



2026 CHAMPIONS OF THE FUTURE
US EDITION
SPORTING REGULATIONS

CHAMPIONS OF THE FUTURE US EDITION SPORTING REGULATIONS 2026

(140126)

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CHAMPIONS OF THE FUTURE US EDITION SPORTING REGULATIONS 2026

ART. 1 – ORGANIZATION.

1. – General Undertakings

K1 Circuit, as official organizer within the series, is a sanctioning and organizing body that is dedicated to organizing and promote karting events. As such, organizes for the 2026 season the CHAMPIONS OF THE FUTURE US EDITION.

All Drivers, Competitors, Mechanics and Officials participating in the competition undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the Supplementary Regulations of the Competition concerned, these Sporting Regulations and all other relevant regulations applicable within this series; Shall be deemed to be acquainted with the regulations of the RGMMC, Shall undertake to submit themselves without reserve to the above and to the decisions of the sporting authority and to the consequences resulting therefrom.

If an Automobile is found not to comply with the applicable technical regulations, it shall be no defense to claim that no performance advantage was obtained.

2. – Organization

The Series and its competitions shall be run in accordance with the Series Technical Regulations, this Sporting Regulations, the Supplementary Regulations of the Competition Concerned and all other relevant regulations applicable within this series.

The Series website www.championskartingamerica.com will be considered, for information purposes, as the Official Notice Board, where the Competitors should see the modifications and / or updates and / or clarifications. For each competition a specific Digital Official Notice Board with results and information related to the competition will be established.

3. – Applicable regulations

The Series and its competitions shall be run in accordance with the:

- These Series Sporting Regulations.
- The Series Technical Regulations.
- The Supplementary Regulations of the competition concerned.

The final text of the Series Regulations shall be the English version, which will be used should any dispute arise as to their interpretation headings in this document are for ease of reference only and do not form part of the Series Regulations. The language written and spoken shall be English.

It is mandatory to use the following equipment with a valid CIK-FIA homologation.

- A. Chassis. (It is not mandatory to use the rear shaft with the CIK-FIA identification sticker).
- B. Bodywork elements (front panels, front fairings, front fairing mounting kits, side bodywork and rear wheel protection).

- C. Tires (for Junior classes – option tires / for Senior classes – option or prime tires)

The Safety prescriptions of the CIK-FIA must always be applied (Article 3 of the Technical Regulations of CIK-FIA, Safety of Karts and Equipment)

4. – Organizing Committee for the Series

The Organizing Committee for the Series will be formed by:

James Geidel

Gonzalo Planter

Scott Gordinier

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Champions of the Future America

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1.5 – Supplementary Regulations

For each competition a Supplementary Regulations will be published on the organisation's website with the form approved by the Organisation.

ART. 2 – GENERAL CONDITIONS

2.1 – Competitors responsibilities

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 Competitor for the respect of all the provisions of the applicable 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.

D. Competitors will be responsible for ensuring that the team members respect the regulations applicable in the Regulations of this Series.

2.2 – Application of the Regulations

Any clarification of any of the Series regulations must be requested to the Organizing Committee, to whom it concerns to solve the arisen doubts.

In case of any doubt arising while applying the Series regulations in the framework of a competition, the Organizing Committee will be the only competent to clarify the matter.

2.3 – Start and end of a Competition

2.3.1 - A Competition is considered to have begun as from the time scheduled for the beginning of administrative checking and/or scrutineering.

2.3.2 - A Competition shall end upon expiry of one or other of the following time limits, whichever is the later:

- time limit for protests or appeals or the end of any hearings;

- end of post-event scrutineering carried out in accordance with the regulations.

ART. 3 – CATEGORIES, DRIVER ELIGIBILITY AND WEIGHT

3.1 – Categories

For the CHAMPIONS OF THE FUTURE US EDITION the following categories will be proposed:

Mini U10

Mini

KA100 Junior

KA100 Senior

KA100 Heritage

KZ Heritage

X30 Pro

KZ Pro

3.2 – Ability to race

All drivers shall demonstrate their driving ability to the satisfaction of the race officials during the mandatory practice period before being fully allowed to compete. The Race Director has the authority to issue a report to the Stewards of the meeting whom will have the power to remove a driver/competitor from competing at an event if he deems that a safety issue can take place. Any driver who cannot maintain a speed within 107% of the fastest time recorded in each of the mandated timed practice sessions may be subject to removal. In no cases the entry fee will be refunded in whole or in part. The intent is not to ban a driver but to ensure the safety of all drivers.

3.3 – Age criteria

The minimum age to compete in CHAMPIONS OF THE FUTURE US EDITION event depends on the class in which the driver desires to compete.

The applicant's age is only a part of the driver applicant requirements. A certified copy of the driver's Birth Certificate, Driver's License or Passport showing the driver's DOB is required in order to verify class eligibility.

Mini U10, drivers reaching their 7th years old to reaching 10th years old will be admitted to the class.

Mini, drivers reaching their 9th years old to reaching 13th years old will be admitted to the class.

Junior, drivers reaching their 12th years old to reaching 14th years old will be admitted to the class.

Senior, drivers reaching their 14th years old will be admitted to the class.

