

IAME SERIES UAE SPORTING REGULATIONS 2025/2026 VER 1.0

NAME OF SERIES: IAME Series UAE

ORGANIZER: RAK Track

1. SPORTING REGULATIONS

RAK TRACK (the "Organizer") organizes IAME Series UAE (the "Event"). The Event is the property of RAK Track. The title will be awarded to the winning drivers in each category. All parties concerned (ASN, Promoters, Manufacturers, Organizers, Drivers, Entrants and Circuits) undertake to apply and respect the rules governing FIA Karting and the Series.

2. REGULATIONS

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 these Sporting Regulations. The Annexes are an integral part of the Regulations.

3. ORGANIZATION

The Event shall be run in accordance with the EMSO National Sporting Code, EMSO Environmental code, EMSO Code of Conduct, both IAME Series UAE Sporting and Technical Regulations 2025/2026, Supplementary Regulations concerning each round and the FIA International Sporting Code and its appendices.

4. SPECIFIC INFORMATION OF THE SERIES

4.1 Organization Office

RAK Track
P.O. Box: 2120, Ras Al Khaimah, UAE
Tel: +971 7 2222128, Fax: +971 7 2444733
E-mail: events@iame.ae
Web: www.raktrack.ae; www.iame.ae

4.2 Dates and Venues

Round 1 – October 5, 2025 – RAK Track
Round 2 – October 18, 2025 – Dubai Kartdrome
Round 3 – October 19, 2025 – Dubai Kartdrome
Round 4 – November 22, 2025 – Sharjah Kart Track
Round 5 – November 23, 2025 – Sharjah Kart Track
Round 6 – January 3, 2026 – Yas Marina Circuit
Round 7 – January 4, 2026 – Yas Marina Circuit
Round 8 – January 31, 2026 – Al Forsan International Circuit
Round 9 – February 1, 2026 – Al Forsan International Circuit
Round 10 – February 8, 2026 – RAK Track

4.3 Proposing and Authorizing ASN

The Event is organized by RAK TRACK and sanctioned by EMSO as a National Championship.

4.4 Entry Closing Dates

Registration to the Events will be closed 2 weeks before the day of the race.

4.5 Entrant's Application

4.5.1 Mandatory Entrant License

Applicant Drivers and Entrants must possess the respective valid minimum National Licenses and the necessary authorizations (visas) issued by their ASN affiliated to the FIA Karting.

4.5.2 Mandatory Visa

In compliance with Articles 2.3.7 and 3.9.4 of the FIA International Sporting Code:

Entrants and Drivers who wish to take part in a National or International competition organized abroad can only do so with the prior approval of their own ASN. This authorization shall be given by the ASN concerned in such form as they might deem convenient.

4.5.3 Mandatory Driver Licenses (International Drivers other than UAE)

Minimum Driver Licenses: National License & in compliance with FIA Karting Licenses & Code of Conduct.

4.5.4 Minimum Age

8 years old (in the current year).

4.6 Entry Restrictions

4.6.1 Entries are taken on a first come, first served basis.

4.6.2 Entries are only deemed as submitted once full payment has been received. The Organizer reserves the right to reject entries at its discretion.

4.6.3 Applications to participate in the event must be submitted by entrants or drivers to the Organizer through the Online Entry form available on www.iame.ae website.

4.6.4 The number of entries in the Event will be limited in each category. The Organizer reserves the right to accept more Drivers according to the number of entries received.

4.6.5 Drivers are not allowed to enter more than one Category per event (with exception of Mini U10 drivers who are classified in two categories).

4.7 Entry Fees

4.7.1 Race Entry Fee

Per round: AED 1045 (VAT exclusive) – *applies to all rounds except Round 6 & 7*
Round 6 & 7 (Yas): AED 2,300 (VAT exclusive) for both rounds

Paid in advance: AED 9,240 (VAT exclusive) for all 10 rounds including mandatory one set of wet tyres.

4.7.2 The entry fee includes access to the track on Race Day only.

4.7.3 No entry fee will be reimbursed after the entries closing date.

4.7.4 Late Entry

Late Entries, if accepted, will be subject to an additional charge of AED 315 (VAT inclusive).

5. CATEGORIES

5.1 IAME Series - Mini ("U10")

Minimum age: 8 years old (in the current year)

Maximum age: 9 years old (Must not have their 10th birthday prior to last round)

Engine: IAME X30 WATER SWIFT 60cc TaG

Minimum weight: 110 Kg

5.1.1 U10 category drivers will be classified in both 'U10' and overall Mini classification.

5.2 IAME Series - Mini ("Mini Category")

Minimum age: 8 years old (in the current year)

Maximum age: 12 years old (Must not have their 13th birthday prior to last round)

Engine: IAME X30 WATER SWIFT 60cc TaG

Minimum weight: 110 Kg

5.3 IAME Series - Junior ("Junior Category")

Minimum age: 12 years old (in the current year)

Maximum age: 15 years old (Must not have their 16th birthday prior to last round)

Engine: IAME S125 (Junior version)

Minimum weight 145 Kg

5.3.1 Drivers holding International ITG licence are eligible to compete in X30 Junior class.

5.4 IAME Series - Senior ("Senior Category")

Minimum age: 15 years old (in the current year)

Engine: IAME S125

Minimum weight: 158 Kg

5.4.1 Drivers holding International ITF or ITE licence are eligible to compete in X30 Senior class.

5.5 IAME Series - Senior 170 ("Senior 170 Category")

Minimum age: 15 years old (in the current year)

Minimum weight: 170 Kg

Engine: IAME S125

5.5.1 Only drivers aged 30+ years old can win a ticket to IWF26 in Master category.

5.6 Classes

Depending on the number of Entries, the Organize may segregate or merge categories of similar characteristics but will maintain separate classification.

6. Prizes and Awards

6.1 Overall Prizes and Awards

6.1.1 Trophy and Title

A respective title, and trophy or medal, will be awarded to the overall 1st to 3rd placed classified Drivers in each class in each category.

6.1.2 Additional Awards

Additional awards will be given out as follows:

6.1.2.1 Mini U10

The overall classified Champions of Mini U10 category will be awarded:

1st place: AED 4000 in spare parts

2nd place: AED 2000 in spare parts

3rd place: AED 1000 in spare parts

6.1.2.2 Mini, Junior, Senior, Senior 170

1st place: free entry to the IWF 26 (entry fee only, excluding drivers pack) + AED 4000 in spare parts
 2nd place: free entry to the IWF 26 (entry fee only, excluding drivers pack) + AED 2000 in spare parts
 3rd AED 1000 in spare parts

6.2 Individual Rounds Prizes and Awards

A respective title, and trophy or medal, will be awarded to the 1st to 3rd placed classified Drivers in each class in each category at every Round.

6.3 The Organizer reserves the right to amend the prizes and awards given out at its discretion and without prior notice.

6.4 Drivers holding UAE Licence who qualified to IAME IWF should represent the UAE, regardless of driver's nationality.

7. **ORGANIZER'S SUPPLEMENTARY PROVISIONS**

Starting from the first day of free practice sessions, only specified tyres below are allowed in the Event.

7.1 IAME Series dry tyres – Junior

Komet Racing Tyres Model K3H

Front size: 10 x 4.60-5

Rear size: 11 x 7.10-5

(2 front and 2 rear tyres) - Starting from the Qualifying Practice.

The Tyres will be placed in a tyre-pool, raffled and handed out accordingly and then the tyres will be registered to the Competitor's number during hand over.

7.2 IAME Series dry tyres – Senior & Senior 170

Komet Racing Tyres Model K3M

Front size: 10 x 4.60-5

Rear size: 11 x 7.10-5

(2 front and 2 rear tyres) - Starting from the Qualifying Practice.

The Tyres will be placed in a tyre-pool, raffled and handed out accordingly and then the tyres will be registered to the Competitor's number during hand over.

7.3 IAME Series dry tyres – Mini

Komet Racing Tyres Model K1D-M

Front size: 10 x 4.00-5

Rear size: 11 x 5.00-5

(2 front and 2 rear tyres) - Starting from the Qualifying Practice.

The Tyres will be placed in a tyre-pool, raffled and handed out accordingly and then the tyres will be registered to the Competitor's number during hand over.

7.4 Wet tyres

Running in of wet tyres on a dry track is prohibited. Wet tyres may only be used if the Race Director has declared Wet Race / Practice. The choice of tyres in a declared wet race will be left to the appreciation of the Driver. The Race Director or Clerk of the Course reserving the right to use the black flag if he deems that a Driver's kart is fitted with the wrong set of tyres and that the Driver is too slow and dangerous for other Drivers. The use of «slick» tyres is therefore mandatory in any other case.

Wet tyres for Mini: Komet K1D-W

Wet tyres for Junior, Senior and Senior 170: Komet K1W

8. GENERAL UNDERTAKINGS

- 8.1 All drivers, Entrants and Officials participating in the IAME Series undertake, on behalf of themselves, their employees and agents, to observe all provisions of the International Sporting Code (the "Code"), the Karting Technical Regulations (the "Technical Regulations"), the General Prescriptions applicable to the FIA Karting international Events and Championships, Cups and Trophies (the "General Prescriptions"), Appendix 1 of Series Regulations, the Supplementary Regulations of the Event concerned and these Sporting Regulations.
- 8.2 The Organizer reserves the right to issue additional statements following the agreement of the ASN presenting the Series, concerning the rules and regulations (previously approved by the ASN proposing the series) from time to time. All such statements will be issued to registered competitors by way of competitors' bulletins at the race meeting, or posted to the email address indicated on the Event registration form, or reported on the official website of the event.

9. GENERAL CONDITIONS

9.1 Paddock Service Vehicles

Entrants are to note the space reserved for servicing vehicles. No private vehicles are authorized to be in this area.

9.2 Entrants & Drivers

Entrants and Drivers must report to the reception office immediately upon arrival to be identified, sign on and surrender their Competition Licence.

9.3 Paddock

9.3.1 It is strictly forbidden to erect or unload any equipment until you have been allocated your place in the paddock.

9.3.2 No driver may enter the track for official heats before or without having passed the Sporting & Technical Verifications.

9.3.3 All karts must display the official race numbers beginning from the first non-qualifying practice session (Official/Exclusive Practice). In compliance with Article 26.3.7 of Appendix 1.

9.3.4 Only vehicles with authorized passes are allowed in the Paddock.

9.3.5 Each Paddock space (8x6meters) shall be equipped with at least one 5 Kg fire extinguisher.

9.3.6 It is strictly forbidden to smoke or use any device risking provoking fire in the Paddock area. It is forbidden to cook in the Paddock, except with special authorization from the Organizer. In all cases, these installations shall be electrical, isolated and equipped with at least one (1) 5 kg fire extinguisher. Smoking is only allowed in designated areas.

9.3.7 Usage of motorized vehicles such as mini-motors within the Paddock is forbidden. Violators face risk of exclusion.

9.3.8 Ground carpets required to be used throughout the entire race week.

9.3.9 Refuelling is only allowed in your allocated paddock space.

9.3.10 Floor mats or suitable equivalent floor covering beneath karts in your allocated paddock space is obligatory.

9.3.11 Engine warm up in the Paddock area must not exceed 30 seconds.

10. PARC FERMÉ

Only one (1) driver per kart and one (1) mechanic is allowed in the "Parc Fermé".

11. RACING NUMBERS AND DRIVER NAME

11.1 Racing Number

Mini:	100 to 199
Junior:	200 to 299
Senior:	300 to 399
Senior 170:	400 to 499

11.1.1 Novice Drivers

A competitor will be considered as a "Novice" and must carry Novice plates until he/she has completed two sanctioned kart races.

Novice drivers will occupy the rearmost grid positions in all races (Heats, Pre-Final, Final) notwithstanding his/her qualifying performance.

The novice plate must be a 22cm square yellow sticker or yellow plastic plate (plastic plate must have rounded off corners as per CIK regulations) with a black "X" running from corner to corner (2-3cm stroke width). It must be displayed on the rear bumper alongside the regular race number plate.

11.2 Driver Name and Nationality (Optional)

Display of Driver Name is optional. Should the driver wish to display his/her name and nationality on the kart, the Driver's name and the flag of his nationality (The flag displayed must be as per the nationality of the License) shall be in the fore part of the lateral bodywork. The minimum height of the flag and the letters of the name shall be 3 cm.

11.3 The Driver is responsible for ensuring that the required numbers are clearly visible to Officials, Timekeepers and Marshals at all times.

11.4 It is mandatory to place 'IAME' sticker on the engine radiator and on the helmet visor during the official phase of each Round (from Official Practice to Final).

11.5 Karts not in conformity with article 11.1, 11.2, 11.3 and 11.4 may be not allowed to participate in the Event.

12. THE SERIES - PRINCIPLE AND RUNNING

12.1 The Series will consist of 10 rounds held on different dates.

12.2 Each round (the "Round") of the Series will be run over 7 segments:

Signing On
Scrutineering
Briefing

Qualifying Practice
Heat
Pre-Final
Final

12.3 Race distances will be stated in the Event's Supplementary Regulations or Event Schedule.

12.4 All Drivers must have passed the sporting checks and have numbers and names (optional) displayed on their karts before taking part in any segment of the Event.

- 12.5 A transponder is mandatory beginning from the first session of Exclusive/Official Practice until the end of the Final. It must be fixed on the lower part of the back of the kart seat.
- 12.6 Official Practice
Only tyres of the same brand and model assigned to each category are allowed.
- 12.7 Qualifying
- 12.7.1 Classification
- 12.7.2 Each group will be allowed out for a 6-minute qualifying session. Each lap is timed and the fastest time during the Driver's session will determine his/her starting grid position in the Heat. Any ties will be decided by the second-best time and so on.
- 12.7.3 If a Driver stops in the Paddock Area during the Qualifying, the stop will be definitive. He/she will not be allowed to re-join the Qualifying.
- 12.7.4 Drivers are to individually report to the scale for checking of weight immediately after they finish a Qualifying session or after their early stop as per article 12.7.3 and in accordance with article 2.5 of the FIA International Sporting Code, whichever is earlier. Drivers may only leave through the "Paddock Area".
- 12.8 Heat
- 12.8.1 Classification
The winner of each Heat is the driver who has completed the stipulated number of laps in the shortest time. All drivers behind him/her have finished the heat without taking into consideration the number of laps completed.
- 12.8.2 The classification of the heats is determined by each Driver's number of completed laps. This includes Drivers who have not finished. Drivers who have completed the same number of laps will be classified according to the order in which they crossed the finish line.
- 12.9 Pre-Final and Final
- 12.9.1 Each Round will comprise 2 races in its final phase, named "Pre-Final" and "Final".
- 12.9.2 Both Pre-Final and Final count towards the overall championship standings.
- 12.9.3 The chequered flag will be shown to the leading kart when it crosses the finishing line (the "Line") at the end of the last lap. The Line consists in a single line across the track.
- 12.9.4 The starting grid position in Pre-Final is determined by the Drivers classification in the Heat. The finishing order of The Pre-Final will determine the starting grid position in The Final.
- 12.9.5 Classification
Drivers will be awarded points for Pre-Final and Final according to their finishing positions as follows:
- 12.9.6 Pre-Final Score points: 34.33.32.31. to the last classified driver.
- 12.9.7 Final Score points: 55.52.50.49.48.47. to the last classified driver.
- 12.9.7.1 In the case of a DNF (Did Not Finish), competitors will be classified according to the number of laps completed.
- 12.9.7.2 In the case of a DNS (Did Not Start) in a Pre-Final or Final, competitors will be reclassified after the last classified competitor. DNS scores 3 points less and down the order with other DNS as per their last classification heat position.

- 12.9.8 The final classification of each Round will be according to the total number of points awarded to each driver during Pre-Final and Final.
- 12.9.9 In case of Pre-Final or Final cancellation due to “Force Majeure”, no points will be given for that particular Pre-Final or Final.
- 12.9.10 In the event of exclusion from the event through Scrutinizing or Juridical Action, no points will be given.
- 12.9.11 Drivers who are excluded by a black flag/Juridical Action and/or misbehaved in the paddock area during/after a Race will be authorized to participate in the following Race at the discretion of the Stewards. Drivers excluded for technical non-compliance will be admitted to the following Race at the discretion of the Stewards upon advice from the Scrutineers. All other qualified Drivers will be allowed to take the start.
- 12.9.12 The total of all Pre-Finals and Finals results from all Rounds will be computed cumulatively (the “Championship Points”) for the final overall classification of the Event minus two worst Pre-Finals and two worst Finals out of all rounds. “Non-attended” round will classify as worst Pre-Final and worst Final scores.
- 12.9.12.1 In case of exclusion from the race/meeting, competitor cannot drop the points for this Pre-Final/Final.
- 12.9.13 Bonus Points: Each driver who enters and competes in at least 8 Rounds will be awarded 10 bonus points per each round he/she competed in.
- 12.9.13.1 Drivers who entered the Round but cannot compete due to a medical reason will be awarded the bonus points for that Round given that they have provided a medical certificate confirming that they cannot compete on the day of the Round. The Organizer reserves the right to reject such certificate.
- 12.9.14 Extra Bonus Points: Double points for one best Pre-Final and one best Final score out of all rounds will be awarded.
- 12.9.15 All eligible drivers will be awarded Championship Points.
- 12.9.16 Driver with the highest number of points after all Rounds, dropped points and bonus points wins the Championship.
- 12.9.17 Dead heats between Drivers:
If two or more Drivers finish the season with the same number of points, the highest place in the Championship held over a series of Competitions (in either case) will be awarded to:
- a) the holder of the greatest number of first places in the Final races
 - b) if the number of first places is the same, the holder of the greatest number of second places in the Final races
 - c) if the number of second places is the same, the holder of the greatest number of third places in the Final races, and so on until a winner emerges;
 - d) if there is still a dead heat, the better position in the Final Race of the last Competition will be decisive

12.10 Team Championship

Racing teams will score points awarded to their highest ranked driver per race (Final) in each class (1 Mini, 1 Junior, 1 Senior and 1 Senior 170 driver). Team championship will be determined at the end of the season. The final classification (Team Ranking) will be according to the total number of points scored at all 10 Final races in all 4 classes. Drivers must confirm the team they are racing for during registration process. If a driver changes the team during season, points scored for previous team cannot be carried to a new team.

