championship. Competitors may have one other person to help them dismantle any item required by the scrutineer.

In the event that a competitor disagrees with the scrutineer's decision he or she may request an independent examination of the contentious item where possible subject to the terms of **regulation 2.15** and payment of the required fee listed in **Appendix A**.

2.6 Tyres

Slick tyres and wet tyres vary between classes so please check your class regulations.

Usage restrictions apply to race sessions only. Competitors may use any tyres of their choice in practice sessions.

Slick tyre barcodes and/or serial numbers will be recorded at pre-race scrutineering and checked throughout the event. Competitors found racing with non-compliant tyres will be excluded from the session.

In the event that a slick tyre needs to be replaced due to damage, the tyre must be presented to the organisers/scrutineer after the race session and **BEFORE you leave parc ferme**. The organisers will decide whether a replacement is required. If accepted, the tyre database will be updated with the new barcode. In the event that a replacement tyre is allowed, it will be one deemed by the Scrutineer to be in a similar state of 'wear' to the rest of the remaining set.

Examples of damage include puncture, bead damage resulting in failure to hold pressure (bead sealer must be tried first), significant cuts due to contact, etc.

Accidental damage from over-inflation or from fitting/removing tyres will not be accepted unless the tyre has not been used in any race session.

Excessive wear due to normal use or poor kart setup will not be accepted as evidence of damage. In such a circumstance the competitor may seek approval from the organisers to replace the tyre(s) to enable them to continue racing. However, this will result in instant disqualification from the championship and the driver will not be eligible for trophies.

Pre heating of tyres is not permitted.

Tyre softening is NOT permitted. RKC may use a "tyre sniffer" and will check tyres both before and after races. If when compared with other competitors a significant difference in readings is identified, you will be disqualified and tyre barcodes removed from the database. RKC's decision is final.

The penalty for deliberate non-compliance with the tyre regulations will be disqualification from the championship and refusal of entry to future events. Costs will not be reimbursed in this circumstance and the organiser's decision is final.

2.7 Driving Standards

Karting is a strictly non-contact sport and competitors are required to show respect for their fellow competitors and officials at all times. Deliberate contact will not be tolerated and will be dealt with severely.

Personal camera footage will not be accepted and may not be presented to officials.

2.7.1 Penalties

Penalties will be at the discretion of the Clerk of the Course and include the following in order of severity:-

- (A) Reprimand
- (B) Time Penalty (or Position/lap Penalty)

- (C) Disqualification
- (D) Suspension
- (E) Exclusion

One or more of the above may be imposed as appropriate.

Additionally, if a driver receives more than one penalty within a single event or more than 3 penalties within 3 events the organisers may refuse entry to subsequent events for a period to be decided dependent on the severity of the offences.

Although RKC is an independent series we may share judicial outcomes with other series on a reciprocal basis. This may influence the decision of RKC or other event organisers whether to accept race entries.

2.8 Race Format

Racing in championship events will normally consist of 3 heats and 1 final. The grids for the heats will be drawn, with each driver given front, middle and back starting position. Points accrued in the heats will determine the grid for the final. This race procedure is subject to change due to local time pressures, weather, daylight, etc. The format may be varied for non-championship events and will be published in supplementary regulations.

Where entries greatly exceed grid capacity RKC may opt to run an additional heat on the Saturday of any event.

Where smaller entries do not justify a dedicated grid smaller classes may be combined with others. In the event of mixed grids the slower categories will start behind the faster ones and may be separated by a time or distance delay.

2.9 Scoring

2.9.1 All 6 rounds count for championship points . Each Class will be scored individually using an identical system. An overall Class champion trophy will be awarded in each class.

2.9.2 RKC reserve the right in extraordinary circumstances, and in advance only, to classify an originally specified calendar non-championship round to count for championship points at said round.

2.9.3 Championship points will be awarded for each Heat as follows:-

1 st	= 30 points
2 nd	= 29 points
3 rd	= 28 points
4 th	= 27 points
5 th	= 26 points
6 th	= 25 points
7 th	= 24 points
8 th	= 23 points
9 th	= 22 points
10 th	= 21 points through to 1 point for 30 th .or below

All non-finishers will be given their respective finishing position and receive points as per the above.

DNS/DSQ = 0pts.