3.4 – Mini

Minimum Weight: 245 LBS

3.5 – Mini U10 licenses

Minimum Weight: 245 LBS

All drivers within the age range mentioned above will enter the U10 category automatically and will also participate in the Mini category, they will race in the same sessions and appears on the same classification, but a different classification will be issued for U10 drivers.

3.6 – KA100 Junior

Minimum Weight: 320 LBS

3.7 – KA100 Senior

Minimum Weight: 355 LBS

3.8 – KA100 Heritage

Minimum Weight: 390 LBS

3.9 – KZ Heritage

Minimum Weight: 405 LBS

Drivers entering the Competition in the KZ Heritage class must be 30 years old. A driver must be 30 years of age or over while competing.

All drivers within the age range mentioned above will enter the KZ Pro automatically and will also participate in the KZ Pro category, they will race in the same sessions and appears on the same classification, but a different classification will be issued for KZ Heritage.

3.10 – X30 Pro

Minimum Weight: 360 LBS

3.11 – KZ Pro

Minimum Weight: 390 LBS

ART. 4 – ELEGIBLE KARTS

4.1 – Mini

Only karts complying with the CIK-FIA Karting Technical Regulations may be accepted in a Competition.

The Championship is reserved for Mini karts, as defined in the Technical Regulations.

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

Number of chassis: 1, of the same make

Number of engines: 2, of the same make

Sets of «slick» tyres: 2, of the prescribed make for the Championship

The karts must be presented in full configuration (assembled chassis + bodywork + extra components) with the engines.

As from the Free Practice, each Driver may have the following equipment:

Number of chassis: 1 (the 1 marked at Scrutineering)

Number of engines: 2 (the 2 marked at Scrutineering)

a) Sets of «wet weather» tyres: 2 sets of new «wet weather» tyres for Qualifying Practice, Qualifying Heats and final phase. The number of «wet weather» tyres reserved for Free Practice and Warm-Ups is not limited. A minimum of 1 set is guaranteed by the Official tyre supplier for the Free Practice sessions. Any Competitor wishing to have a larger number of «wet weather» sets for the Free Practice sessions shall be obliged to order them from the Official tyre supplier beforehand.

b) Sets of «slick» tyres: 2 sets of new «slick» tyres for Qualifying Practice, Qualifying Heats and final phase: - 2 of new «slick» tyres (4 front and 4 rear tyres).

c) Distribution: At the respective Competition and according to the timetable, a voucher must be acquired from the Official tyre supplier. Tyres will be distributed and allocated by random draw in the Servicing Park. The bar codes corresponding to each Driver will be reproduced on the Technical Passport of the Driver concerned. «Slick» tyres may be delivered for Free Practice on Thursday afternoon according to the time schedule of the Competition. «Wet weather» tyres may be distributed at the same times as «slick» tyres, as well as during the Saturday and Sunday warm-ups and in the case of sudden weather events.

d) Stocking: Tyres will be stocked under the responsibility of the Competitor/ Driver.

4.2 – KA100 Junior

Only karts complying with the CIK-FIA Karting Technical Regulations may be accepted in a Competition.

The Championship is reserved for Group 2 karts, as defined in the Technical Regulations.

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

Number of chassis: 1, of the same make

Number of engines: 2, of the same make

Sets of «slick» tyres: 2, of the prescribed make for the Championship

The karts must be presented in full configuration (assembled chassis + bodywork + extra components) with the engines.

As from the Free Practice, each Driver may have the following equipment:

Number of chassis: 1 (the 1 marked at Scrutineering)

Number of engines: 2 (the 2 marked at Scrutineering)

a) Sets of «wet weather» tyres: 2 sets of new «wet weather» tyres for Qualifying Practice, Qualifying Heats and final phase. The number of «wet weather» tyres reserved for Free Practice and Warm-Ups is not limited. A minimum of 1 set is guaranteed by the Official tyre supplier for the Free Practice sessions. Any Competitor wishing to have a larger number of «wet weather» sets for the Free Practice sessions shall be obliged to order them from the Official tyre supplier beforehand.

b) Sets of «slick» tyres: 2 sets of new «slick» tyres for Qualifying Practice, Qualifying Heats and final phase: - 2 of new «slick» tyres (4 front and 4 rear tyres).

c) Distribution: At the respective Competition and according to the timetable, a voucher must be acquired from the Official tyre supplier. Tyres will be distributed and allocated by random draw in the Servicing Park. The bar codes corresponding to each Driver will be reproduced on the Technical Passport of the Driver concerned. «Slick» tyres may be delivered for Free Practice on Thursday afternoon according to the time schedule of the Competition. «Wet weather» tyres may be distributed at the same times as «slick» tyres, as well as during the Saturday and Sunday warm-ups and in the case of sudden weather events.

d) Stocking: Tyres will be stocked under the responsibility of the Competitor/ Driver.

4.3 – KA100 Senior

Only karts complying with the CIK-FIA Karting Technical Regulations may be accepted in a Competition.

The Championship is reserved for Group 2 karts, as defined in the Technical Regulations.

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

Number of chassis: 1, of the same make

Number of engines: 2, of the same make

Sets of «slick» tyres: 2, of the prescribed make for the Championship

The karts must be presented in full configuration (assembled chassis + bodywork + extra components) with the engines.