13. ELIGIBLE KARTS AND EQUIPMENT

Each Driver will be entitled to submit to Scrutineering the following equipment:

- Number of chassis: 1 FIA Karting homologated 2010 or newer.
- Number of engines: 2 of the same model, They must be originals and strictly in accordance with the Technical Regulations and the technical data sheets of each category. Only engines Imported by RAK TRACK are allowed.
Engines that are imported to UAE before 2015 can still be used if the owner can satisfy RAK TRACK that it was imported before 1st of January 2015.

14. SCALE, WEIGHING PROCEDURE

The scale of the day will be located in the “Paddock Area/Parc Ferme”. This scale is the only one which will be officially used and counted.

- 14.1 After each Qualifying Practice, Qualifying Heats, Pre-Final and Final, each kart crossing the line will be weighed simultaneously then separately. If the kart is unable to reach the Weighing Area by its own means it will be placed under the exclusive control of the Marshals, who will take it there or have it taken there, and the Driver shall report to the Weighing Area as soon as he/she returns to the pits so that his weight may be established.
- 14.2 If for reasons of “Force Majeure” the Driver is unable to report to the scales at the end of a Qualifying Practice, Qualifying Heat or Pre-Final or Final, his/her kart will be weighed on its own and the Driver’s weight registered after Qualifying Practice would be added to that of the kart.
- 14.3 No solid, liquid or gaseous matter or substance of any nature whatsoever may be added to a kart, placed on it or removed from it before weighing (except by a Scrutineer within the framework of his official duties).
- 14.4 Only Scrutineers and Officials may enter the weighing area. No intervention whatsoever is allowed in that area unless it has been authorized by these Officials.
- 14.5 Karts and Drivers are not allowed to leave the weighing area without the authorization of the Scrutineer.
- 14.6 Any infringement to these provisions relating to the weighing of karts may entail the exclusion of the driver and kart concerned.
- 14.7 The Organizer shall place the scales under a shelter at the entrance to the “Finish” Paddock/Parc Ferme Area and must provide for sufficient personnel to ensure the placing of the kart on the scales. Mechanics will be kept away from the karts until the weighing procedure of their karts is over.
- 14.8 If the weight of a Driver and of his/her kart is under that specified in the Technical Regulations, the result will be communicated in writing to the Entrant, and the kart and its Driver will be excluded from Qualifying Practice, Heat or the Race concerned.
- 14.9 It is forbidden to drink, pour water on the suit, and introduce any kind of liquid inside the Parc Fermé.

15. OFFICIALS

- 15.1 The following Officials will be appointed by the Organizing Committee and their names will be stated in the Supplementary Regulations of the Competition:
 - Race Director or Clerk of the Course
 - Stewards – at least one
 - Chief Scrutineer
 - Timekeeper
 - Judge of Facts in charge of Race Control, Pre-Grid and Parc Ferme
 - Secretary of the meeting
 - The rest of the officials

- 15.1 The Clerk of the Course/Race Director must be in contact with all Marshals' posts whenever karts are allowed to drive on the track. The Panel of Stewards, the Race Director/Clerk of the Course and the Chief Scrutineer, must be in permanent radio contact.
16. **BRIEFING**
Article 13 of Appendix 1 of Series Regulations.
17. **STARTING GRIDS**
Article 14 of Appendix 1 of Series Regulations.
18. **STARTING PROCEDURE**
Article 15 of Appendix 1 of Series Regulations.
19. **NEUTRALIZATION OF A QUALIFYING HEAT OR A RACE**
Article 16 of Appendix 1 of Series Regulations.
20. **SUSPENDING A PRACTICE OR RACE**
Article 18 of Appendix 1 of Series Regulations.
21. **RESUMING A RACE (QUALIFYING HEAT OR RACE OF THE FINAL PHASE)**
Article 19 of Appendix 1 of Series Regulations.
22. **FINISH**
Article 20 of Appendix 1 of Series Regulations.
23. **INCIDENTS**
Article 21 of Appendix 1 of Series Regulations.
24. **ENTRANCE TO THE PIT LANE**
Article 27.4 of Appendix 1 of Series Regulations.
25. **GENERAL SAFETY**
Article 9 of Appendix 1 of Series Regulations.
26. **KART SAFETY**
Article 26.2.2 of Appendix 1 of Series Regulations.
27. **DRIVER SAFETY EQUIPMENT**
Article 26.6 of Appendix 1 of Series Regulations.
28. **CODE OF DRIVING CONDUCT ON KARTING CIRCUITS**
Article 27 of Appendix 1 of Series Regulations.
29. **PROTESTS AND APPEALS PROCEDURES**
Article 22 of Appendix 1 of Series Regulations.

IAME SERIES UAE 2025/2026 APPENDIX 1

1. ELIGIBLE KARTS

Only karts complying with the CIK-FIA Karting Technical Regulations, with the Recognition Regulations or, failing this, with any regulations of the ASN concerned submitted to the approval of the CIK-FIA, may be accepted in a Competition.

The safety prescriptions of the CIK-FIA must always be applied (Article 26.6 of this Appendix, Driver Safety Equipment).

2. FRONT FAIRING & FRONT FAIRING MOUNTING KIT

In all Competitions, the use of a homologated front fairing and of the homologated front fairing mounting kit is mandatory.

Correct installation of the "Front Fairing"

The front fairing (using the front fairing mounting kit) must be in the correct position as from the Qualifying Practice until the final phase, as described in Technical Drawing No. 2.2.1 and 3.2.1

The black flag with an orange disc will not be shown to a Driver if his front fairing is no longer in the correct position. If the Scrutineers/Judges of Fact report, after Qualifying Heats and final phase races, that the front fairing on one or more karts was no longer in the correct position when the "black and white chequered flag" was waved and the kart(s) concerned crossed the finish line, or when the race has been suspended under Article 18 of this Appendix, except if fewer than two laps have been completed, a time penalty of 5 seconds will be automatically imposed in all cases by the Stewards on the Driver(s) concerned.

This decision is not subject to appeal. The Competitors concerned shall not be invited to sign the decision documents.

At any time from Qualifying Practice until the final phase, including after the «black and white chequered flag» has been waved, or when the race has been stopped under Article 18 of this Appendix, except if less than two laps have been done, and until the weighing of the kart, if it is found / proven that a Driver or a third party has attempted to refit or has successfully refitted, outside the repair area, a front fairing that was not correctly positioned, the Driver concerned will be disqualified from the Competition.

This decision is not subject to appeal.

3. PUBLICATION OF THE SUPPLEMENTARY REGULATIONS

A. Organisers must indicate in their Supplementary Regulations whether there are problems of importation of competition karts or of spare parts, and what measures to take in order to limit such problems.

B. Any modification or supplementary provision to the regulations of a Competition must be introduced in the respect of the Code, by the inclusion of numbered and dated bulletins, which will become an integral part of the Supplementary Regulations of the Competition.

4. ACCEPTATION OF ENTRIES

In his Supplementary Regulations, the Organiser may stipulate the minimum number of karts entered; if this number is not reached, the Organiser has the right to cancel the Competition.

5. GENERAL CONDITIONS

A. It is the Competitor's responsibility to ensure that all persons concerned by his entry observe all the requirements of the Code, the Technical Regulations and the Sporting Regulations. If a Competitor is unable to be present in person at the Competition, he must nominate his representative in writing. The person having charge of an entered kart during any part of a Competition is responsible jointly and severally with the Entrant for the respect of all the provisions of the Code and of the Regulations.

B. Competitors must ensure that their karts comply with the conditions of eligibility and safety throughout practice and the race.

C. All persons concerned in any way by an entered kart or present in any other capacity whatsoever in the Paddock, Servicing Parks or on the track must wear an appropriate pass at all times.

6. SCRUTINEERING AND SPORTING CHECKS

A. During the initial Scrutineering and Sporting Checks, which will take place on the dates and at the locations specified in the Supplementary Regulations of the Competition or in the Timetable, each Driver and each Entrant must have all required documents and information available.

B. Unless a waiver is granted by the Stewards in particular circumstances, Drivers and Entrants who do not keep to the time limits imposed will not be allowed to take part in the Competition.

C. An Entrant, a Driver or any other person concerned by a kart may not be required to sign a discharge or any other document which has not previously been approved by Event Organizer.

- D.** The Clerk of the Course or the Chief Medical Officer may ask a Driver to undergo a medical examination at any time during a Competition.
- E.** No kart may participate in a Competition unless it has been checked by the Scrutineers.
- F.** At any time during a Competition, the Scrutineers may:
- Check the eligibility of the kart or of the Driver's equipment,
 - Require a kart to be dismantled by the Competitor to make sure that the conditions of eligibility and conformity are fully satisfied,
 - Require a Competitor to supply them with such parts or samples as they may deem necessary.
- G.** Any kart which, after being passed by the Scrutineers, is dismantled, modified or mended in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for Scrutineering approval.
- H.** The Clerk of the Course may require that any kart involved in an accident be stopped and checked.
- I.** Checks and Scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organisation of the Servicing Parks and/or the Parc Fermé, and who alone are authorised to give instructions to the Competitors.
- J.** The Stewards will publish the findings of the Scrutineers concerning every karts controlled and will place them at the disposal of other Entrants on request. These findings will not include any specific figures except concerning fuel tests.
- K.** Submitting a kart to Scrutineering shall be considered as an implicit statement of conformity.
- L.** At the Sporting Checks, each Driver will receive an «Scrutineering Card/Record». All details relating to the full equipment must be entered on this form before submission to Scrutineering. An incomplete «Scrutineering Card/Record» will be rejected.
- M.** Racing numbers and possible advertising signs shall be on the kart when the equipment is submitted to Scrutineering.
- N.** A Driver shall not be allowed to change his/her equipment after it has been identified at Scrutineering.
- O.** Systems for the measuring of the maximum engine revs and/or for the control of the clutch functioning may be used in categories where engine speed limits and/or limits regarding clutch functioning are prescribed. They shall be installed in the strict respect of the relevant instructions.
- P.** On decision of the Stewards, the Scrutineers will be authorised to interchange Competitors' ignition systems for the system supplied by the CIK or the ASN concerned. The substitution ignition system will have to be of the same make and same model as the one used by the Competitor concerned.

7. ACCESS TO THE TRACK

Only the Officials provided for on the Officials' list will have access to the track. Representatives of the press may be given access to the track only if they have expressly asked the Organizer to do so and if the authorization has been granted to them. They must also respect any safety instructions given by the Officials.

8. PARC FERME

- A.** Only those Officials charged with the checks may enter the Parc Fermé. No intervention whatsoever may be carried out therein without the authorization of these Officials.
- B.** As soon as the chequered flag is displayed (Finish), the Parc Fermé regulations will apply for the area between the Finish Line and the entrance to the Parc Fermé.
- C.** The Parc Fermé shall be large and protected enough to ensure that no unauthorized person may have access to it.

9. GENERAL SAFETY

- A.** It is strictly forbidden for Drivers to drive their karts in a direction opposite that of the race, unless this is strictly necessary to remove the kart from a dangerous situation.
- B.** During Free Practice (according to the regulations of the championships concerned), Qualifying Practice, the Qualifying Heats and the races of the final phase, Drivers may use the track only and must at all times observe the dispositions of the Code relating to driving on circuits. The circuit is defined by the white lines on both sides of the track. Drivers are allowed to use the whole width of the track between these lines. If the four wheels of a kart are outside these lines, the kart is considered as having left the track.

C. During Free Practice (according to the regulations of the championships concerned), Qualifying Practice, the Qualifying Heats and the races of the final phase, a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or be an impediment for other Drivers. If the Driver is unable to remove the kart from a dangerous position by driving it, it is the marshals' duty to help him; however, if the kart restarts as a result of such help, it will be disqualified from the classification of the Qualifying Practice or the race in which this help was provided.

Except for medical or safety reasons, the Driver must stay close to his kart until the end of Free Practice, Qualifying Practice, the Qualifying Heat or the races of the final phase.

In the case of a Practice session run over two parts separated by an interval, all karts abandoned on the circuit during the first part must be taken back to the "Start Servicing Park" during the interval and may participate in the second part of Practice.

D. Any repairs with tools are banned outside the "Repair Area". It is forbidden to take any tools and/or spare parts on board the kart. The Driver can receive help only in the "Repair Area" determined by the Supplementary Regulations or during the Briefing.

E. If refueling is authorized, it may be carried out only in an area provided for this purpose.

F. Except in cases expressly provided for by the Regulations or by the Code, no one except the Driver is authorized to touch a stopped kart unless it is in the "Repair Area".

G. When the track is closed by the Race Direction during and after Practice and after the finish until all concerned karts, whether they are mobile or not, have arrived at the "Finish Park" or at the Parc Fermé, no one is allowed to accede to the track, with the exception of marshals carrying out their duties and of Drivers when they are driving.

H. During Free Practice (according to the regulations of the championships concerned), Qualifying Practice, the Qualifying Heats and the races of the final phase, the kart may be restarted only by the Driver himself, except if he restarts from the "Repair Area". The Driver may not receive any outside help on the track during the running of a Competition, except in the "Repair Area", which he may reach only by his own means. Pushers are not allowed to help Drivers once they have crossed the line drawn at the exit of the "Pre-Grid".

I. A speed limit may be imposed in the pit lane and in the Repair Area during Practice, races and the Formation Laps. Any Driver breaking this speed limit will be imposed a penalty provided for in the Regulations or the Code.

J. If a Driver is faced with mechanical problems during Practice, the Qualifying Heats or the Races of the final phase, he must evacuate the track as soon as possible for safety reasons.

K. If a Driver is involved in a collision, he must not leave the circuit without the Stewards' agreement.

L. No Driver may leave the "Repair Area" without having been invited to do so by Marshals.

M. Official instructions will be transmitted to the Drivers by means of the signals provided for in the Code. Competitors must not use flags similar to these ones in any way whatsoever.

N. Any Driver who intends to leave the track, to return to the "Finish Park" or to stop in the "Repair Area" shall demonstrate his intention in due time and shall ensure that he may do so safely.

O. During the Competition and at the order of the Clerk of the Course or the Race Director, a Driver who breaches the Technical Regulations, except during the final lap, must stop in the "Repair Area" and remedy the breach before rejoining the track.

P. When they participate in Free Practice (according to the regulations of the championships concerned) or Qualifying Practice, in the Qualifying Heats or the Races of the final phase, Drivers must at all times wear the full equipment defined under Article 26.6 of this Appendix.

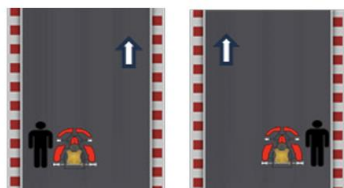
R. The Organiser undertakes to have on the track all safety devices provided for meetings in the Circuit Regulations, Part 2, from the beginning of Free Practice until the end of the Competition.

S. In the case of a « wet race » (conditions signaled by means of a panel by the Race Direction or the Race Director), the choice of tyres will be left to the appreciation of the Drivers, the Race Director or Clerk of the Course reserving the right to use the black flag if he deems that a Driver's kart is fitted with the wrong set of tyres and that the Driver is too slow and dangerous for other Drivers. The use of « slick » tyres is therefore mandatory in any other case.

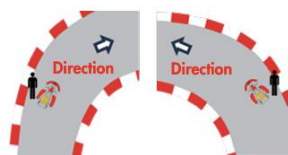
T. Pushers are not allowed to help Drivers once they have crossed the line established at the exit of the “Pre-Grid”. This line is to be drawn at a distance of 15m minimum, from the first position pre-grid start box. The Official in charge of the “Pre-Grid” may, at any time, intervene to stop a pusher from pushing a kart for safety reasons, such as incoming traffic.” All karts shall be subject to the following regulation:

If the kart is to stop on track for any reason, the Driver shall only have a singular attempt to restart, after which the kart is to be moved in a safe location. In any case, the restart attempt must be done outside of the racing line, and must further respect the following principles:

RESTART ATTEMPT ON A STRAIGHT SECTION: Push restart attempt to be done with the Driver physically positioned to the side of the kart that is **OPPOSITE** to the racing line.