2.9.4 In the exceptional circumstance of only two scoring Heats, and to best maintain continuity of scoring status across all events, the Championship points in **2.9.3** will be awarded for each Heat at 150% of the usual figure.

2.9.5 Championship points will be awarded for each Final as follows:-

1 st	= 75 points
2 nd	= 60 points
3 rd	= 51 points
4 th	= 45 points
5 th	= 40 points
6 th	= 36 points
7 th	= 33 points
8 th	= 31 points
9 th	= 30 points
10 th	= 29 points through to 5 points for 34 th .

All non-finishers will be given their respective finishing position and receive points as per the above.

DNS/DSQ = 0pts.

In the exceptional circumstance that a Final cannot be completed to the point at which a Race can be defined as taken place then all competitors will be classified using Grid positions for that Final and Championship points allocated as per **2.9.5**.

In the event of a points tie at the end of the season, and following the deduction of dropped rounds, the driver with the most Finals wins will be placed highest. If still tied, the driver with the most Finals seconds will win. This is to be carried on until one driver has been found to have done better than the other. If still tied, the result will go to the tied driver to be best placed in the first race of the season.

Drivers whose kart fails to comply with the regulations during a heat are considered a non- finisher for that heat. A kart that fails to comply with the regulations after the final is disqualified from the results of the final.

Guest drivers will not be awarded championship points. Points for other drivers will be awarded as though this competitor is not present.

Any competitor (whether guest or registered) entering the final round having not raced at any previous round will not be awarded championship points. Points for other drivers will be awarded as though this competitor is not present. All drivers will be eligible for that meeting's trophies.

2.10 DNS

No points will be awarded for a non-starter.

2.11 Race Numbers

Numbers must be displayed on the front and rear of all karts, where sidepods are used numbers must also be displayed on both sides of the kart. The numbers must be at least 15cm high and have 2cm stroke width.

2.12 Seeded Numbers

Drivers finishing in the top 10 of the previous year championship will be eligible to run their finishing position as their race number for the current year championship if desired. Special event numbers may be used until and including the same event in the following year. If a special event is

not continued the plate may be used until the end of the season. In exceptional circumstances such numbers may be passed on to another driver subject to agreement by RKC.

2.13 Protest against a fellow competitor

The right to protest lies solely with the Entrant or Competitor who is a party to a dispute about an act or omission of another Competitor in the event in which they have taken part.

Every protest, which must be in writing, must include the grounds for the protest, must be signed by the party making the protest, and accompanied by the payment, see **Appendix A**; this must be lodged with the Secretary of the Meeting or the Clerk of the Course within 30 minutes of the official publication of results.

Where facilities exist for immediate payment by electronic transfer of funds of the above fees, then payment by such method is acceptable.

Any protest may only be made by a single competitor or their guardian against another single competitor however individual protests from multiple competitors may be made on the same grounds.

Unless otherwise decided by the Clerk of the Course protest deposits will be forfeit if the protest is not upheld. A protest can be withdrawn before the hearing, but the protest deposit will only be refunded at the discretion of the Clerk of the Course.

Protests against competitors will be considered by the Clerk of the Course whose decision will be final. He or she may seek information from other witnesses.

2.14 Protest against eligibility of equipment

A protest may be made against the eligibility of any kart or part thereof.

Any such protest must be made in writing and accompanied by the appropriate fee detailed in **Appendix A** within 30 minutes of the performance that gives rise to the protest.

The Clerk of the Course shall order that the kart or engine will immediately be examined by the Scrutineer.

Where possible the Scrutineer will report his findings to the Clerk of the Course, who will adjudicate on any contraventions of the Technical Regulations. After giving the parties the opportunity to be heard, the Clerk of the Course will apply the penalties prescribed by the Regulations.

In the event that a decision cannot be reached regarding eligibility a kart, tyre, engine or other component may be sealed for later inspection subject to the terms of **regulation 2.15** and payment of the required fee listed in **Appendix A** by the competitor making the protest.

Competitors must remain available at an event until any protest period relating to their event or appeal period in any matter in which they are involved has elapsed, failing which, any judicial action against or relating to that competitor may be heard in their absence.