As from the Free Practice, each Driver may have the following equipment:

Number of chassis: 1 (the 1 marked at Scrutineering)

Number of engines: 2 (the 2 marked at Scrutineering)

a) Sets of «wet weather» tyres: 2 sets of new «wet weather» tyres for Qualifying Practice, Qualifying Heats and final phase. The number of «wet weather» tyres reserved for Free Practice and Warm-Ups is not limited. A minimum of 1 set is guaranteed by the Official tyre supplier for the Free Practice sessions. Any Competitor wishing to have a larger number of «wet weather» sets for the Free Practice sessions shall be obliged to order them from the Official tyre supplier beforehand.

b) Sets of «slick» tyres: 2 sets of new «slick» tyres for Qualifying Practice, Qualifying Heats and final phase: - 2 of new «slick» tyres (4 front and 4 rear tyres).

c) Distribution: At the respective Competition and according to the timetable, a voucher must be acquired from the Official tyre supplier. Tyres will be distributed and allocated by random draw in the Servicing Park. The bar codes corresponding to each Driver will be reproduced on the Technical Passport of the Driver concerned. "Slick" tyres may be delivered for Free Practice on Thursday afternoon according to the time schedule of the Competition. "Wet weather" tyres may be distributed at the same times as "slick" tires, as well as during the Saturday and Sunday warm-ups and in the case of sudden weather events.

d) Stocking: Tyres will be stocked under the responsibility of the Competitor/ Driver.

4.4 – KA100 Heritage

Only karts complying with the CIK-FIA Karting Technical Regulations may be accepted in a Competition.

The Championship is reserved for Group 2 karts, as defined in the Technical Regulations.

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

Number of chassis: 1 of the same make

Number of engines: 2, of the same make

Sets of «slick» tyres: 2, of the prescribed make for the Championship

The karts must be presented in full configuration (assembled chassis + bodywork + extra components) with the engines.

As from the Free Practice, each Driver may have the following equipment:

Number of chassis: 1 (the 1 marked at Scrutineering)

Number of engines: 2 (the 2 marked at Scrutineering)

a) Sets of «wet weather» tyres: 2 sets of new «wet weather» tyres for Qualifying Practice, Qualifying Heats and final phase. The number of «wet weather» tyres reserved for Free Practice and Warm-Ups is not limited. A minimum of 1 set is guaranteed by the Official tyre supplier for the Free Practice sessions. Any Competitor wishing to have a larger number of «wet weather» sets for the Free Practice sessions shall be obliged to order them from the Official tyre supplier beforehand.

b) Sets of «slick» tyres: 2 sets of new «slick» tyres for Qualifying Practice, Qualifying Heats and final phase: - 2 of new «slick» tyres (4 front and 4 rear tyres).

c) Distribution: At the respective Competition and according to the timetable, a voucher must be acquired from the Official tyre supplier. Tyres will be distributed and allocated by random draw in the Servicing Park. The bar codes corresponding to each Driver will be reproduced on the Technical Passport of the Driver concerned. "Slick" tyres may be delivered for Free Practice on Thursday afternoon according to the time schedule of the Competition. "Wet weather" tyres may be distributed at the same times as "slick" tires, as well as during the Saturday and Sunday warm-ups and in the case of sudden weather events.

d) Stocking: Tyres will be stocked under the responsibility of the Competitor/ Driver.

4.5 – KZ Heritage

Only karts complying with the CIK-FIA Karting Technical Regulations may be accepted in a Competition.

The Championship is reserved for Group 2 karts, as defined in the Technical Regulations.

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

Number of chassis: 1, of the same make

Number of engines: 2, of the same make

Sets of «slick» tyres: 2, of the prescribed make for the Championship

The karts must be presented in full configuration (assembled chassis + bodywork + extra components) with the engines.

As from the Free Practice, each Driver may have the following equipment:

Number of chassis: 1 (the 1 marked at Scrutineering)

Number of engines: 2 (the 2 marked at Scrutineering)

a) Sets of «wet weather» tyres: 2 sets of new «wet weather» tyres for Qualifying Practice, Qualifying Heats and final phase. The number of «wet weather» tyres reserved for Free Practice and Warm-Ups is not limited. A minimum of 1 set is guaranteed by the Official tyre supplier for the Free Practice sessions. Any Competitor wishing to have a larger number of «wet weather» sets for the Free Practice sessions shall be obliged to order them from the Official tyre supplier beforehand.

b) Sets of «slick» tyres: 2 sets of new «slick» tyres for Qualifying Practice, Qualifying Heats and final phase: - 2 of new «slick» tyres (4 front and 4 rear tyres).

c) Distribution: At the respective Competition and according to the timetable, a voucher must be acquired from the Official tyre supplier. Tyres will be distributed and allocated by random draw in the Servicing Park. The bar codes corresponding to each Driver will be reproduced on the Technical Passport of the Driver concerned. "Slick" tyres may be delivered for Free Practice on Thursday afternoon

according to the time schedule of the Competition. "Wet weather" tyres may be distributed at the same times as "slick" tires, as well as during the Saturday and Sunday warm-ups and in the case of sudden weather events.

d) Stocking: Tyres will be stocked under the responsibility of the Competitor/ Driver.