RESTART ATTEMPT IN A TURN: Push restart attempt to be done with the Driver physically positioned to the **LEFT** of the kart, for right-hand turns, and to the **RIGHT** of the kart, for left hand turns.



Failure to comply with this rule will result in a penalty imposed by the Stewards, which may lead to the disqualification from the race where this rule was violated or any other penalties under Article 12.4 of the Code. This penalty is not subject to appeal.

The only exception to the above is for karts equipped with an onboard electric starter and clutch, which will be allowed to attempt to restart at any moment during a race or practice in a safe manner. Any unsafe rejoining of the track will be reported to the Stewards. In any case, the rejoining of the track must be done on the kart's own power and at no instance is the Driver to leave his seat to push the kart to restart.

10. SIGNIFICATION OF FLAGS

* Flag signals to be used by the Race Director, the Clerk of the Course or his deputy at the start line:

(a) National flag:

This flag is normally used to start the race. The starting signal must be given by lowering the signal which, for standing start Competitions, must not be raised above the head until all karts are stationary and in no case for more than 10 seconds. This flag shall only be used in certain circumstances (e.g. in the case where the light signals no longer function) and for Qualifying Practice.

(b) Red flag:

This flag must be waved at the start line when it has been decided to stop a practice session or the race. The red flag may also be used by the Clerk of the Course or his deputy to close the circuit.

(c) Black and white chequered flag:

This flag must be waved. It signifies the end of a practice session or a race.

(d) Black flag:

This flag should be used to inform the Driver concerned that he must stop at his pit or at the place designated in the Supplementary or Championship Regulations on the next approach to the Parc Fermé entrance. If a Driver fails to comply for any reason, this flag should not be shown for more than four consecutive laps.

The decision to show this flag rests solely with the Stewards of the meeting. The Competitor concerned will immediately be informed of the decision.

(e) Black flag with an orange disc:

This flag should be used to inform the Driver concerned that his kart has mechanical problems likely to endanger himself or others and means that he must stop in the “Repair Area” on the next lap. When the mechanical problems have been rectified, the kart may rejoin the race.

(f) Black and white flag divided diagonally:

This flag should be shown only once and is a warning to the Driver concerned that he has been reported for unsportsmanlike behavior.

These last three flags (in d, e & f) should be shown motionless and accompanied by a black board with a white number which should be shown to the Driver of whose kart the number is displayed.

These flags may also be displayed at places other than the start line should the Race Director or the Clerk of the Course deem this necessary.

Normally the decision to show the last two flags (in e & f) rests with the Race Director or the Clerk of the Course; however, it may be taken on request of the Stewards of the meeting in order to impose a sporting sanction.

(g) Blue and red flag (double diagonal) with number:

The Driver concerned must stop before being lapped or also when he has been lapped.

This flag may only be used if it is provided for in the Championship, Cup or Trophy Sporting Regulations or in the Supplementary Regulations of the Competition.

* Flag signals to be used at observation posts:

(h) Yellow flag:

This is a signal of danger and should be shown to Drivers in two ways with the following meanings:

- Single waved: reduce your speed, do not overtake and be prepared to change direction. There is a hazard on the edge or on part of the track.
- Double waved: reduce your speed, do not overtake and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track.

Yellow flags should normally be shown only at the marshals' post immediately preceding the hazard. Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.

(i) Yellow flag with red stripes:

This flag should be shown motionless to inform Drivers that there is a deterioration of adhesion due to oil or water on the track in the area beyond the flag.

This flag should be displayed for at least 4 laps unless the surface returns to normal beforehand. However, it is not necessary for marshals in the sector beyond the place where this flag is being shown to show a green flag.

(j) Blue flag:

This flag should normally be waved, as an indication to a Driver that he is about to be overtaken.

(k) White flag:

This flag should be waved and is used to indicate to the Driver that there is a much slower vehicle on the sector of track controlled by that flag point.

(l) Green flag:

This flag should be used to indicate that the track is clear and should be waved at the observation post immediately after the incident that necessitated the use of one or more yellow flags.

It may also be used, if deemed necessary by the Race Director or the Clerk of the Course, to signal the start of a warm-up lap or the start of a practice session.

11. INSTRUCTIONS AND COMMUNICATIONS TO ENTRANTS

All classifications and results of practice, the Qualifying Heats and the races of the final phase, as well as any decisions of the Officials of the Competition will be posted on the official posting board.

12. PRACTICE

A. The discipline applied in the Servicing Parks and on the track as well as the safety measures will be the same for all practice sessions as those applied for Qualifying Heats and the races of the final phase.

B. The Clerk of the Course or the Race Director may interrupt Practice as often and for as long as he deems it necessary for the clearance of the track or the removal of a kart. Further, if, in the Stewards' opinion, the stop is deliberately caused by a Driver, the times he has achieved in that session may be cancelled and he may be refused the authorization to participate in any other Practice session. In the case of Free Practice only, the Race Director or the Clerk of the Course, with the Stewards' agreement, may decide not to resume the Practice session after such an interruption.

C. Should one or several Practice sessions be interrupted in such manner, no protest relating to the possible effects of this interruption on the qualification of Drivers would be accepted.

D. Every lap completed during the Qualifying Practice sessions will be timed to determine the position of Drivers at the start.

13. BRIEFING

A. Definition: The Entrants' and Drivers' Briefing is a meeting organized by the Clerk of the Course or the Race Director for all Entrants and Drivers entered in the Competition.

B. Aim of the Briefing: to remind Entrants and Drivers of the specific points of the Supplementary Regulations concerning the organization of the Competition; to remind them of the safety notions, either general, or specific to the circuit used; to give any clarification concerning the interpretation of the Regulations.

C. The time of the Briefing is mentioned in the timetable of the Competition. The time is considered as that of the beginning of the Briefing and the entrance door and access to the Briefing will be closed. The meeting shall always be held before Qualifying Practice or the first Qualifying Heat. Extra meetings may be organized if this is deemed necessary.

D. The presence of all concerned Entrants and Drivers is mandatory throughout the Briefing under pain of a sanction or even of a possible disqualification from the Competition. Attendance Sheets shall be signed, one by Drivers and the other by Entrants.

14. STARTING GRID

A. At the end of the final Qualifying Practice session, the list of qualified Drivers as well as the starting grids will be officially published.

B. Only these Drivers will be allowed to take the start of the Qualifying Heats and/or of the final phase.

C. Any Competitor whose kart(s) is (are) unable to take the start for any reason whatsoever or who has good reasons to believe that his/her kart(s) will not be ready to take the start must inform the Official in charge of the "Pre-Grid", who will advise the Clerk of the Course or the Race Director as soon as he has the opportunity.

D. The grids will be drawn up in accordance with the fastest time achieved by each Driver, taking into account the Qualifying Practice session(s). Should one or several Drivers achieve the same time, the tie will be settled on the basis of their second-best time, and so on.

During the session, Drivers will take the start when they choose.

Any Driver having crossed the line drawn at the exit of the "Pre-Grid" will be considered as having started, and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is counted. The time retained is that of the best lap covered during the session. Any ties will be decided by the 2nd best time set by each Driver, and so on in the case of further ties.

The final classification of Qualifying Practice will be drawn up as follows:

- If there is only one series: the grid will be drawn up in the order of the fastest time achieved by each Driver.

- If there are two series : 1st place goes to the fastest time of the 1st series (fastest time overall), 2nd place to the fastest time of the 2nd series, 3rd place to the 2nd fastest time of the 1st series, 4th place to the 2nd fastest time of the 2nd series, 5th place to the 3rd fastest time of the 1st series, and so on.

- If there are three series : 1st place to the fastest time of the 1st series (fastest time overall), 2nd place to the fastest time of the 2nd series, 3rd place to the fastest time of the 3rd series, 4th place to the 2nd fastest time of the 1st series, 5th place to the 2nd fastest time of the 2nd series, and so on.

- And so on according to the same principle if there are further series.

If no time is taken into account for a Driver, he shall take the start at the end of the grid. If several Drivers are in that situation, their starting positions shall be decided by drawing lots.

If a Driver stops in the "Repair Area" or in the "Finish Park", it will be final. He/she will not be allowed to restart.

E. The pole position Driver of each grid will have the choice of the pole position (on the left or right side of the track), providing that he advises the Clerk of the Course or the Race Director as soon as he reaches the "Pre-Grid". This choice will only modify the first row, to the exclusion of the others. Failing this, the pole position Driver of each grid will take the start of the Race from the grid position designated in the Supplementary Regulations of the Competition.

F.

i) Access to the "Pre-Grid" will end five minutes before the time scheduled for the start of the Race. Any kart which has not taken its position on the "Pre-Grid" at that moment shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the Officials.

The karts placed on the "Pre-Grid" must be ready to race; it is strictly forbidden to carry out any work and/or set-up on the kart on the "Pre-Grid", with the exception of tyre pressures, which can be adjusted by the Driver or his/her Mechanic using his/her own tyre pressure gauge by letting air out only.

If, for whatever reason, a kart is present on the "Pre-Grid" and is found not to be "ready to race" within a specified time window before access to the "Pre-Grid" is closed, the kart is permitted to be returned to the "Start Servicing Park" so that repairs can be carried out by the Driver's Mechanic.

In all cases, any kart that has not taken its position on the "Pre-Grid" within the five minutes preceding the time scheduled for the start of the Race will have its access to the "Pre-Grid" denied.

It is strictly forbidden to exchange material (from "dry weather" to "wet weather" and vice versa, if the race is declared a "WET RACE") within the provisions of this article. The choice of chassis type in changing weather conditions is final, upon the first access to the "Pre-Grid".

The only exception allowed to Article 14. F. i) of this Appendix will be any work carried out on a kart following a failure to start from the pre-grid (e.g.: Faulty spark plug requiring a change).

The tool - assisted work will only be allowed following a clearly demonstrated failure to start, noted by a Judge of Fact, the Technical Delegate or the Race Director(s).

If sufficient time to rejoin the formation is deemed to exist, The Driver concerned will take the start from the back of the formation and will not be allowed to regain his/ her original grid position, irrespective of the number of Formation Laps, upon order of the Race Director.

If the Race Director believes no sufficient time to join the formation is available prior to the start being given, refer to Article H. 9b) of this Appendix.

ii) In the categories where engines are equipped with an on-board starter, the Mechanics will have to clear the "Pre-Grid" three minutes before the time scheduled for the start of the Race. If a Driver is unable to start from the "Pre-Grid" after the display of the green flag and if he requests the intervention of a Mechanic, he will be authorized to leave the "Pre-Grid" only on the orders of a Marshal and he will take the start from the back of the formation, irrespective of the number of Formation Laps. In case of changing weather conditions, the two chassis must be ready for use and set up in two different configurations, one of the "dry weather" type, the other of the "wet weather" type. In order to be authorized, the two chassis must be placed in the "Start Servicing Park". Each Driver will select one of the two chassis to take it to the "Pre-Grid" and this choice will be final. No additional time will be allowed to a Driver who has not respected these instructions.

iii) However, the substitution of the selected chassis will be authorized by decision of the Race Director, in the Competition that "START DELAYED" is announced, which will entail lengthening the starting procedure by 5 minutes. Any Driver who does not dispose (or no longer disposes) of a second kart shall return to the "Start Servicing Park" in order to carry out the necessary mechanical interventions; he will be invited to leave the "Pre-Grid" only once all the other karts have left the "Pre-Grid" to start their Formation Lap, and he will have to stay at the back of the formation.

In the categories where engines are equipped with an on-board starter, the Mechanics will have to clear the "Pre-Grid" three minutes before the time scheduled for the start of the Race.

G. Any Driver who is present, with his/her kart, on the grid within the time limit (or later under exceptional circumstances left to the appreciation of the Officials), will be considered as a starter.

H. Starting grid procedure on the track:

1) In certain circumstances, the karts will have to be placed on the grid on the track. This scenario will be specified in the time schedule of the Competition. Instead of the provisions of point F, it is the specific procedure below which is applied.

2) In case of changing weather conditions, the two chassis must be ready for use and set up in two different configurations, one of the "dry weather" type, the other of the "wet weather" type. In order to be authorized, the two chassis must be placed in the "Start Servicing Park". Each Driver will select one of the two chassis to take it to the "Pre-Grid" and this choice will be final. No additional time will be allowed to a Driver who has not respected these instructions.

3) 15 minutes before the starting time for the Formation Lap, each Driver with his kart placed on a trolley and pushed by his "A" Mechanic will leave the "Start Servicing Park" to take up their positions on the starting grid for the race.

From this point, karts must be ready to race; any further work and/ or adjustment to the kart are strictly forbidden with the exception of tyre pressures, which can be adjusted by the Driver or his/her Mechanic using his/her own tyre pressure gauge by letting air out only.

4) 13 minutes before the starting time for the Formation Lap, an audible warning will be sounded, announcing that the exit from the "Start Servicing Park" will close 1 minute later.

12 minutes before the starting time, the exit from the "Start Servicing Park" will be closed and a second audible warning will be sounded.

5) The launching of the Formation Lap will be preceded by the showing of boards announcing:

- 10 minutes,
- 5 minutes,
- 3 minutes,
- 1 minute,
- 30 seconds.

Each of these boards will be accompanied by an audible warning.

6) In the categories where engines are equipped with an on-board starter only: When the 10 minute signal is shown, along with a "MECHANICS, CLEAR THE TRACK" board, all karts must be laid down on the track. At this time, the Mechanics will leave the grid to go to the "Repair Area" with the trolleys of the karts. Any kart which does not happen to be on the track at this time must immediately be moved to the "Repair Area", from where it will take the start.

In that case, a Marshal holding a yellow flag will order the kart(s) concerned to leave the "Repair Area" when all the other karts have left the grid to start the Formation Lap.

7) Interviews may no longer take place once the three-minute board has been shown.

With the three-minute board, the "CLEAR THE TRACK" board will be shown: everybody except Drivers and Officials must leave the grid.

8) “30-second” signal: 30 seconds after this signal, the green flag will be shown at the front of the grid to indicate that the karts must begin a Formation Lap, keeping to the order of the starting grid and in conformity with the CIK-FIA General Prescriptions.

9a) Should a Driver require assistance after the “30-second” signal, he or she must indicate this to the Marshals and, once the other karts have left the grid, it will be pushed to the “Repair Area”, and the Mechanic may work on the kart. In this case, Marshals with yellow flags will stand beside the kart (or karts) concerned to warn the drivers on the Formation Lap.

Marshals will be instructed to push any kart remaining on the grid after the start of the Formation Lap to the “Repair Area” immediately.

9b) If a Driver starts from the “Repair Area” after the intervention of a Mechanic, and If the Race Director believes no sufficient time to join the formation is available prior to the start being given, he will be authorized to do so only on the orders of the Race Director, and he will take the start from the back of the formation, following the start being given according to the starting procedure defined within this Article. Any driver starting from the “Repair Area” will be considered to be on the lead lap, assuming he/she is able to leave the “Repair Area” before the leader crosses the Start/Finish line for the completion of the first racing lap.

9c) Should the Driver fail to leave the “Repair Area” to join the track within this time frame, he will only be allowed to attempt a restart within the completion of the second racing lap by the last – positioned Driver, after which no restart attempt will be allowed, and the driver will be scored as “DNS”. Should the Driver be able to join the track under the provision of this Article, he will be scored as being a lap down on the leader.

9d) The provisions of Article H. 9c) of this Appendix are applicable to all phases of the Competition, except for the Final Phase, in which a Driver will not be allowed to restart.

10) The only variation in the above start procedure will take place when the “START DELAYED” board is shown on the Line, which will entail lengthening the procedure by 5 minutes.

In this case, the Competitors will have the possibility of changing karts. The starting procedure will begin again at the 5-minute signal, in order to allow the karts to be changed. The Mechanics will then have the possibility of bringing to the grid the substitution karts placed on trolleys, will be allowed to proceed to the change of karts and will have to return directly to the “Start Servicing Park” with the karts which were not selected for the race. Any Driver who does not dispose (or no longer disposes) of a second kart shall return to the “Start Servicing Park” in order to carry out the necessary mechanical interventions; he will be invited to leave the “Pre-Grid” only once all the other karts have left the grid to start their Formation Lap, and he will take the start from the back of the formation, irrespective of the number of Formation Laps.

15. STARTING PROCEDURE

A. The start signal shall be given by means of lights.

B. The type of start must be indicated in the Regulations of the Competition. It may only be «rolling» or «standing», the grid being constituted of two lines of karts.

C. To give the start, the Race Director (or, failing that, the Clerk of the Course or assigned Deputy) shall be placed on a platform.