If the protest is upheld all fees will be returned to the competitor making the protest and the other party will become liable for the inspection costs. The contentious components will not be returned until payment is made. If the protest is not upheld the competitor making the protest may be liable for re-assembly costs of the relevant components.

2.15 Later inspection of equipment

Where the findings of the scrutineer are not accepted by a competitor or protester any component part of a kart, including tyres, or engine may be sealed for later inspection.

In the event of sealing a kart, tyre, engine, or component for later inspection the Scrutineer shall furnish the Clerk of the Course and the Competitor, with details of the seals used, their number and position; photographs should be taken of the seals in position. Any such sealing shall be carried out in the presence of the Competitor who has competed with the equipment.

Where possible RKC will undertake to deliver the sealed items to the original manufacturer or specialist laboratory, otherwise an independent specialist or engineer may be chosen by the organisers.

The competitor who disputes decision of the scrutineer will be required to lodge the inspection fee detailed in **Appendix A** with RKC within 2 days. Failure to lodge the said amount within the time limit will result in the protest lapsing and the original protest fee will be forfeit.

2.16 Distribution of Awards

Where possible trophy presentations will take place 30 minutes after the end of the final race of the day. Where a protest is pending the presentation for that class may be delayed until the following event and championship points will not be allocated until conclusion of the protest.

If, after the distribution of prizes, a decision is made which affects the results of a competition, any Competitor to whom a prize has been awarded but who is adjudged to be ineligible must return the prize to the Organisers on demand.

2.17 Race Stoppage / Red Flags

In the event of a red flag the race should be restarted, where possible, in single file based on the order of the last available timing point minus any retired karts. Any kart that was stationary at the time of the red flag being called may start at the back of the grid subject to being raceworthy. The race may be abandoned in the event that at least 75% of the race has been completed and the result of the race will be counted as the calculated grid of a restart. Repairs may not be carried out under red flag conditions with the exception of changing a spark plug to facilitate a restart.



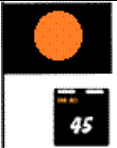






2.18 Outside Assistance

Outside assistance is not permitted once a race has started. The race start occurs when the pole position kart crosses the start line following the change of lights or raising of the flag

Appendix A – Judicial Fees

Protest Fee at Event	£125
Fee for Technical inspection delayed to after event	£350
Fine for non-attendance of Driver's Briefing (to be donated to charity)	£25

Appendix B- Flags

<p>Black Flag: The driver must immediately cease racing and stop at the pits within one lap of receiving the signal and report to the CoC. A penalty of exclusion may be enforced by display of the Black flag. This flag is always displayed with a board showing the relevant competitor's kart number.</p>	
<p>Black and White Flag: A warning, to the driver that their behaviour is suspect and that they may be Black-flagged on further reports. This flag is always displayed with a board showing the relevant competitors kart number.</p>	
<p>Black and Amber Flag: Notification of apparent mechanical failure or of a fire which might not be obvious to the driver. The driver must immediately cease racing and stop at the pits within one lap of receiving the signal. This flag is always displayed with a board showing the relevant competitors kart number.</p>	
<p>Red Flag: Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to pits or start line obeying marshal's instructions, and being prepared to stop should the track be blocked.</p>	
<p>Yellow Flag: Stationary: Danger, slow down sufficiently to ensure that full control of the kart can be retained. No overtaking. Waved: Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action. No overtaking.</p>	
<p>Green Flag: All clear, at the end of a danger area controlled by yellow flags. Maybe used to signal the restart of the race following a pace flag.</p>	
<p>Blue Flag: Usually shown when the leaders are coming to lap you. Stationary: Another competitor is following close behind. Waved: Another competitor is trying to overtake.</p>	
<p>Green and Yellow Chevron Flag: False Start False Start, reform as per grid positions at Starter's Orders and proceed at rolling lap speed and as per rolling lap procedure.</p>	
<p>Yellow and Black Quartered (aka Battenberg) - Safety Flag / Pace Flag: Immediately slow down and form up in single file behind the leader, no overtaking. Continue at a reduced pace, with no overtaking until a green flag is shown at the start finish line. The race leading kart must slow down to a steady pace (as on a rolling start lap). Used to keep the race running as an alternative to a red flag.</p>	
<p>Slippery Surface Flag: Stationary: Slippery surface ahead. Waved: Slippery surface imminent.</p>	