4.6 – X30 Pro

Only karts complying with the CIK-FIA Karting Technical Regulations may be accepted in a Competition.

The Championship is reserved for Group 2 karts, as defined in the Technical Regulations.

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

Number of chassis: 1, of the same make

Number of engines: 2, of the same make

Sets of «slick» tyres: 2, of the prescribed make for the Championship

The karts must be presented in full configuration (assembled chassis + bodywork + extra components) with the engines.

As from the Free Practice, each Driver may have the following equipment:

Number of chassis: 1 (the 1 marked at Scrutineering)

Number of engines: 2 (the 2 marked at Scrutineering)

a) Sets of «wet weather» tyres: 2 sets of new «wet weather» tyres for Qualifying Practice, Qualifying Heats and final phase. The number of «wet weather» tyres reserved for Free Practice and Warm-Ups is not limited. A minimum of 1 set is guaranteed by the Official tyre supplier for the Free Practice sessions. Any Competitor wishing to have a larger number of «wet weather» sets for the Free Practice sessions shall be obliged to order them from the Official tyre supplier beforehand.

b) Sets of «slick» tyres: 2 sets of new «slick» tyres for Qualifying Practice, Qualifying Heats and final phase: - 2 of new «slick» tyres (4 front and 4 rear tyres).

c) Distribution: At the respective Competition and according to the timetable, a voucher must be acquired from the Official tyre supplier. Tyres will be distributed and allocated by random draw in the Servicing Park. The bar codes corresponding to each Driver will be reproduced on the Technical Passport of the Driver concerned. "Slick" tyres may be delivered for Free Practice on Thursday afternoon according to the time schedule of the Competition. "Wet weather" tyres may be distributed at the same times as "slick" tires, as well as during the Saturday and Sunday warm-ups and in the case of sudden weather events.

d) Stocking: Tyres will be stocked under the responsibility of the Competitor/ Driver.

4.7 – KZ Pro

Only karts complying with the CIK-FIA Karting Technical Regulations may be accepted in a Competition.

The Championship is reserved for Group 2 karts, as defined in the Technical Regulations.

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

Number of chassis: 1, of the same make

Number of engines: 2, of the same make

Sets of «slick» tyres: 2, of the prescribed make for the Championship

The karts must be presented in full configuration (assembled chassis + bodywork + extra components) with the engines.

As from the Free Practice, each Driver may have the following equipment:

Number of chassis: 1 (the 1 marked at Scrutineering)

Number of engines: 2 (the 2 marked at Scrutineering)

a) Sets of «wet weather» tyres: 2 sets of new «wet weather» tyres for Qualifying Practice, Qualifying Heats and final phase. The number of «wet weather» tyres reserved for Free Practice and Warm-Ups is not limited. A minimum of 1 set is guaranteed by the Official tyre supplier for the Free Practice sessions. Any Competitor wishing to have a larger number of «wet weather» sets for the Free Practice sessions shall be obliged to order them from the Official tyre supplier beforehand.

b) Sets of «slick» tyres: 2 sets of new «slick» tyres for Qualifying Practice, Qualifying Heats and final phase: - 2 of new «slick» tyres (4 front and 4 rear tyres).

c) Distribution: At the respective Competition and according to the timetable, a voucher must be acquired from the Official tyre supplier. Tyres will be distributed and allocated by random draw in the Servicing Park. The bar codes corresponding to each Driver will be reproduced on the Technical Passport of the Driver concerned. "Slick" tyres may be delivered for Free Practice on Thursday afternoon according to the time schedule of the Competition. "Wet weather" tyres may be distributed at the same times as "slick" tires, as well as during the Saturday and Sunday warm-ups and in the case of sudden weather events.

d) Stocking: Tyres will be stocked under the responsibility of the Competitor/ Driver.

ART. 5 – ENTRY OF COMPETITIONS

5.1 - An Entry compels the Competitor to take part in the Competition in which they have accepted to run, except in case of duly established Force Majeure.

5.2 - It also binds the Organizer to fulfil, for the Competitor, all the conditions upon which the Entry was made, the only reservation being that the Competitor must use his best endeavours to participate in the Competition.

5.3 - Any dispute regarding an Entry shall be judged by the the Organizing Committee.

5.4 – Dates open & close of entries for each round

Entries will open 1 month prior to each event.

5.5 – Entries for each round and fees

5.5.1 All classes

5.5.1.1 – For each round the fee is established at 325 US dollars \$.

5.6 – Entry restrictions

5.6.1 – A maximum of 108 drivers per class are accepted.

5.6.2 – A minimum of 60 drivers are accepted in all classes together.

5.6.3 – Should the driver fail to attend there will be no reimbursement of entry fees, the tires and other products ordered are the belongings and responsibility of the Competitor and cannot be reimbursed or carry forward to any other competitions, neither the entry fee. Material not collected after the competition within the specific regulations to collect it is not and will not be responsibility of Champions of the Future America.

5.6.4 – Entries are only accepted once registration fee has been received. Any Entry not accompanied by this fee shall be null and void.