D. Two 2-metre wide lanes bordered by white lines will be painted over the maximum of 110 meters leading to the Start Line, beginning no earlier than the end of the last corner before the Line.

A Yellow Line shall be painted 25 m prior to the Start Line.

E. As soon as the Clerk of the Course or the Race Director or Deputy indicates with the green flag that the karts may take the start, the Drivers are «at the orders of the Clerk of the Course or of the Race Director» and may no longer receive any outside help. Any Driver who has not placed himself at the orders of the Clerk of the Course or of the Race Director in time with his kart in working order will be allowed to leave the “Pre-Grid” only at the orders of the Clerk of the Course, of the Race Director or of the Officer in charge of the “Pre-Grid”.

F. The number of Formation Laps shall be indicated at the Briefing. According to the instructions given at the Briefing, karts will cover approximately one Formation Lap before the start may be given. It is forbidden to overtake another Driver under pain of a penalty inflicted by the Stewards (5 seconds or disqualification from the Heat).

If a Driver stops for any reason during the Formation Lap, he will not be allowed to try and start again before he has been passed by the whole field. He shall start again from the back of the formation. Should he try to start ahead of the field in the hope that the leading Drivers overtake him, he would be shown the black flag and be disqualified from that race.

G. In order to regain one’s position, it is forbidden to use any course other than the track used during the race.

In the case of rolling starts, a Driver who is delayed will have the possibility of regaining his grid position only if this maneuver does not impede other Drivers and in all cases before having reached the Red Line which will be materialized on the track (painted or indicated by cones), and indicated by the Race Director or the Clerk of the Course at the Briefing.

In the case of standing starts, a Driver who is delayed will have the possibility of regaining his grid position until the red starting lights are switched on.

H. If he considers that a Driver has been immobilized as a result of another Driver's mistake, the Clerk of the Course or the Race Director may stop the Formation Lap and start again the Starting Procedure on the basis of the original grid or allow the impeded Driver to regain his position.

I. The Clerk of the Course or the Race Director will give the start as soon as he is satisfied with the formation.

J. In the case of repeated false starts or of incidents during the Formation Lap(s), the Clerk of the Course or the Race Director, acting as a Judge of Fact, may stop the starting procedure by means of the red flag and inform the Stewards, who will be entitled to inflict on the offending Drivers a penalty according to Article 21 of this Appendix. A new procedure will begin either immediately or within 30 minutes, according to the circumstances. The starting grid will be the same as for the initial procedure. All the Drivers present in the starting area or in the repair area before the procedure was stopped will be allowed to take the start of the new Formation Lap.

K. Any attempts to jump the start or delay it and any karts leaving the lane before the lights are switched off shall be sanctioned according to Article 21 of this Appendix.

L. As soon as the start has been given, racing conditions are applied and, irrelevant of the position of a kart on the track, it is forbidden to give it any assistance, except for parking it to a safe location.

Rolling starts for direct drive karts with or without clutches

At the end of the Formation Lap, Drivers will proceed forward at a reduced and constant speed towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track. A Driver crossing the lanes is liable to be sanctioned by the Stewards, on the basis of a time penalty of 3 seconds for partly crossing the lanes and of 5 seconds for completely getting out of the corridor. When the karts approach, the red lights will be on. Karts must maintain their position until the start signal is given.

If he is satisfied with the formation, the Clerk of the Course or the Race Director will give the start by switching off the red lights. If he is not satisfied with the procedure, he will switch on the orange light, which means that another Formation Lap must be covered.

Standing starts for karts with gearboxes (short Circuits)

At the end of their Formation Lap, Drivers will take their starting positions and the Clerk of the Course, his deputy or the Race Director will be on the Starting Line raising a red flag. All lights will remain switched off until the last kart has taken its position on the grid.

All karts must be aligned in their start box, with the front tyres in contact with the white line at the front of the start box.

When all karts are immobile on the grid, a Marshal will display a green flag at the end of the grid. The Clerk of the Course, his deputy or the Race Director and the Marshal will evacuate the track together and the Drivers will then be at the orders of the Clerk of the Course or of the Race Director. The Clerk of the Course or the Race Director or Deputy will launch the switching on sequence.

The start will be considered as given at the switching off of the red lights manually operated by the Clerk of the Course or the Race Director or Deputy within the next 2 seconds.

Any movement of the kart during the starting procedure (movements while the red lights are on) that is evaluated as a false start will be punished with a minimum 5-second penalty.

For the avoidance of doubt, this includes any driver's hand assisted movement of the kart during the starting procedure (defined by the illumination of the first red light).

If he is not satisfied with the procedure, he will switch on the orange light, which means that an extra Formation Lap must be covered. If a Driver is unable to start, he must remain in his kart and notify this situation by raising his arm. In this case, an additional Formation Lap may be granted; any Drivers who have been unable to start will be allowed to get out of their karts and restart only by their own means and once the whole field has passed them. They will not be authorized to regain their original position in the formation and will take the start from the back of it. No other Drivers will be allowed to occupy the places which have remained vacant.

During the Formation Lap(s), it is forbidden to practice start simulations.

If it is necessary to interrupt the starting procedure, the Clerk of the Course or the Race Director will show a waved red flag, indicating to the Drivers that they must cut their engines.

16. NEUTRALIZATION OF A QUALIFYING HEAT OR A RACE (SHORT CIRCUITS)

a) The Clerk of the Course or the Race Director may decide to neutralize a Qualifying Heat or a Race. This procedure will be used only if the Track is obstructed, or if the Drivers or Officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the Qualifying Heat or Race.

b) When the order is given to neutralise the Qualifying Heat or Race, all observation posts will display single waved yellow flag and a "SLOW" board (yellow board with the word "SLOW" written in black), which shall be maintained until the neutralisation is over. Flashing orange lights will be switched on at the Line.

c) All the competing karts must then line up behind the leading kart, and overtaking is strictly forbidden. Overtaking will be permitted only if a kart slows down because of a serious problem.

d) During the neutralization laps, the leading kart will dictate the pace, at a moderate speed, and all the other karts must remain in as tight a formation as possible.

e) The karts may enter the "Repair Area" during the neutralization, but they may rejoin the track only when authorized to do so by a marshal. A kart rejoining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart.

f) When the Race Director or the Clerk of the Course decides to end the neutralisation, he will have the flashing orange lights switched off (if available); this will be the signal to the Drivers that the Race is to resume next time the Line is crossed. In the last neutralisation lap, the "SLOW" boards will be maintained and the yellow flags will be shown immobile.

g) At that moment, the leading kart will continue to set the pace, at a moderate and constant speed. The Race Director or the Clerk of the Course will signal the resumption of the Race by means of a waved green flag at the Line. Overtaking will remain prohibited until the karts have crossed the S/F Line at the end of the neutralization of the Qualifying Heat or Race.

On approaching the Line, f flag will be waved by the Race Director or the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line preceding the Line. The yellow flags and the "SLOW" boards at the observers' posts will then be withdrawn and replaced with waved green flags. These flags will be displayed for a maximum of one lap.

h) Each lap completed during the neutralization will be counted as a racing lap.

i) If the race finishes during the neutralization, the karts will take the chequered flag as usual. Overtaking will be permitted only if a kart slows down because of a serious problem.

17. RESUMING A RACE WITH THE "SLOW" PROCESS

If a Race is suspended under Article 2.21, the resuming procedure will be conducted with the "SLOW" process.

At the order of the Race Director, Drivers will proceed to start in a neutralised situation for one or more laps. The Marshals' Posts will display "SLOW" boards with static yellow flags.

If the formation is satisfactory, the Race Director or the Clerk of the Course will signal the resuming of the Race by means of a waved green flag at the Line.

Overtaking will remain prohibited until the karts have crossed the Line.

On approaching the Line, where a green flag will be waived by the Race Director or the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line preceding the Line.

The yellow flags and the "SLOW" boards at the Marshals' Posts will then be withdrawn and replaced by waved green flags. These flags will be displayed for a maximum of one lap.

18. SUSPENDING A PRACTICE OR RACE

Should it become necessary to suspend the Practice or Race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director (if nominated) or the Clerk of the Course (or, if he had to leave, by his deputy) shall order a red flag to be shown on the S/F Line.

Simultaneously, red flags will be shown at marshals' posts provided with these flags. The decision to suspend the race or practice may be taken only by the Race Director (if nominated) or Clerk of the Course (or, if he had to leave, by his deputy). If the signal to stop racing is given:

a) During Practice:

All karts shall immediately reduce speed and go back slowly to the Servicing Park, and all karts abandoned on the track shall be removed; Practice will be resumed as soon as possible to meet the original Practice time;

b) During the Race:

Should a Red Flag be shown during a Race, all Drivers must immediately reduce their speed, and be prepared to stop if need be at any time and proceed as directed by the Race Director or the Clerk of the Course returning to the start-finish line on track. No mechanics or outside assistance is allowed until directed by the Race Director/ Technical Delegate.

Once permission is given, spare parts or complete 'second' chassis may be brought onto the track via the official Service Parc entrance gate, or the designated passing area selected by the Race Director

– no equipment is to enter Parc Ferme or the designated repair area via any other route (eg: over fences, exit gates etc).

The material being passed has to be handed to the official mechanic designated to the Driver in question. No outside help is allowed to enter Parc Ferme, at any time during the procedure. Failure to comply will be reported to the Stewards. The Race Director will announce a restart time (normally + 15 min) and all mechanics/drivers must have completed any work on the kart and have the kart ready on the ground in their grid position ready to race when the 5 min to race start time is announced. Failure to be ready to race means that kart/Driver cannot restart the race. N.B. This means that under normal conditions, it is not necessary to bring a second chassis into Parc Ferme in case of a red flag. Any timings to have repairs/replacements carried out must be strictly adhered to.

i) To the "Repair Area":

At this point changes and adjustments are allowed including the introduction of replacement equipment – provided that was placed within "Start Servicing Park" prior to the original race start, refueling is allowed.

In case of restart procedure "more than 2 laps but less than 75% of the race distance": If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the race was suspended, in all situations a time penalty of 5 seconds will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal.

ii) Stop on the track at the place designated in the briefing: When instructed by the Race Director (if nominated) or the Clerk of the Course (or, if he had to leave, by his deputy) no changes or adjustments can be made to the original equipment (except to reset the front fairing in the correct position under the supervision of the Scrutineers) and refueling or chassis/engine changes are not permitted.

All karts must be ready at the 5 minutes board. Karts not available at this time will start from the pit lane once the race start has been given.

The classification of the Race at the moment of the suspension will be the classification when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped and any front fairing penalty will be taken into account – and will determine the single file starting grid should the race be resumed (see Article 19).

Restart procedure:

LESS THAN TWO LAPS

The original start will be deemed null and void and all competitors who are able to restart the race will do so in their original grid positions – a normal start procedure will be adopted. The length of the new race will be the full original race distance.

MORE THAN 2 LAPS BUT LESS THAN 75% OF THE RACE DISTANCE

(Rounded up to the nearest higher whole number of laps).

If the Race can be resumed (at the discretion of the Race Director (if nominated) or the Clerk of the Course (or, if he had to leave, by his deputy), Article 19 will apply. The single file grid will be determined by the finishing order when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped. Only karts in the Repair Area at the time when the Race was stopped by the Red flag, will be allowed to take the restart. Should a restart of a race in the final phase not be possible, half championship points will be awarded for this race.

No Restart procedure:

75% OR MORE OF THE DISTANCE OF THE RACE

(Rounded up to the nearest higher whole number of laps).

The race will be called complete – the classification of the Race will be the classification at the end of the lap prior to that during which the signal to stop the Race was given.

In case of a race in the final phase, full championship points will be awarded for this race.

19. RESUMING A RACE (QUALIFYING HEAT OR RACE OF THE FINAL PHASE)

After a suspended situation, the delay will be kept as short as possible and as soon as a resuming time is known, Drivers will be informed. In all cases at least a 10 minutes' warning will be given. Boards will be presented 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds before the resumption. Each signal will be accompanied by an audible warning.

The Race or Heat will be resumed with the "SLOW" process and Article 17 will apply. The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered. The Drivers who have crossed the Finish Line at the end of the lap prior to that on which the race was stopped will be allowed to take the new start.

Resuming start positions will be determined by the finishing order at the end of the lap before the one on which the race was suspended after applying penalties for the non-correct position of the front fairing.

20. FINISH

A. The signal indicating the end of the race shall be given on the S/F Line as soon as the leading kart has covered either the full race distance or the greatest distance during the time scheduled for the race.

B. Should, for any reason other than under Article 18a, 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 last crossed the Line before the signal was given. 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.

C. 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). 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.

D. For a finish to be considered valid, a Driver must have crossed the Finish Line seated at the wheel of his kart.

E. 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."

21. INCIDENTS

An «Incident» means a fact or a series of facts involving one or several Drivers (or any Driver's action reported to the Stewards by the Clerk of the Course or the Race Director or noted by the Stewards and reported to the Clerk of the Course or the Race Director for investigation), who:

- provoked the stopping of a Race;
- violated Sporting Regulations, this Appendix or the Code;
- have jumped the start;
- started from an incorrect position (e.g. ahead of the pole sitter during a rolling start)
- have not respected flag signaling;
- have caused one or several karts to take a false start;

- have caused a collision;
- have forced another Driver out of the track;
- had the front fairing on the kart in the incorrect position;
- have illegally prevented a legitimate passing maneuver by a Driver;
- have illegally impeded another Driver during a passing maneuver.
- have not respected the Briefing Notes
- have not respected the Race Director Event Notes
- have not respected the Stewards decisions

- a) It will be the responsibility of the Stewards to decide if one or several Driver(s) is/are involved in an Incident; he/they must not leave the circuit without the Stewards' agreement.
- b) If a Driver is involved in an Incident, and if he was informed of this by the Stewards within thirty minutes after the end of the Race, he must not leave the circuit without their agreement.
- c) The Stewards may use any video or electronic system likely to help them to take a decision.

The Stewards shall inflict a 5-second time penalty on any Driver having caused an Incident. If the Incident was caused during a Qualifying Practice session, they shall proceed to the cancellation of the three fastest times which he achieved in the session concerned. However, depending on the gravity of the infringements in light of the facts, the Stewards may decide, instead of the 5-second time penalty, on a sanction among those provided for in the penalty scale of Article 12.4 of the Code, unless the offence relates to the position of the front fairing of the kart.

Time penalties for false starts, including overtaking after the red line in the formation lap, crossing the corridor lines during the starting procedure and being in an irregular position on the starting grid, will be automatically imposed by the Stewards on the Driver concerned without a hearing.

22. PROTESTS AND APPEALS

Please refer to the EMSO National Sporting Code, Section 10 for the Protest and Appeals process.

23. APPLICATION AND INTERPRETATIONS OF THIS APPENDIX

In the case of a dispute concerning the interpretation of this Appendix, only the Organizers' ASN is qualified to take a decision, without prejudice of the right to appeal, in accordance with the Code.

24. FAIR AND IMPARTIAL MEDIA COVERAGE OF THE COMPETITION

The Organizer of a Competition shall ensure that the person entitled to exploit the broadcasting rights shall arrange for the Competition to be covered in a fair and impartial manner and for the results of the Competition not to be altered.

25. INTERNATIONAL SPORTING CODE ('CODE')

FIA International Sporting Code and its appendices are published on the FIA Karting webpage www.fiakarting.com

26. TECHNICAL REGULATIONS

26.1 CLASSIFICATION

Categories and Groups

Karts used in competition are divided into the following Groups and Categories:

Group 1

JUNIOR
SENIOR
SENIOR 170

Group 2

MINI

26.2 DEFINITIONS

The definitions and abbreviations listed below supplement those featuring in the International Sporting Code. They are generally used in all Regulations and Appendices.

FIA	Fédération Internationale de l'Automobile
CIK-FIA	Commission Internationale de Karting FIA Karting Championship organised by the CIK-FIA
ASN	National Federation or Club recognised by the FIA as the holder of the sporting power in a country (EMSO)
AF	Approval form
HF	Homologation form
HR	Homologation regulations

SR	Sporting regulations
TD	Technical drawing
TR	Technical regulations

26.2.1 Definition of a kart

A kart is a single-seater land vehicle with bodywork elements but without a roof, cockpit or suspension. It has four non-aligned wheels that are in contact with the ground: the two front wheels control the steering, while the two rear wheels (connected by a one-piece axle) propel the kart. Only the tyres may come into contact with the ground when the driver is on board.

The main parts of a kart are the chassis, including the bodywork, the wheels and the engine. The driving position is on the seat, with feet to the front.

26.2.2 Kart safety

Karts are only allowed to race if they comply with the TR and meet required safety standards. All parts and components described in the TR must be designed and maintained in a way that does not present a danger for the driver, the other competitors or anybody else.

26.2.3 Chassis

The overall structure of a kart comprises the mechanical components and the bodywork. It includes any part that is interdependent of this overall structure.

26.2.3.1 Chassis frame

The main supporting part of the kart is made of one piece (welded), and serves as a connecting base for the main and auxiliary chassis parts and components.