5.6.5 – Competitors will be entered on a first come first served basis by date of payment and not the date of entry form.

5.6.6 - Any Entry which contains a false statement shall be considered null and void. The lodgement of such an Entry shall be deemed a breach of the Regulations. Moreover, the Entry fee may be forfeited.

5.7 – Refusal of entry

In the case of an Entry being refused by the Organizing Committee, the latter must notify the applicant of such refusal no later than 2 days after the Entry closing date and not less than 5 days before the beginning of the Competition, stating the grounds for such a refusal.

ART. 6 – ELIGIBLE RACES IN THE SERIES

6.1 – Number of competitions.

Champions of the Future America US Edition will include 9 races to be held in 10 rounds.

6.2 – Dates 2026

Round 1: To be hosted at K1 Circuit in the following dates: 31 January – 1 February

Round 2: To be hosted at K1 Circuit in the following dates: 28 February – 1 March

Round 3: To be hosted at K1 Circuit in the following dates: 21 – 22 March

Round 4: To be hosted at Spring Mountain Karting Complex, Pahrum (NV) in the following dates: 18 – 19 April – This event will award double points in all classifications as per article 30.1, towards the championship total points.

Round 5: To be hosted at K1 Circuit in the following dates: 30 – 31 May

Round 6: To be hosted at K1 Circuit in the following dates: 27 – 28 June

Round 7: To be hosted at K1 Circuit in the following dates: 18 – 19 July

Round 8: To be hosted at K1 Circuit in the following dates: 29 – 30 August

Round 9: To be hosted at K1 Circuit in the following dates: 26 – 27 September

6.3 – Calendar modifications

The Organizing Committee reserves the right to modify the date and place of one or more calendar competitions.

ART. 7– COMPETITION FORMAT

7.1 – Duration of the Free Practice and non-qualifying practice

Free Practice and non-qualifying practice sessions will last at least 5 minutes; final duration will be stated on the official timetable. A minimum of one free practice session will be held before the Time Qualifying.

7.2 – Duration of the Time Qualifying

One Time Qualifying session for each class will be organised. They will last at least 6 minutes; final duration will be stated on the official timetable.

7.3 – Distance to cover for Qualifying Heats

Each Qualifying Heat will have a distance of approximately 9km for mini classes, 10km for Junior classes and 13km for senior classes.

7.4 – Distance to cover for Superheats

Each Superheat will have a distance of approximately 14km for mini classes, 15km for Junior classes and 20km for senior classes.

7.5 – Distance to cover for the Finals

Each Final will have a distance of approximately 20k for mini classes, 23km for Junior classes and 27km for senior classes.

7.6 – Laps

Laps will be stated in the Supplementary Regulations for each competition.

ART. 8 – TIRES REGULATIONS AND PETROL

8.1 – Number of tires for each competition

As stated in article 4 of these Sporting Regulations.

8.2 –Tires for Mini

PRESA Tires is the exclusive supplier of the dry and wet tires. Presa Mini Tires will be the specified dry tires, at a cost of 249 US dollars \$ per set.

8.3 – Tires for KA100 Junior

PRESA Tires is the exclusive supplier of the dry and wet tires. PRESA Option tires will be the specified dry tires, at a cost of 259 US dollars \$ per set.

8.4 – Tires for KA100 SR, KA100 Heritage, KZ Heritage, X30 Pro and KZ Pro.

PRESA Tires is the exclusive supplier of the dry and wet tires. PRESA Prime tires will be the specified dry tires, at a cost of 269 US dollars \$ per set.

8.5 – Wet tires regulation

It is compulsory for each Driver to use wet tires from the organization in the case of rain declared by the Race Director with a board with the inscription “WET RACE” in time- qualifying, qualifying heats, and final of each competition.

PRESA tires is the exclusive supplier of dry and wet tires, PRESA Wet will be the specified wet tires, at a cost of 269 US dollars \$ per set for all classes.

PRESA will ship two (2) set of wet tires for each registered/entered Driver of the competition to be used in time-qualifying, qualifying heats and final.

For free practice, non-qualifying practice and warm ups the choice of wet tires is free, this includes the use of tires scanned in for racing.

8.6 – Running on wet tires

Running in of wet tires on a dry track is prohibited. Wet tires may only be used if the Race Director has declared Wet Race / Practice. The choice of tires in a declared wet race will be left to the appreciation of the Driver. The Race Director or Clerk of the Course reserves 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.

8.7 – Petrol and oil

CIK-FIA Karting Technical Regulations will apply.

The official fuel supplier for the championship will be Race Fuel Sunoco.

ART. 9 – SPORTING CHECKS AND SCRUTINEERING

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, each Driver and each Competitor must have all required documents and information available.

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

C. A Competitor, 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 the Organizing Committee.

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:

- a) check the eligibility of the kart or of the Driver's equipment,
- b) require a kart to be Dismantled by the Competitor to make sure that the conditions of eligibility and conformity are fully satisfied,
- c) 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 Competitors 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 «Technical Passport». All details relating to the full equipment must be entered on this form before submission to Scrutineering. An incomplete «Technical Passport» 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. In exceptional circumstances, following an incident causing significant damage to the equipment during Free Practice, a change of equipment may be granted at the discretion of the stewards following a report from the Technical Delegate. The exchanged equipment must be of the same make and carry the same homologation number as the damaged equipment. Equipment must be exchanged no later than 30 minutes before the start of Qualifying Practice.

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 and exhaust systems for the system supplied by the the Organizing Committee. The substitution ignition system will

have to be of the same make and same model as the one used by the Competitor concerned.

ART. 10 – RACING NUMBERS AND RACING SUITS

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

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. The driver's name as well as the flag of his nationality must be displayed at the front of the lateral bodywork. The flag and name letters must be at least 3 cm high. Only the organiser's advertising is permitted or others approved by the organiser; in the case that the organiser is imposing the advertising, it must supply the stickers. This advertising must not be more than 5 cm high and may only be affixed to the upper or lower part of the number plate.

10.2 – Only racing suit CIK approved will be valid. The flag of the Driver's nationality shall be that of the nationality of his/her passport.

ART. 11 – BRIEFING

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

B. Aim of the Briefing: to remind Competitors and Drivers of the specific points of the Supplementary Regulations concerning the organisation 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 programme 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 organised if this is deemed necessary.

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

All drivers and competitors must attend the briefing and fill out the attendance form. Drivers / Competitors not filling out the form by the time stated on the timetable will be liable to incur in a fine of 125 US Dollars.

ART. 12 – TRANSPONDER AND ON BOARD CAMERAS

12.1 – Transponders will be provided by K1 Circuit at a cost of 25 US dollars \$ per event.

12.2 – 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.

12.3 - Already for the free practice (see timetable) and for all race activities onwards the transponder is mandatory and has to be fixed on the lower part of the back of the kart seat. Transponder must be mounted in its original holder and may be additionally secured by tie wraps. It is the Competitor / Drivers responsibility to ensure the transponder is fully functional and battery charged at all times.

12.4 - The use of transponders is mandatory at all times. The first time that an Competitor/Driver does not respect the mandatory use of transponders at a Competition, a fine of 100 Dollars will be imposed.

12.5- Subsequent infringements of this rule by the same Competitor/Driver at the same Competition will result in a disqualification from the Qualifying Practice, Qualifying Heat or final phase concerned. In the case of Free Practice and Non-Qualifying practices, only an additional fine of 100 dollars will be imposed.

12.6 – Cameras on board

No private cameras are allowed on any part of karts and/or Drivers from first Time Qualifying practice to the end of the race competition, no cameras are allowed on any part of the helmet at any time.

ART. 13 – 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, 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, 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 refuelling is authorised, it may be carried out only in an area provided for this purpose.

F. Except in cases expressly provided for by the Regulations, no one except the Driver is authorised 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, 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.

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 this regulations. 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, 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 Driver Safety Equipment (helmets, overalls, gloves, shoes and karting body protection).

Q. It is forbidden to use any form of transportation other than walking in the Paddock areas or roads. No Motorbikes, E-bikes scooters, skateboards or any other motorised/nonmotorized transportation in the Paddock. If Medical reasons are an issue, please talk with the organization.

R. In the case of a «wet race» (conditions signalled 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.

S. Pushers are not allowed to help Drivers once they have accessed the track.

T. 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 and only during the first lap, after which the kart is to be moved in a safe location. 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. 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.

U. Mechanics and all personnel participating in the event in the pit lane or reserved areas will wear appropriate clothing, this means unless no circumstances shoes "flip-flops" type or not wearing top cloths is allowed.

ART. 14 – INSTRUCTIONS AND COMMUNICATIONS TO DRIVERS AND COMPETITORS

Flag signals or LED display 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. The Competitor concerned will immediately be informed of the decision.

(e) Black flag with an orange disc (40 cm in diameter): This flag should be used to inform the Driver concerned that there is a technical issue likely to endanger himself or others and means that the driver must stop in the "Repair Area" on the next lap. When the technical issue has 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 behaviour. 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 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 or LED display 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.

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.

ART. 15 – OFFICIALS

15.1 - The term "Officials" comprises the following persons, will be appointed by the Organizing Committee in collaboration with the local organizer:

- the Stewards.
- the Race Director.
- the Clerk of the Course.
- the Secretary of the Event.
- the Timekeepers.
- the Scrutineers.
- the Medical officer.
- the Safety officer.
- track marshals.
- judges of fact.

15.2 - There shall be a panel of at least three stewards and a clerk of the Course, and in the case of Competitions decided wholly or partly by time, one or more timekeepers.

15.3 - The stewards officiate as a body under the authority of a chair expressly designated in the Supplementary Regulations or any applicable regulations.

15.4 - In the event of a split ballot, the chair shall have the casting vote.

15.5 - Except where otherwise provided for, the stewards are on duty from the beginning of the Sporting Checks and until the conclusion of any time limit for protest or appeal.

15.6 – No official, in particular stewards, race directors, clerks of the Course, scrutineers, secretaries of the Event, chief timekeepers, shall have, or appear to have, financial or personal interests that may detract from his ability to perform his duties with integrity and in an independent and diligent manner.

15.7 - Officials shall not, at any Event, perform any duties other than those for which they were appointed.

15.8 - They shall not be eligible to participate, neither as a Competitor nor as Driver, in any Competition taking place at any Event at which they are acting as an official.