26.2.3.2 Wheel

Defined by the rim with a mounted pneumatic tyre.

26.2.4 Engine

26.2.4.1 Cylinder capacity

Determined by the bore and stroke of the engine's cylinder. The volume (V) is the swept volume of the piston between the top dead centre and the bottom dead centre. This volume is specified in cubic centimetres (cm³). For all cylinder capacity calculations, the number «pi» is taken to be 3.1416.

Calculation of cylinder cubic capacity:

$V = 0.7854 \times d^2 \times l \times n$, with d = bore, l = stroke and n = number of cylinders.

26.2.4.2 Ducts or passages

Cylindrical or cylindrical-conical elements allowing for the passage of gases regardless of the length or position of these elements.

The number of ducts or passages is the greater quantity of cylindrical or cylindrical-conical elements that transmit gases from the pump casing to the top of the piston, as well as those elements that transmit gases from the outside of the cylinder to the inlet ports, or from the exhaust ports to the outside of the cylinder.

26.2.4.3 Inlet or exhaust port

Intersection between the cylinder periphery and the inlet or exhaust duct. This port is opened or closed by the passage of the piston.

26.2.4.4 Power valve

Any system able to alter the normal exhaust port timing or the normal flow of exhaust gases, at any point between the piston and the final exhaust exit, when the engine is running.

26.2.4.5 Decompression valve

Passive mechanical system whose sole purpose is to limit engine compression during the starting phase; once finished, the valve must close. It must remain stationary and inactive when the kart is on the track, with the engine running. Under no circumstance or at any time may this system reduce the volume of the engine's combustion chamber below the minimum allowed value.

26.2.4.6 Radiator

Dedicated heat exchanger serving to cool liquid using air.

26.2.5 Components and materials

26.2.5.1 Mechanical component

Any component necessary for propulsion, steering or braking, as well as any accessory, whether mobile or not, required for their normal operation.

26.2.5.2 Original or series part

Any part that is made by the manufacturer of the equipment originally mounted on the kart or engine.

26.2.5.3 Composite

Material composed of several distinct components that, when combined, provide properties that none of the individual components possess.

26.2.6 Data processing

26.2.6.1 Logging or acquisition

Any system (with or without memory) installed on a kart, allowing the driver to read, indicate, obtain or transmit data.

26.2.6.2 Telemetry

Transmission of data between a kart and another entity.

26.2.6.3 Communication

Any communication system (e.g. radio, mobile phone, etc.) used to transmit data or voice data between a driver on the track and another entity or person.

26.2.6.4 Signalisation

Data provided to a driver by optical or acoustic means.

26.2.7 Measurements

26.2.7.1 Maximum

Highest limit without tolerance.

26.2.7.2 Minimum

Lowest limit without tolerance.

26.2.7.3 System of measurement

The units of measurement (including derived units) are those of the International System: length in metres (m), mass in kilogrammes (kg), time in seconds (s), temperature in degrees Celsius (°C), angle in degrees (°) and noise level in decibels (dB).

26.2.8 Orientation

All references to the orientation of the chassis, bodywork, engine, etc., are based on the forward driving direction of the kart.

26.2.9 Driver aids

Driver aids are any technologies or measures to assist the driver in driving.

26.3 GENERAL PRESCRIPTIONS

26.3.1 General acceptance

The TR apply to all categories and classes. The kart and any modification made thereto must comply with the definitions and TR given here and/or with the specific regulations of the category in which the kart is entered. Anything that is not allowed in the TR is forbidden.

26.3.2 Modifications

Any modification is forbidden if it is not explicitly allowed by the TR or decided by the CIK-FIA for safety reasons.

Modifications refer to any operation likely to change the initial aspect, dimensions, drawings or photographs of an original homologated part described in the HF or any other part regulated by the TR.

Any assembly or modification resulting in altering a regulatory dimension or impeding its control is assumed to be fraudulent and is therefore not allowed.

26.3.3 Adding of material or parts

Reusing removed materials is not allowed. Rebuilding the chassis frame geometry following an accident is allowed by adding the materials necessary for the repair (additional metal for welding, etc.).

Repairing worn-out or damaged parts by adding or fixing materials is not allowed, unless otherwise stated in the TR.

26.3.4 Responsibility

It is the duty of every driver/competitor to prove to the Scrutineers and Stewards of the Meeting that his kart complies with the SR of the event and the TR.

26.3.5 Scrutineering

During scrutineering, all allowed material according to the SR of the event is marked and registered.

The chassis must be presented fully configured, with chassis assembled, bodywork and extra components.

The engines are marked at the lower sump and cylinder levels.

Competitors have to be able to show the relevant HF or AF for any used equipment that has been homologated or approved.

26.3.6 Mass

The masses indicated for each class are minimum values. It must be possible to control them at any time during an event. The driver must be fully equipped for the driving conditions (with helmet, gloves and shoes).

The mass measured at the scales, whatever their accuracy, is deemed to be official.

Any infraction found during a random control or after a race leads to the exclusion of the driver from the particular qualifying practice, heat or race.

26.3.7 Racing numbers and number plates

Racing numbers must be black, in an Arial font on a yellow background.

For short circuits, they must be at least 15 cm high and have a 2 cm thick stroke.

Racing numbers must be bordered by a yellow background of at least 1 cm.

They must be fitted before scrutineering, on the front panel, rear wheel protection or rear number plate, and on both sides towards the rear of the bodywork.

The driver is responsible for ensuring that the required numbers are clearly visible to Timekeepers and Officials.

The number plates must be made of flexible opaque plastic and be visible at all times. They must be fixed without possibility of removal.

26.3.8 Data logging

Data logging is allowed but must be done according to the category in which the kart is entered.

All sensors that are not permitted must be removed during the official event.


26.3.9 Telemetry

A telemetry system via Bluetooth or Wi-Fi is allowed for the transfer of data from the logger to a computer so long as it is integrated in the logger.

The transfer of data is only allowed when the engine is not running.

26.3.10 Battery

Only sealed, leakproof, maintenance-free batteries are allowed.

The user instructions prescribed by the manufacturer must be respected. The presence of «CE» and  markings on lithium batteries must be checked.

26.3.11 Transponder

Only the transponder provided by the Series or Event organiser can be used unless stated differently in the SR.

The transponder must be placed on the back of the seat, as vertical as possible with the antenna facing the ground and in the lowest position possible.

26.3.12 Connections between kart and driver

Any connections, mechanical by cable or tube or electronic, between the kart (or a system mounted on it) and the driver are not allowed.

26.3.13 Driving aids

Unless authorised by the TR, driving aids in any shape or form (mechanical or electronic) are not allowed.

26.4 GENERAL CHASSIS REGULATIONS

26.4.1 Chassis

The chassis is composed of the chassis frame and its main and auxiliary parts.

26.4.1.1 Chassis frame

The chassis frame is the main supporting part of the kart. It serves as a base for the chassis main parts and incorporates the chassis auxiliary parts.

It must be manufactured to absorb the forces produced when the kart is in motion.

The flexibility and suspension of the frame come from the elastic properties of the tubular construction and material.

The chassis frame is made of steel tubes with a cylindrical cross-section. It includes the front and rear axle supports and is welded in one piece so it cannot be dismantled.

26.4.1.2 Chassis frame material

The structural steel or steel alloy used as chassis frame material must meet ISO 4948 classifications and ISO 4949 designations.

Only alloy steels having at least one alloy element with a mass content of $\leq 5\%$ are allowed.

The steel must be able to pass the contact force test: a control magnet, defined according to Appendix 4, with an axial magnetic field, must remain stuck to the surface of the chassis frame tubes. Prior to this test, the contact surface must be cleared with an abrasive of any finishing treatment.

At the decision of the Scrutineers or the ASN, or following a protest, a fluorescence-based chemical analysis may be carried out as well. Its results prevail over those of the contact force test.

26.4.1.3 Modifications

The chassis frame may be modified within the dimensions described in the HF and TR.

26.4.2 Chassis parts and components

26.4.2.1 Chassis main parts

The chassis main parts transmit the track forces to the chassis frame through the tyres. They include:

- the wheels with hubs;
- the rear axle;
- the steering knuckle; and
- the king pin.

26.4.2.2 Main parts requirements

The chassis main parts must be securely attached to each other or to the chassis frame. A rigid construction is mandatory: no articulations or flexible joints are allowed.
Articulated connections are only allowed for the steering knuckle (through the king pin) and the steering.

26.4.2.3 Chassis auxiliary parts

Chassis auxiliary parts include all elements that are not part of the main chassis and contribute to the proper functioning of the kart, subject to complying with the TR.

These are the attachments, connections and attachment points welded to the frame for the steering, pedals, seat with four seat supports, bumpers, radiator, brakes, intake silencer, engine, exhaust and exhaust silencer.

Chassis auxiliary parts also include the inner reinforcement of the chassis main tubes (maximum length 250 mm) between the axle bracket and the engine support.

26.4.2.4 Auxiliary parts requirements

Auxiliary parts must be welded to the chassis, not fall off while the kart is in motion and not present a risk to the driver or other competitors.

26.4.2.5 Chassis components

Chassis components include all elements that are fixed to the chassis and contribute to the proper functioning of the kart, subject to complying with the TR.

These are parts such as the throttle and brake pedals, pedal kits, steering column holder, anti-roll bar, extra seat stays, radiator holder, intake silencer bracket, exhaust and exhaust silencer holder, engine bracket and chassis skid plates.

Chassis skid plates should only protect the tubes, and may be made of plastic or composite material.

26.4.2.6 Components requirements

Chassis components need to be securely attached, not fall off while the kart is in motion and not present a risk to the driver or other competitors. Flexible connections are permitted.

26.4.3 Rear axle

The rear axle diameter must comply with the category in which the kart is entered. In all categories, the rear axle must be made of magnetic steel. Each rear axle must have, on the inside and outside, a rounded edge or a chamfer with a maximum diameter corresponding to the axle thickness. The chamfer must not have sharp edges.

In KZ, the rear axle must only have four keyways; one each for the left and right hub, one for the brake disc and one for the rear axle sprocket. Rear axles with pinned keys and no keyways are not affected by the above regulation.

The rear axle used on the chassis does not need to come from the same manufacturer as the chassis itself.
Each rear axle is required to bear a CIK-FIA identification sticker specific to the manufacturer.

The axle wall thickness depends on the outside diameter of the axle. It must comply with the following criteria at all points (except the keyways):

Max. external diameter (mm)	Min. wall thickness (mm)
50	1.9
49	2.0
48	2.0
47	2.1
46	2.2
45	2.3
44	2.4
43	2.5
42	2.6
41	2.8
40	2.9
39	3.1
38	3.2
37	3.4
36	3.6
35	3.8
34	4.0
33	4.2
32	4.4
31	4.7
30	4.9
29	5.2
>28	full

26.4.3.1 Requirements

Auxiliary parts must be securely attached, not fall off while the kart is in motion and not present a risk to the driver or other competitors. Flexible connections are permitted.

26.4.4 Pedals/pedal kits

Whatever their position, pedals must never protrude in front of the chassis, including the bumper.

The brake pedal must be placed in front of the master cylinder. The accelerator pedal must be equipped with a return spring.

A mechanical link between the accelerator pedal and the carburettor is mandatory.

Pedal kits to relocate the driver's feet may only be used if supplied by the chassis manufacturer.

26.4.5 Steering system

The steering system consists of a steering wheel, steering wheel hub, steering column, steering column bracket and two steering arms connected to the steering knuckles.

A spacer may be used between the steering wheel and the hub. Although it is an articulated connection, the steering system must only move in one axis when the kart is in motion. All other axes are only accepted within their normal mechanical range of play.

All parts must be securely attached to each other with screws. The method of attachment must offer maximum safety (split pins, self-locking nuts).

26.4.5.1 Steering wheel

The steering wheel must be made of a continuous rim, not incorporating any obtuse angles (180-360 °) in its basic shape. The upper and lower thirds of the circumference may be straight or of a different radius to the rest of the wheel. Steering wheel rims are manufactured with a metallic structure made of steel or aluminium.

The steering wheel hub must be securely attached to the column with at least one M6 screw (minimum grade 8.8) and a self-locking nut.

26.4.5.2 Steering column

The steering column must be mounted to the chassis with a bracket and an articulated joint. It must be fixed with a safety clip system for the lower bearing restraint nut and/or two collars between the column bracket. The steering column must have a minimum diameter of 18 mm, a minimum wall thickness of 1.8 mm and be made of magnetic steel.

The steering column and knuckles do not have to be from the same manufacturer as the chassis itself.

26.4.5.3 Steering arms

Steering arms may be made adjustable with rose joints on each end of the arm. They must be made of aluminium or steel and securely attached with self-locking nuts and bolts.

26.4.5.4 Steering wheel devices

No steering wheel device (such as a display or fuel cock) mounted on the steering wheel may protrude by more than 20 mm from the plane defined by the front of the steering wheel or have sharp edges. See TD n° 1.2.

26.4.6 Floor tray

It is mandatory to have a floor tray made of rigid material stretching from the central strut to the front of the chassis frame. It must be laterally edged by a tube or a rim preventing the driver's feet from sliding off the floor tray.

The floor tray may be perforated, but the holes must not have a diameter of more than 10 mm and they must be separated by four times their diameter as a minimum. In addition, one hole with a maximum diameter of 35 mm is allowed for steering column access.

The floor tray may be made of composite material.

26.4.7 Fuel tank

Any receptacle containing fuel flowing to the engine.

The fuel tank must be securely fixed to the chassis and designed in such a way that neither the tank nor the pipes (that must be flexible) present any danger of leakage during the competition.

A quick attachment to the chassis is strongly recommended.

The fuel tank must in no way be shaped to act as an aerodynamic device.

It must supply the engine only under normal atmospheric pressure. This means that, apart from the fuel pump located between the fuel tank and the carburettor, any system (mechanical or not) that may have an influence on the internal pressure of the fuel tank is not allowed.

It is mandatory to place the fuel tank between the main tubes of the chassis frame, ahead of the seat and behind the rotation axis of the front wheels.

26.4.8. Seat

The driver's seat must be designed to prevent him from moving towards the sides or front when cornering or braking.

It may be made of composite material.

26.4.8.1 Reinforcement plates

Reinforcement plates are required to support the upper part of the seat. They must have a minimum thickness of 1.5 mm, a minimum surface of 13 cm² and a minimum diameter of 40 mm.

26.4.8.2 Seat stays

All seat stays must be bolted at each end. If they are not used, these seat stays must be removed from the chassis frame and seat.

26.4.9 Bumpers

Front, side and rear protections are compulsory. They must be made of magnetic steel round tubing.

The bumpers must comply with the category in which the kart is entered. They must be homologated with the bodywork.

26.4.10 Bodywork

The bodywork is made of all the kart parts that are in contact with air other than the mechanical parts, the fuel tank and the number plate.

26.4.10.1 Bodywork elements

The bodywork must comply with the category in which the kart is entered. According to the class, it must be made of one front fairing, one front fairing mounting kit, one front panel, two side bodyworks and one rear wheel protection/rear bumper.

26.4.10.2 Material

The bodywork must be impeccably finished, not be of a makeshift nature and have no sharp edges. The minimum radius of any angles or corners is 5 mm.

If plastic is used, it must not splinter or form sharp edges as a result of possible breakage. It may be of any colour.

26.4.11 Rear wheel protection

It is mandatory to use a homologated rear wheel protection that complies with the category in which the kart is entered.

The rear wheel protection must be made by injection blow moulding, without foam filling, and must not present any risk with regard to safety.

Under no circumstance may it be located above the plane defined by the top of the rear wheels.

The surface of the rear wheel protection must be uniform and smooth; the rear wheel protection must not comprise cuttings or openings other than those homologated.

The rear wheel protection must be fastened to the homologated chassis by at least two points using supports homologated with the protection. These supports must be mounted (possibly by means of a flexible system) on the two main tubes of the chassis (respecting the homologated dimension F).

This support, but not the rear wheel protection itself or the support it is mounted to, can be secured with a cable tie to the chassis.

Only the chassis manufacturer is allowed to modify the chassis to mount the rear wheel protection.

26.4.12 Brakes

The brake system must comply with the category in which the kart is entered.

26.4.12.1 Function

Brake systems must be hydraulic. Brake lines must have a steel or stainless-steel outer cover.

In direct drive classes, the brake must work on the rear axle only and therefore on both rear wheels simultaneously.

Connecting the acceleration and brake pedal mechanically with one cable and two pulleys, as a kind of safeguard, is allowed, so that both pedals cannot be operated at the same time.

In gearbox classes, the brake must work on the front and rear axles. There must be independent front and rear operating systems. Should one of the systems fail, the other must guarantee proper braking.

26.4.12.2 Brake control

The brake control, i.e. the link between the pedal and the pump(s), must be doubled for safety and always be in conformity with the HF.

If a cable is homologated, it must have a minimum diameter of 1.8 mm.