15.9 – Duties and authority of the Stewards

15.9.1 - The stewards will not be in any way responsible for the organization of the Event and shall not have any executive duties in connection therewith.

15.9.2 - It follows, therefore, that in the carrying out of their duties, they do not incur any responsibility except to the Organizing Committee under whose regulations they are acting.

15.9.3 - The stewards shall have supreme authority for the enforcement of the regulations and Supplementary Regulations and of Official Programmes within the framework of the Event for which they are appointed.

15.9.4 - They may settle any matter which might arise during an Event, subject to the right of appeal provided for in the article 29.

15.9.5 - They may also rule on any alleged breach of the applicable regulations which occurred outside the framework of any Event, provided that the Event for which they are appointed immediately follows the discovery of this alleged breach.

15.9.6 - Within the framework of their duties, they notably:

15.9.6.a - shall decide what penalty to enforce in the event of a breach of the regulations;

15.9.6.b - may amend the Supplementary Regulations.

15.9.6.c - may alter the composition or the number of heats;

15.9.6.d - may authorise a new Start in case of dead heats;

15.9.6.e - may accept or refuse any correction proposed by a judge of fact, it being understood that the stewards may overrule judges of fact;

15.9.6.f - may impose penalties;

15.9.6.g - may decide to suspend any penalty;

15.9.6.h - may order the removal and/or eject a person from all or part of the Reserved Areas of an Event and /or deny a person any further access to the same;

15.9.6.i - may pronounce Disqualifications;

15.9.6.j - may amend the classifications;

15.9.6.k - may prohibit from competing any Driver or any Automobile which they consider to be dangerous or which is reported to them by the clerk of the Course as being dangerous;

15.9.6.l - may apply a penalty on any Competitor or Driver whom they consider as, or who is reported to them by the clerk of the Course or by the Organizing Committee as being ineligible to take part, or whom they consider as being guilty of improper conduct or unfair practice;

15.9.6.m - may order the removal from the Reserved Areas of any Competitor or Driver who refuses to obey the order of a responsible official;

15.9.6.n - may postpone a Competition in the event of Force Majeure or for serious safety reasons;

15.9.6.o - may modify the Official Programme if requested to do so by the clerk of the Course or the Organizer in the interest of safety;

15.9.6.p - may take the decision to stop temporarily or permanently, all or part of a Competition;

15.9.6.q - shall declare the classifications and results to be final;

15.9.6.r - may order technical checks to be carried out.

15.9.6.s - may, at the request of the Organizing Committee or on their own initiative, request that alcohol testing be carried out, define the number of drivers and officials to be tested and select the drivers and officials to undergo such alcohol testing.

15.9.6.t - In cases where a decision must be taken after an Event, for whatsoever reason, the stewards may delegate their authority to the subsequent panel of stewards of one of the subsequent Events for the same Championship, cup, trophy, challenge or series or alternatively to a panel of Stewards assembled for this purpose and which shall be selected by the authority responsible for the selection of the original panel.

15.9.6.u - The stewards may use any video or electronic systems to assist them in reaching a decision.

15.9.7- All classifications and results, as well as all decisions issued by the officials, will be posted on the official notice board along with the time of publication, or on the digital notice board (if any). If posted on both the official and digital notice boards, the time of publication on the official notice board shall take precedence.

15.9.8 - After notification of the stewards' decision to the parties, the stewards who render such decision, on their own initiative or at the request of one of the parties, can correct any clerical error contained in the reasons and/or the operative part of their decision, without however altering or modifying its meaning. However, the deadline to notify the intention to appeal starts as from the date of the notification of the original decision and not the corrected one in line with this provision.

15.10 – Duties of the Race Director

15.10.1 – A race director may be designated for the entire duration of each Championship, cup, trophy, challenge or series.

15.10.2 - The clerk of the Course shall work in permanent consultation with the race director.

15.10.3 - The race director shall have overriding authority in the following matters and the clerk of the Course may give orders in respect thereof only with his express agreement:

15.10.3.a - The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the stewards to modify the timetable;

15.10.3.b - The stopping of any Automobile;

15.10.3.c - The stopping of practice or suspension of the race in accordance with the sporting regulations if he

deems it unsafe to continue and ensuring that the correct restart procedure is carried out;

15.10.3.d - The starting procedure;

15.10.3.e – The neutralization of the race.

15.10.4 - If it is necessary for his duties and responsibilities to differ from the above, these duties will be set out in the relevant supplementary regulations.

15.11 – Duties of the Clerk of the Course

15.11.1 - The clerk of the Course may also be the secretary of the Event and may have various assistants.

15.11.2 - The clerk of the Course is responsible for conducting the Event.

15.11.3 - In particular, he shall, where appropriate and in conjunction with the race director:

15.11.3.a - generally keep order, in conjunction with such military and police authorities as have undertaken to police an Event and who are more immediately responsible for public safety;

15.11.3.b - ensure that all officials are at their posts;

15.11.3.c - ensure that all officials are provided with the necessary information to enable them to carry out their duties.