26.4.12.3 Brake discs

Brake discs from steel, stainless steel or cast iron are allowed.

The surface of the brake discs may be modified by grinding, drilling, grooving, but only by the manufacturer and under his sole responsibility. Modified brake discs must comply with the dimensions described in the HF.

26.4.12.4 Brake disc protective pad

An efficient rear brake disc protective pad (in nylon, carbon fibre, Teflon, Kevlar, Delrin or equivalent hard plastic) is mandatory if the brake disc protrudes below or is level with the main chassis frame tubes nearest to the ground. This protection must be placed laterally in relation to the disc, in the longitudinal axis of the chassis or under the disc.

26.4.12.5 Rain covers for disks and callipers

In wet weather conditions, callipers and disks may be fitted with professionally made rain covers attached to the stub axle.

26.4.12.6 Brake cooling

The rear brake disk and calliper may be cooled with a professionally made brake cooling tube. It must be securely attached, not reach further than the seat and not extend under the chassis.

26.4.13 Wheels

A wheel consists of a rim that is fitted with a pneumatic tyre, with or without an inner tube. «Set of wheels» means two front and two rear wheels. Only the tyres may come into contact with the ground when the driver is sitting in the kart.

Only tyres of the same make and type are allowed at any one time.

The wheels must only be inflated with ambient air. Maximum pressure for assembly: 4.0 bar.

The attachment of the wheels to the hubs and axles must be done via M8 self-locking nuts and bolts. The wheels can be balanced. The balancing weights must only be attached to the rims.

Any heating above the current ambient temperature of the wheels or softening of the tyres, artificial or not, is not allowed.

Any system or valve to adjust, limit or monitor the tyre pressure when the wheel is in use is not allowed.

26.4.13.1 Wheel dimensions

Group 1:	5-inch wheel	<i>Front</i>	<i>Rear</i>
Maximum outer diameter:		280 mm	300 mm
Maximum width:		135 mm	215 mm

Group 2:	5-inch wheel	<i>Front</i>	<i>Rear</i>
Maximum outer diameter:		260 mm	290 mm
Maximum width:		120 mm	150 mm

The above figures are maximum wheel dimensions, with a matching tyre fitted on the rim and an air pressure of 1.0 bar.

26.4.14 Rims

Only 5-inch rims complying with TD n° 1.1 are allowed.

Coupling diameter of the tyre for the rim: 126.2 mm with a +0/-1 mm tolerance for the diameter.

Width of tyre housing: min. 10 mm.

External diameter for 5-inch rims: 136.2 mm minimum.

Radius to facilitate the balance of the tyre in its housing: 8 mm.

26.4.14.1 Bead retention

In Group 1, the front and rear wheels must have some form of bead retention with at least three pegs in the outside part of the rim.

26.4.15 Tyres

As per the Series Regulations.

26.4.16 Ballast

The mass of a kart may be adjusted with one or more solid blocks attached to the chassis frame, to a chassis auxiliary part (except bumpers) or the seat.

Maximum mass of a single ballast: 5.0 kg. Combined ballasts on the same attachment count as a single ballast.

Ballast must be attached by means of tools with at least two bolts:

0-2.5 kg of a minimum diameter of 6 mm,

>2.5-5 kg of a minimum diameter of 8 mm.

If the ballast is attached to a chassis auxiliary part, all bolts linking the auxiliary part to the chassis frame must be of the same minimum diameter as that used to attach the ballast itself.

Reinforcement plates are mandatory for the attachment of the ballast to the seat. These plates must have a minimum thickness of 1 mm and a minimum diameter of 20 mm.

26.5. HOMOLOGATION, APPROVALS AND CONTROLS

The HF, AF and HR are available on the www.fiakarting.com website.

26.5.1 Homologations and approvals

All material that has a valid homologation is published on the FIA Karting webpage (www.fiakarting.com).

The homologated parts must be used as shown in the HF. This is the only combination possible.

Only this homologated material shall be used in races, regardless of whether they are registered in the FIA Karting International calendar or not.

Hence, ASNs applying for a CIK-FIA homologation have an obligation to respect CIK-FIA regulations.

Any CIK-FIA homologated equipment or approved lubricant is also valid at the national level.

If an ASN allows equipment previously homologated by the CIK-FIA, then this must be explicitly stated the ASN's Technical Regulations.

26.5.2 Identification

It must be possible to identify a homologated product or its parts using the technical descriptions (photos, drawings, dimensions, etc.) in the HF and taking into account the modifications allowed and the prescribed limits in the TR.

If in doubt, the CIK-FIA or the ASN may, without having to provide an explanation, ask for any part used at the event to undergo additional controls by the CIK-FIA or by a laboratory of their choice.

26.5.3 Controls

CIK-FIA, the ASN, the Technical Delegate and the Scrutineers can control everything at any time and without further notice. Even if the controls include parts and measurements that are not shown in a HF or in the regulations.

26.6 DRIVER SAFETY EQUIPMENT

The driver must at all times wear a homologated helmet and overall, as well as gloves and shoes.

Karting body protection is mandatory.

Wearing a scarf, muff or any loose clothes around the neck, even inside the overalls, is not allowed.

Long hair must be completely contained in the helmet, the balaclava or the overalls.

26.6.1 Helmets

Helmets must comply with the following prescriptions:

For drivers under 15 years old

- Snell-FIA CM (Snell-FIA CMS2016 and Snell-FIA CMR2016)

For drivers over 15 years old

- Snell-Foundation K2015, K2020, SA2015 and SA2020

- FIA 8859-2015, FIA 8859-2024, FIA 8860-2024-ABP, FIA 8860-2018, FIA 8860-2018-ABP, FIA 8860-2010, FIA 8878-2024

- Snell-FIA CM (Snell-FIA CMS2016 and Snell-FIA CMR2016)

See «Recognised standards for helmets technical list», available on fiakarting.com (homologated equipment section).

Helmets must have an efficient and unbreakable visor for the eye opening. Visors must feature the logo of the manufacturer and the production date.

Any modification to the above list is published in a CIK-FIA bulletin. In accordance with Appendix L of the International Sporting Code (Chapter III, Article 1.4), the addition of any device to a helmet, aerodynamic or otherwise, is allowed if it was homologated with the helmet concerned.

Helmets that meet the Snell-FIA CM/CMH standards may continue to be used by drivers after 15 years of age without limitation.

For helmets with 8858-2010 Helmet M6 anchorages (HANS attachment points), the M6 anchorages cannot be used in karting for safety reasons.

26.6.2 Overalls

Fabric overalls must have either:

- i) a «Level 2» CIK-FIA homologation granted according to CIK-FIA standard 2013-1 or
- ii) be Grade 1 or Grade 2 Karting Overalls complying with FIA Standard 8877-2022.

See www.fiakarting.com for the complete lists of homologated overalls. Leather overalls complying with the standards defined by the FIM are allowed. For events on long circuits, leather overalls complying with the FIM standards (motorbikes, 1.2 mm thickness) or Grade 2 Karting Overalls complying with FIA Standard 8877-2022 are mandatory.

NOTE:

Current FIA-homologated overalls (Standard CIK-FIA N2013-1) are accepted during their useful life, which is indicated on the label of the overalls, but not beyond 31.12.2029.

Karting overalls complying with FIA Standard 8877-2022 are accepted from 19.10.2022, and are mandatory from 01.01.2030.

26.6.3 Gloves

Gloves must completely cover the hands and wrists or must comply with FIA Standard 8877-2022.

26.6.4 Shoes

Shoes must cover the feet and protect the ankles or must comply with FIA Standard 8877-2022.

26.6.5 Karting Body Protection

The use of karting body protection complying with FIA Standard 8870-2018, and of the correct size in relation to the Driver's height - or up to one size lower - is mandatory for all Drivers.

26.7 GROUP 1 REGULATIONS (JUNIOR, SENIOR, SENIOR 170)

26.7.1 Chassis

All Group 1 chassis have to be homologated by the CIK-FIA. A HF is issued after a homologation inspection and must be supplied with the chassis. Chassis homologation takes place every three years.

26.7.1.1 Chassis dimensions

Wheelbase: 101-107 cm.

Track: at least 2/3 of the wheelbase used.

Overall width: maximum 140 cm.

Height: 65 cm maximum from the ground, without the seat.

The chassis must respect at all times the dimensions given.

No part may protrude beyond the quadrangle formed by the front fairing, the wheels and the rear wheel protection.

26.7.1.2 Chassis requirements

Anti-roll bars must only be connected to the main tubes of the chassis frame.

Extra seat stays are allowed between the rear axle brackets and the seat.

26.7.1.3 Chassis characteristics

Modifications to the chassis frame (e.g., position of tubes) are only allowed within the dimensions described in the HF. Tube bends are allowed to be moved only on the tube where they were shown in the HF.

26.7.2 Rear axle

Maximum 50 mm outside diameter.

Tube inserts into the axle are only allowed in the rear axle bearing and wheel hub areas with an overhang of 2 cm on each side.

26.7.3 Fuel tank capacity

8 litres minimum.

26.7.4 Bumpers

Front and side protections are compulsory. They must be made of magnetic steel round tubing and be homologated with the bodywork. In the absence of a rear bumper, a homologated rear wheel protection is mandatory.

26.7.4.1 Front bumper

The front bumper consists of two elements: an upper bar with a minimum diameter of 16 mm and two corner bends with one constant radius. The straight length between the bends must be 375 mm minimum and 395 mm maximum.

The bar must be fixed to two welded chassis frame attachments, which must be 550 mm apart and centred on the kart's longitudinal axis.

Height: 200 mm minimum and 250 mm maximum from the ground (measured to the tubing top).

A lower bar with a minimum diameter of 20 mm and two corner bends with one constant radius. The straight length between the bends must be 295 mm minimum and 315 mm maximum.

The bar must be fixed to two welded chassis frame attachments, which must be 450 mm apart and centred on the kart's longitudinal axis. The attachments must be horizontally and vertically parallel to the kart's axis and allow for a 50 mm insertion of the bar.

Height: 70 mm minimum and 110 mm maximum (measured to the tube top).

Front overhang: 350 mm minimum.

These two elements must be vertically aligned, as indicated in TDs n° 2.0 & 2.2, and at right angles to the ground or floor tray/main chassis tubes.

Both bars must be connected by the front bumper support.

The front bumper must be independent from the pedal attachment and allow for the mounting of the mandatory front fairing.

26.7.4.2 Side bumpers

The side bumper consists of two elements of magnetic steel round tubing that are centred in relation to the longitudinal axis of the kart. Each element must be composed of a lower and an upper bar. They must have a diameter of 20 mm.

Minimum straight length is 400 mm for the lower bar and 300 mm for the upper bar.

Overall width: 480 mm minimum and 520 mm maximum for the lower bar, 480 mm minimum and 600 mm maximum for the upper bar (measured to the tube midpoint) in relation to the longitudinal axis of the kart.

Each bar must be fixed to two welded tube attachments that must be 500 ± 5 mm apart (measured to the tube midpoint). These attachments must be parallel to the ground, perpendicular to the axis of the chassis and allow for a 50 mm insertion of the bar.

Height of the upper bar: 160 mm minimum from the ground (measured to the tube top). See TD n° 2.0.

26.7.5 Bodywork

The bodywork must be homologated by the CIK-FIA together with the accompanying bumpers and attachments. Combining homologated bodywork elements is allowed. However, the two side pods must be used together as a set. No element of the bodywork may be used as a fuel tank or for the attachment of ballast.

Any heating above the current ambient temperature or softening of the bodywork, artificial or not, is not allowed.

26.7.5.1 Material

The bodywork must be impeccably finished, not be of a makeshift nature and have no sharp edges. The minimum radius of any angles or corners is 5 mm.
If plastic is used, it must not splinter or form sharp edges as a result of possible breakage. It may be of any colour.

26.7.5.2 Front fairing

The front fairing must be placed within the height of the front wheels and have no sharp edges. It must not be able to retain water, gravel or any other substance.

Minimum width: 1,000 mm.

Maximum width: overall rear width of the front wheel/front axle unit.

Maximum gap between the front wheels and the back of the fairing: 180 mm.

Front overhang: 680 mm maximum, see TD n° 2.1.

Front fairing mounting kit, see TD n° 2.2.

26.7.5.3 Front panel

The front panel must not be located above the horizontal plane defined by the top of the steering wheel.

It must not impede the normal functioning of the pedals or cover any part of the feet in the normal driving position.

It must allow for a gap of at least 50 mm between the panel and the steering wheel and must not protrude beyond the front fairing.

Width: 250 mm minimum and 300 mm maximum.

The panel's lower section must be securely attached to the front part of the chassis frame, directly or indirectly. Its upper part must be securely attached to the steering column support with one or more independent bars.

A space for racing numbers must be provided on the front panel.

26.7.5.4 Side bodywork

The surface of the side bodywork must be uniform and smooth; it must not comprise holes other than those necessary for attachment purposes.

No part of the side bodywork may cover any part of the driver seated in the normal driving position.

The side bodywork must not overlap the chassis frame seen from underneath.

It must not be able to retain water, gravel or any other substance and must be securely attached to the side bumpers.

A space for racing numbers must be provided on the vertical surface close to the rear wheels.

The side bodywork must under no circumstance be located above the plane defined by the top of the front and rear tyres or protrude by more than 40 mm beyond the plane defined by the outer edge of the front and rear wheels (front wheels in the straight-ahead position).

The side bodywork must have a ground clearance of 25 mm minimum and 60 mm maximum.

Gap between the front of the side bodywork and the front wheels: 150 mm maximum.

Gap between the back of the side bodywork and the rear wheels: 60 mm maximum.

In wet weather conditions, the side bodywork must not protrude beyond the plane defined by the outer edge of the rear wheels. See TD n° 2.1.

26.7.5.5 Rear wheel protection

The rear wheel protection must be placed no higher than the rear wheels. Whatever the conditions, the rear wheel protection must be in line with the outside of the rear wheels. Width: minimum 1.340 mm, maximum that of the overall rear width, at any time and under any circumstance. Ground clearance: 25 mm minimum and 60.0 mm maximum in at least three spaces of a 200.0 mm minimum width, located in the extension of the rear wheels and the centreline of the chassis. Rear overhang: 400.0 mm maximum.

Gap between the front of the rear wheel protection and the surface of the rear wheels: 15.0 mm minimum and 50.0 mm maximum.

The two adjustable outer parts of the homologated rear wheel protection must have a color that is clearly different from the main part of the rear wheel protection. This can be done by a dedicated sticker kit or by adding color to the parts during production.

See TD n° 2.0 & 2.1.

26.7.6 Brakes

All brakes in Group 1 must be homologated by the CIK-FIA. The following brake types must be used:

2WP in the Junior, Senior, Senior 170 classes;

4WP in the KZ class.

26.7.7 Wheels

Only 5-inch rims are allowed.

26.7.8 Data logging

The following data may be logged:

- the engine revs by induction on the spark plug HT cable;
- two temperatures;
- the speed of one wheel;
- an X/Y/Z accelerometer; and
- GPS data and lap times.

26.8 GROUP 2 REGULATIONS (MINI)

26.8.1 Chassis

All Group 2 chassis must be homologated by the CIK-FIA. A HF is issued after a homologation inspection and must be supplied with the chassis. Chassis homologation takes place every three years.

26.8.1.1 Chassis dimensions

Wheelbase: 95 cm.

Track: at least 2/3 of the wheelbase used.

Overall width: 110 cm maximum.

Height: 65 cm maximum from the ground, without the seat.

The chassis must respect at all times the dimensions given.

No part may protrude beyond the quadrangle formed by the front fairing, the wheels and the rear wheel protection.

26.8.1.2 Chassis characteristics

Only six steel tubes, with a dimension of $28 \times 2 \pm 0.1$ mm, are allowed for the chassis frame.

Four steel seat support tubes must be welded to the chassis frame.

Rear axle bearing: maximum two.

Modifications to the chassis frame (e.g., position of tubes) are only allowed within the dimensions described in the HF.

Tube bends are only allowed to be moved on the tube where they were shown in the HF.

26.8.2 Rear axle

30 mm outside diameter.

Length: 960 ± 10 mm.

Mass: $2,900 \pm 100$ gr.

The rear hub must grip the rear axle with a length of 30 mm minimum.

26.8.3 Fuel tank capacity

3 litres minimum.

26.8.4 Bumpers

Front and side protections are compulsory. They must be made of magnetic steel round tubing and be homologated with the bodywork.

26.8.4.1 Front bumper

The front bumper consists of two elements: an upper bar with a minimum diameter of 16 mm and two corner bends with one constant radius. The straight length between the bends must be 300 mm.

The bar must be fixed to two welded chassis frame attachments, which must be 500 mm apart and centred on the kart's longitudinal axis.

Height: 155 mm minimum and 205 mm maximum from the ground (measured to the tube top).

A lower bar with a minimum diameter of 20 mm and two corner bends with one constant radius. The straight length between the bends must be 270 mm.

The bar must be fixed to two welded chassis frame attachments, which must be 390 mm apart and centred on the kart's longitudinal axis.

The attachments must be horizontally and vertically parallel to the kart's axis and allow for a 50 mm insertion of the bar.

Height: 70 mm minimum and 110 mm maximum (measured to the tube top).

Front overhang: 280 mm minimum.

These two elements must be vertically aligned, as indicated in TDs n° 3.0 & 3.2 and at right angles to the ground or floor tray/main chassis tubes.

Both bars must be connected by the front bumper support.

The front bumper must be independent of the pedal attachment and allow for the mounting of the mandatory front fairing.

26.8.4.2 Side bumper

The side bumper consists of two elements made of steel round tubing that are centred in relation to the longitudinal axis of the kart. Each element must be composed of a lower and upper bar. They must have a diameter of 20 mm.

Minimum straight length: 280 mm for the lower bar and 180 mm for the upper bar.

Overall width: 360 mm minimum and 400 mm maximum for the lower bar, 360 mm minimum and 480 mm maximum for the upper bar (measured to the tube midpoint) in relation to the longitudinal axis of the kart.

Each bar must be fixed to two welded tube attachments that must be 380 ± 5 mm apart (measured to the tube midpoint). These attachments must be parallel to the ground, perpendicular to the axis of the chassis and allow for a 50 mm insertion of the bar.

Height of the upper bar: 160 mm minimum from the ground (measured to the tube top.)

26.8.5 Bodywork

The bodywork must be homologated by the CIK-FIA with the accompanying bumper and attachments.

Combining homologated bodywork elements is allowed. However, the two side pods must be used together as a set.

No element of the bodywork may be used as a fuel tank or for the attachment of ballast. See TD n° 3.1.

Any heating above the current ambient temperature or softening of the bodywork, artificial or not, is not allowed.

26.8.5.1 Material

The bodywork must be impeccably finished, not be of a makeshift nature and have no sharp edges. The minimum radius of any angles or corners is 5 mm.

If plastic is used, it must not splinter or form sharp edges as a result of possible breakage. It may be of any colour.

26.8.5.2 Front fairing

The front fairing must be placed within the height of the front wheels and have no sharp edges.

It must not be able to retain water, gravel or any other substance.

Minimum width: 850 mm. Maximum width: overall rear width of the front wheel/axle unit.

Maximum gap between the front wheels and the back of the fairing: 160 mm.

Front overhang: 630 mm maximum. See TD n° 3.1. Front fairing mounting kit. See TD n° 3.2.

26.8.5.3 Front panel

The front panel must not be located above the horizontal plane defined by the top of the steering wheel.

It must neither impede the normal functioning of the pedals nor cover any part of the feet in the normal driving position.

It must allow for a gap of at least 50 mm between the panel and the steering wheel and must not protrude beyond the front fairing.

Width: 250 mm minimum and 300 mm maximum.

The panel's lower section must be securely attached to the front part of the chassis frame, directly or indirectly. Its upper part must be securely attached to the steering column support with one or more independent bars.

A space for racing numbers must be provided for on the front panel.

26.8.5.4 Side bodywork

The surface of the side bodywork must be uniform and smooth; it must not comprise holes other than those necessary for attachment purposes.

No part of the side bodywork may cover any part of the driver seated in the normal driving position.

The side bodywork must not overlap the chassis frame seen from underneath.

It must not be able to retain water, gravel or any other substance and must be securely attached to the side bumpers.

A space for racing numbers must be provided on the vertical surface close to the rear wheels.

The side bodywork must under no circumstance be located above the plane defined by the top of the front and rear tyres or protrude by more than 30 mm beyond the plane defined by the outer edge of the front and rear wheels (front wheels in the straight-ahead position).

The side bodywork must have a ground clearance of 25 mm minimum and 60 mm maximum.

Gap between the front of the side bodywork and the front wheels: 130 mm maximum.

Gap between the back of the side bodywork and the rear wheels: 60 mm maximum.

In wet weather conditions, the side bodywork must not protrude beyond the plane defined by the outer edge of the rear wheels. See TD n° 3.1.

26.8.5.5 Rear wheel protection

A rear wheel protection must be placed at the height of the rear wheels.

Gap between the front of the rear protection and the surface of the rear wheels: 15 mm minimum and 50 mm maximum.

Width: 1,040 mm minimum, maximum that of the overall rear width.

Ground clearance: 25 mm minimum and 60 mm maximum in at least three spaces of a 180 mm minimum width, located in the extension of the rear wheels and the centreline of the chassis. Rear overhang: 370 mm maximum.

26.8.6 Brakes

All brakes in Group 2 have to be homologated by the CIK-FIA. Only 2WP brakes are allowed in direct drive classes.

26.8.7 Wheels

Only 5-inch rims are allowed.

26.8.8 Data logging

The following data may be logged:

- the engine revs
- two temperatures;
- the speed of one wheel;
- an X/Y/Z accelerometer; and
- GPS data and lap times.



27. CODE OF DRIVING CONDUCT

27.1 Observance of signals

The instructions detailed in Article 10 (Signification of Flags) are deemed to be part of this Code of Driving Conduct. All Drivers must abide by them.

27.2 Overtaking during a race

a) A kart alone on the track may use the full width of the said track. However, as soon as it is caught by a kart which is about to lap it the Driver must allow the faster Driver past at the first possible opportunity. If the Driver who has been caught does not seem to notice that another Driver wants to overtake him, flag Marshals will display waved blue flags to indicate that the faster Driver wants to overtake. Any Driver who appears to ignore the blue flags will be reported to the Stewards of the meeting.

b) Overtaking, according to the circumstances, may be carried out either on the right or the left. However, manoeuvres liable to hinder other Drivers such as more than one change of direction to defend a position, deliberate crowding of karts beyond the edge of the track or any other dangerous change of direction, are strictly prohibited. Any Driver who appears guilty of any of the above offences will be reported to the Stewards of the meeting.

c) Drivers must use the track at all times. For the avoidance of doubt:

- the white (or yellow) lines defining the track edges are considered to be part of the track but kerbs are not.

- a Driver will be judged to have left the track if no part of the kart remains in contact with the track. Should a kart leave the track for any reason, and without prejudice to d) below, the Driver may re-join. However, this may only be done when it is safe to do so and without gaining any advantage.

d) Repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) will be reported to the Stewards of the meeting and may entail the disqualification of any Drivers concerned.

e) Contacts / collisions (during the race, deceleration lap included): sanctions may be imposed on a Driver who pushes another Competitor.

27.3 Karts stopping during a race

a) The Driver of any kart leaving the track because of being unable to maintain racing speed and should signal the intention to do so in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to a point of exit.

b) Should a kart stop outside the pit lane or outside the Repair Area, it must be moved as soon as possible so that its presence does not constitute a danger or hinder other Drivers. If the Driver is unable to move the kart, it shall be the duty of the Marshals to assist. If such assistance results in the Driver re-joining the race, this must be done without committing any breach of the regulations and without gaining any advantage.

c) Replenishment of any kind is prohibited, save when the kart concerned is in an area specifically provided for this purpose.

d) Apart from the Driver and duly appointed officials, nobody is allowed to touch a stopped kart except when in the pit lane or in the Repair Area.

e) Except during a race suspension, any kart abandoned on the circuit by its Driver, even temporarily, shall be considered as withdrawn from the race.

27.4 Entrance to the pit lane (to the Repair Area or to the "Finish Park")

a) The so-called «deceleration zone» is a part of the pits area. The section of track leading to the pit lane shall be referred to as the «pit entry».

b) During the practice sessions and the race, access to the pit lane, to the Repair Area or to the "Finish Park" is allowed only through the pit entry. deceleration zone. The penalty for a breach of this rule shall be disqualification from the race.

c) Any Driver intending to leave the track or to enter the pit lane, pits or the "Finish Park" or the Repair Area shall signal his intention in good time and should make sure that it is safe to do so.

d) Except in cases of force majeure (accepted as such by the Stewards of the meeting), the crossing, in any direction, of the line separating the pit entry deceleration zone and the track is prohibited.

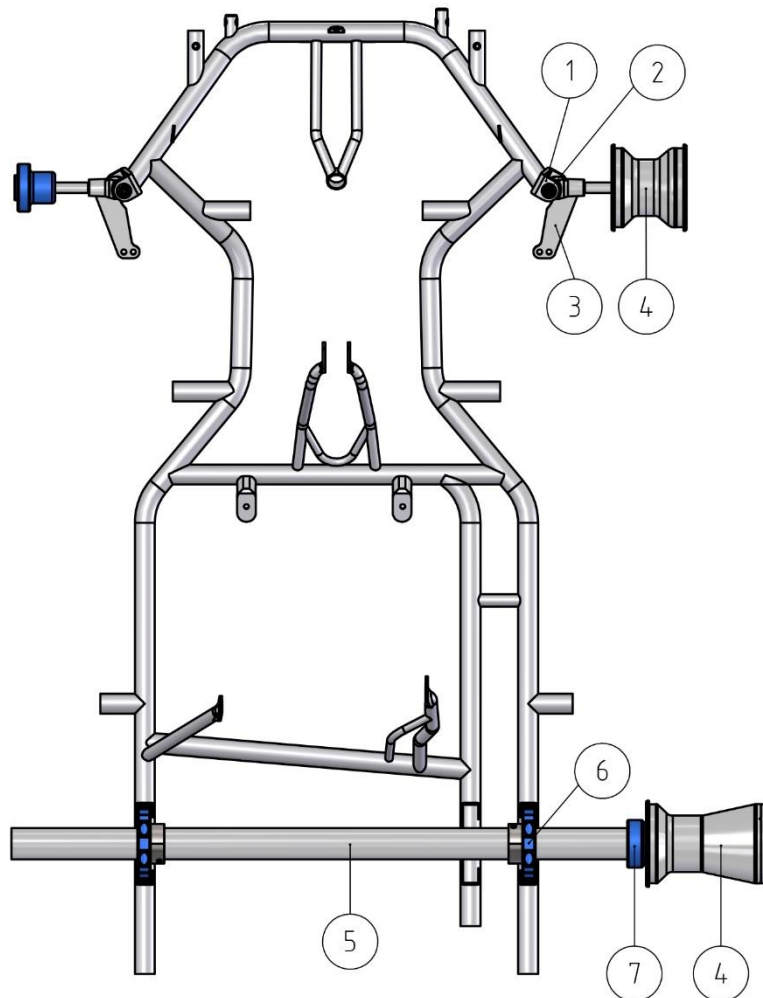
e) Except in cases of force majeure (accepted as such by the Stewards of the meeting), any line painted on the track at the pit exit or the Repair Area for the purpose of separating karts leaving the pits or the Repair Area from those on the track must not be crossed by any part of a kart leaving the pits.

DESSIN TECHNIQUE N° 1.0a

TECHNICAL DRAWING No. 1.0a

Châssis cadre et pièces principales du châssis

Chassis frame and chassis main parts

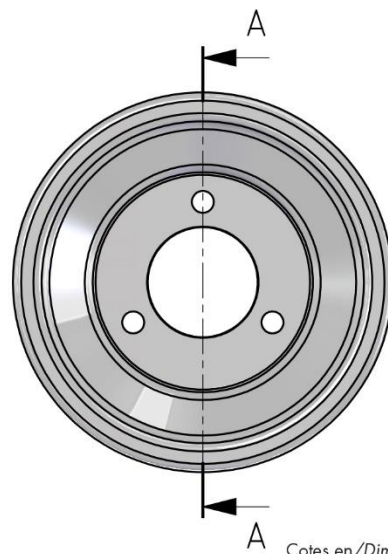
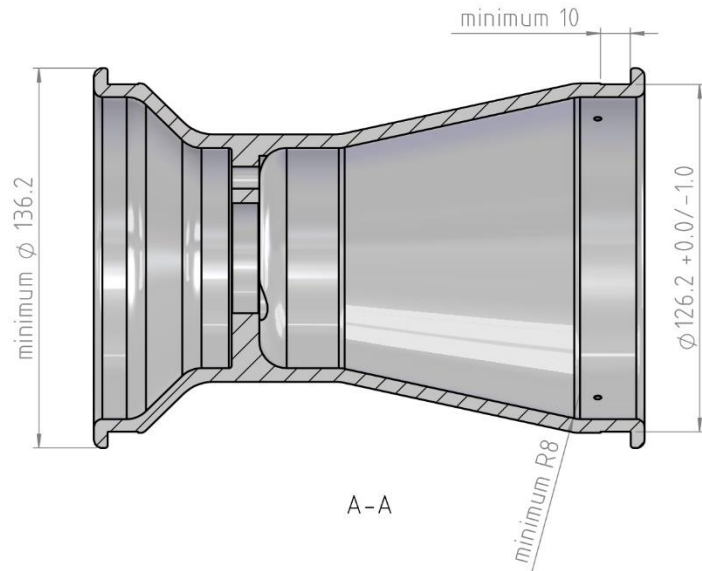


Légende

- | | |
|---|--------------------------|
| 1 | Supports d'arbre avant |
| 2 | Axe-pivot |
| 3 | Porte-fusée |
| 4 | Jantes |
| 5 | Arbre arrière |
| 6 | Supports d'arbre arrière |
| 7 | Moyeux |

Caption

- | | |
|---|---------------------|
| 1 | Front axle supports |
| 2 | King-pin |
| 3 | Steering knuckles |
| 4 | Rims |
| 5 | Rear axle |
| 6 | Rear axle supports |
| 7 | Hubs |



Cotes en/Dimensions in mm

354

DESSIN TECHNIQUE N°1.2

TECHNICAL DRAWING No. 1.2

Volant

Steering wheel

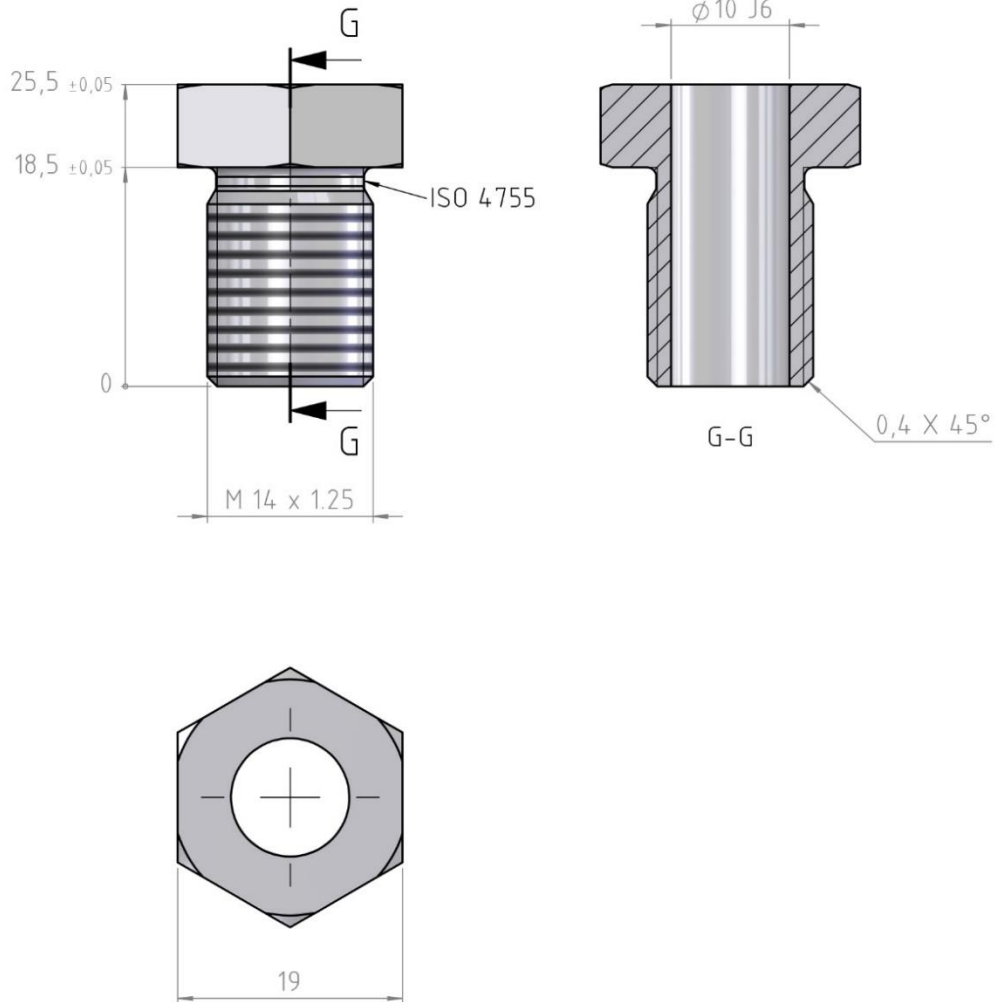


DESSIN TECHNIQUE N°1.3b

«Plug insert» pour mesure du volume de chambre de combustion

TECHNICAL DRAWING No. 1.3b

Plug insert for the combustion chamber volume measurement



Volume insert: $0,7854 \times 1 \times 2.55 = 2 \text{ cm}^3$

Cotes en/Dimensions in mm

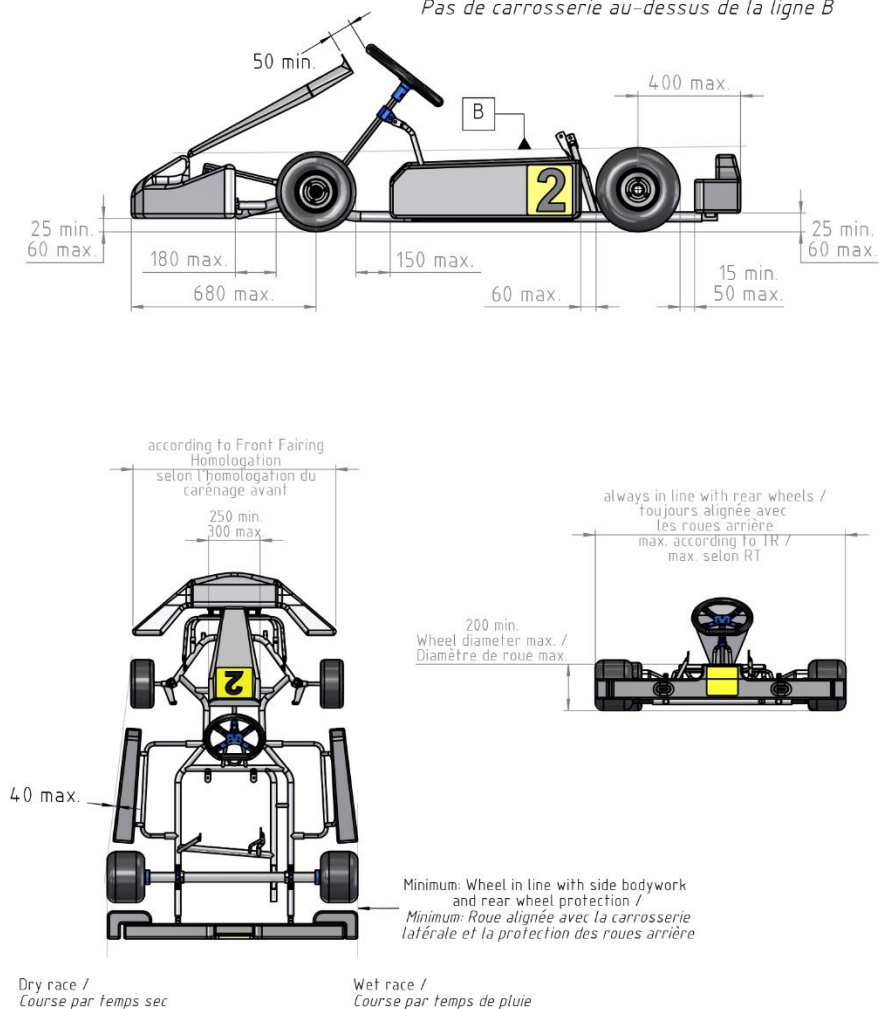
DESSIN TECHNIQUE N°2.1

Carrosserie pour circuits courts - Groupe 1

TECHNICAL DRAWING No. 2.1

Bodywork for short circuits - Group 1

No bodywork above line B /
Pas de carrosserie au-dessus de la ligne B

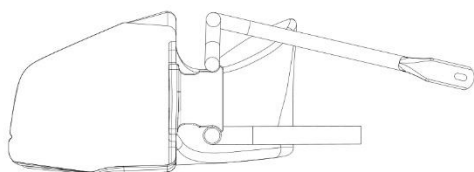


Cotes en/Dimensions in mm

DESSIN TECHNIQUE N° 2.2.1

Installation correcte du «Carénage Avant» - Groupe 1

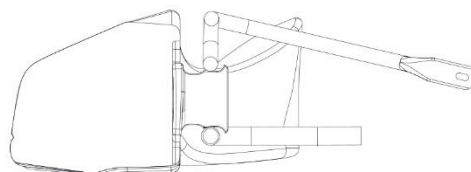
Position correcte / Correct position



TECHNICAL DRAWING No. 2.2.1

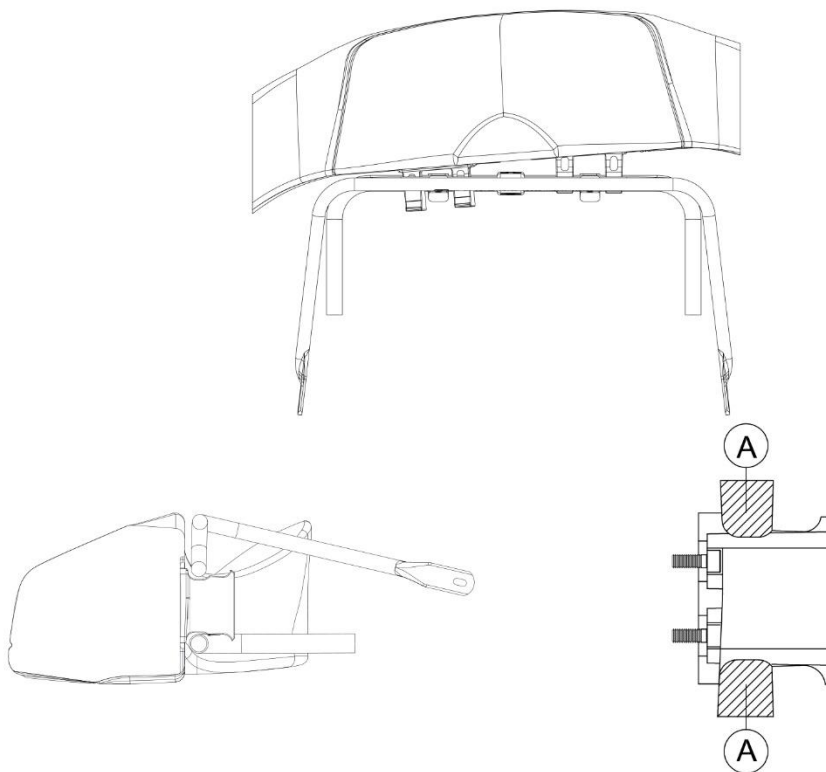
Correct installation of the "Front Fairing" - Group 1

Position acceptable / Acceptable position



Position non acceptable si une quelconque partie des tubes du pare-chocs avant se trouve dans les zones marquées (A).

Not acceptable position if any part of the tubes of the front bumper are in the marked areas (A).



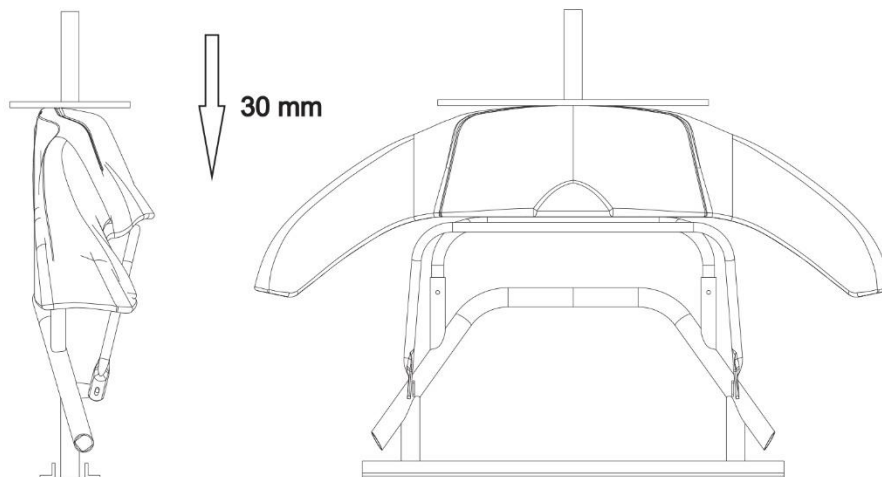
DESSINS TECHNIQUES
TECHNICAL DRAWINGS

DESSIN TECHNIQUE N° 2.4.0

Essais de poussée verticale - carénage avant

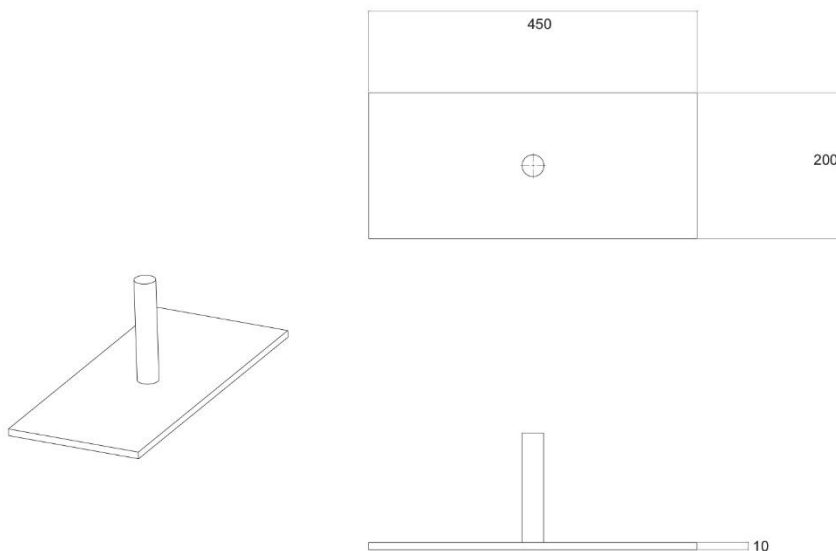
TECHNICAL DRAWING No. 2.4.0

Vertical push-tests - front fairing



Plaque pour essais de poussée verticale - carénage avant

Plate for vertical push-tests - front fairing

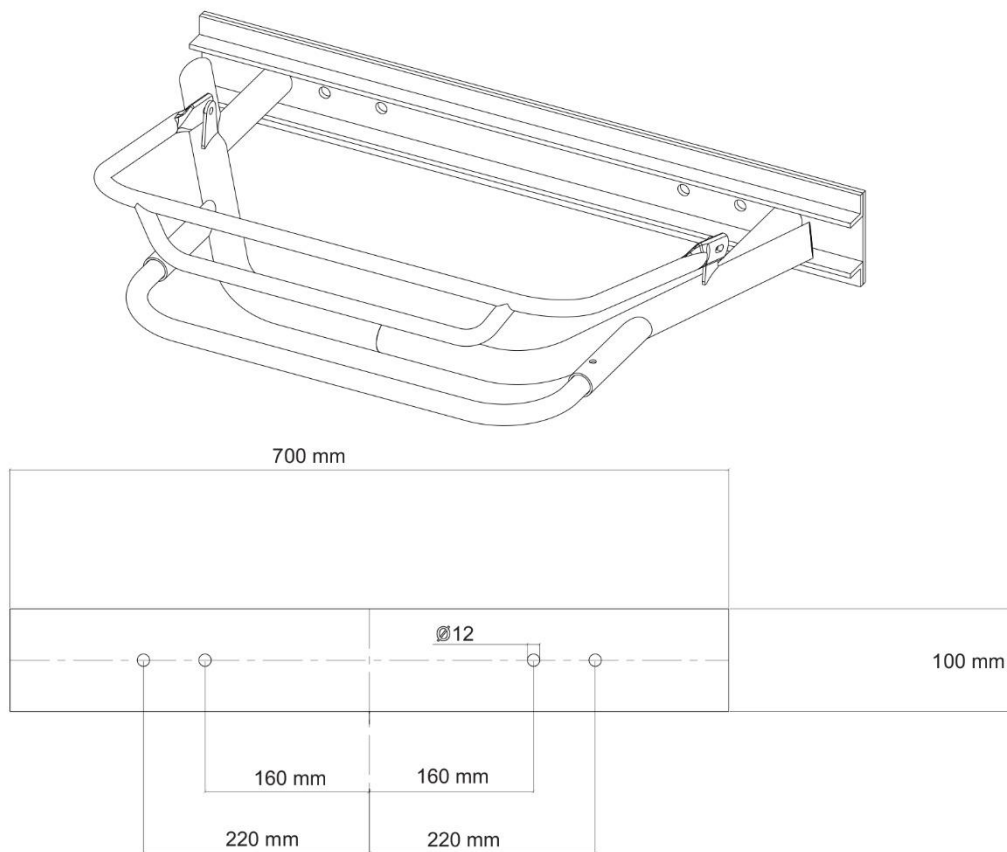


DESSIN TECHNIQUE N° 2.4.1

TECHNICAL DRAWING No. 2.4.1

Plaque de support pare-chocs avant pour essais d'impacts

Front bumper support plate for crash test



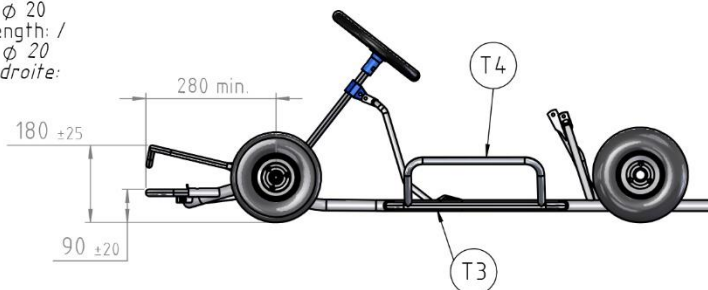
DESSIN TECHNIQUE N°3.0

TECHNICAL DRAWING No. 3.0

Pare-chocs - Groupe 2

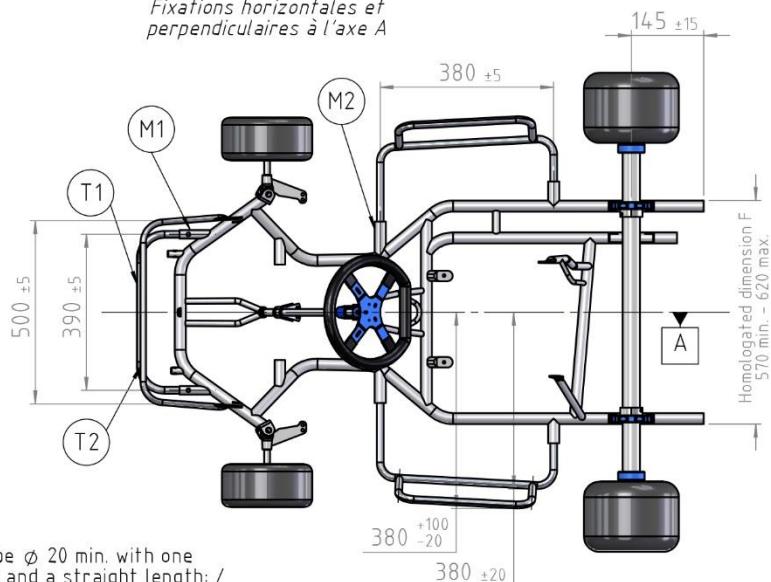
Bumpers - Group 2

T4: Upper tube ϕ 20
with a straight length: /
Tube supérieur ϕ 20
avec une partie droite:
180 min.



T3: Lower tube ϕ 20
with a straight length: /
Tube inférieur ϕ 20
avec une partie droite:
280 min.

M2: Horizontal attachments
perpendicular to axis A /
Fixations horizontales et
perpendiculaires à l'axe A



T1: Lower tube ϕ 20 min. with one
constant radius and a straight length: /
Tube inférieur ϕ 20 min. avec un seul
rayon constant et une partie droite:
270 min.

T2: Upper tube ϕ 16 min. with one
constant radius and a straight length: /
Tube supérieur ϕ 16 min. avec un seul
rayon constant et une partie droite:
300 min.

M1: Lower attachments
horizontal and parallel to axis A /
Fixations inférieures horizontales
et parallèles à l'axe A

Cotes en/Dimensions in mm

DESSIN TECHNIQUE N°3.1

TECHNICAL DRAWING No. 3.1

Carrosserie - Groupe 2

Bodywork - Group 2

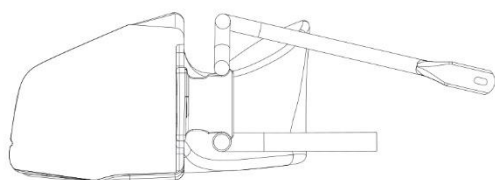




DESSIN TECHNIQUE N° 3.2.1

Installation correcte du «Carénage Avant» - Groupe 2

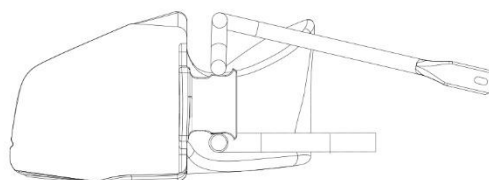
Position correcte / Correct position



TECHNICAL DRAWING No. 3.2.1

Correct installation of the "Front Fairing" - Group 2

Position acceptable / Acceptable position



Position non acceptable si une quelconque partie des tubes du pare-chocs avant se trouve dans les zones marquées (A).

Not acceptable position if any part of the tubes of the front bumper are in the marked areas (A).