15.11.3.d - control Competitors and their Automobiles and prevent any disqualified, suspended or excluded Competitor or Driver from taking part in a Competition for which they are not eligible;

15.11.3.e - ensure that each Automobile, and if necessary, each Competitor, carries the proper identification numbers in accordance with those in the Official Programme;

15.11.3.f - ensure that each Automobile is driven by the proper Driver, marshal the Automobiles in such categories and classes as are required;

15.11.3.g - bring the Automobiles up to the Start Line in the right order and, if necessary, give the Start;

15.11.3.h - convey to the stewards any proposal to modify the Official Programme or regarding the improper conduct of or breach of rule by a Competitor;

15.11.3.i - receive possible protests and transmit them immediately to the stewards, who shall take the necessary action thereon;

15.11.3.j - collect the reports of the timekeepers, scrutineers, track or road marshals, together with such other official information as may be necessary for the determination of the results.

15.12 – Duties of the Secretary of the Event.

15.12.1 –The secretary of the Event shall be responsible for the organization of the Event and all announcements required in connection therewith and is entrusted with all checking of all documents relating to Competitors and Drivers.

15.12.2 – He/She shall ensure that the various officials are familiar with their duties and provided with the necessary equipment.

15.13 – Duties of the timekeepers

The principal duties of timekeepers shall be:

15.13.1 – at the beginning of the Event, to report to the clerk of the Course, who will give them the necessary instructions;

15.13.2 – to start the Competition, whenever instructed to do so by the clerk of the Course;

15.13.3 – to use for timing only such apparatus as is approved by the Organizing Committee, or, if it is necessary to take times accurate to within 1/1000th of a second;

15.13.4 – to declare the time taken by each Automobile to complete the Course;

15.13.5 – to prepare and sign according to their individual responsibility their reports and to send them, accompanied by all necessary documents, to the clerk of the Course;

15.13.6 – to send, on request, their original time sheets either to the stewards;

15.13.7 – not to communicate any times or results except to the stewards and the clerk of the Course except when otherwise instructed by the officials.

15.14 – Duties of the Scrutineers

15.14.1 - Scrutineers are entrusted with all checking of Automobiles and may delegate their duties to assistants.

15.14.2 - They shall:

15.14.2.a – carry out these checks either before the Event if requested by the Organizing Committee or during or after the Event if requested by the clerk of the Course and/or the stewards, except if otherwise specified in the applicable sporting regulations;

15.14.2.b – use such checking instruments;

15.14.2.c – not communicate any official information to any person except to the Organizing Committee, the stewards and the clerk of the Course;

15.14.2.d - prepare and sign, under their own responsibility, their reports and hand them to the authority among those mentioned above which instructed them to draw them up.

15.15 – Duties of the marshals

15.15.1 – The marshals shall occupy, along the Course, posts assigned to them by the Organizing Committee.

15.15.2 – As soon as an Event begins, each marshal is under the orders of the clerk of the Course, to whom they shall immediately report by any means at their disposal (telephone, signals, courier, etc.) all incidents or accidents which might occur along the section for which they are responsible.

15.15.3 – Flag marshals are specifically entrusted with flag Signalling.

15.15.4 – marshals must give the clerk of the Course a report on the incidents or accidents recorded by them.

15.16 – Duties of the Judges of Fact

15.16.1 – Race Control judges

15.16.1.a – They will report to the clerk of the Course or the Stewards any incident that they witness, they shall be responsible for reporting as well any other infringements regarding the starting procedure or misbehavior as well as any other action that they deem under their own initiative or requested by the clerk of the course or Race Director shall be reported to the stewards.

15.16.2 – Start Servicing Park or Pre Grid.

15.16.2.a - They will report to the clerk of the Course or the Stewards any incident that they witness, especially those that occurred under their areas of surveillance (i.e. working on the grid), as well as any other action that they deem under their own initiative or requested by the clerk of the course or Race Director shall be reported to the stewards.

15.16.3 - Scrutineers

15.16.3.a - They will report to the Stewards any technical infringement that they notice (i.e. front fairing in the incorrect position), as well as any other action that they deem under their own initiative or requested by the clerk of the course or Race Director shall be reported to the stewards.

15.16.4 - If any judge considers that they have made a mistake they may correct it, subject to this correction being accepted by the stewards.

ART. 16 – FREE PRACTICE AND NON QUALIFYING PRACTICE

16.1 - It will be reserved for drivers who have entered the Competition. Those drivers must have passed the Sporting Checks and have their race numbers and names on the kart. Transponder is mandatory as per stated in the timetable. For Non-Qualifying practice drivers will not be able to take part on the session if they have not passed the Scrutineering.

16.2 –

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. No Driver may take the start of a Race without having participated in at least one Free Practice session.

C. 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 authorisation 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.

D. 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.

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

ART. 17 – TIME QUALIFYING

17.1 – The provisions stated for the Free Practice in article 16 will be applicable.

17.2 - Drivers who have passed Scrutineering will be authorised to take part on a one 6-minute session per category. Each series will comprise a maximum number of 36 Drivers.

17.3 - The drivers will be able to start moving their karts from the "Start Servicing Park" to the "Pre-Grid" from five minutes before the time scheduled for the start of the Qualifying Practice concerned until the end of the same Qualifying Practice period. Each driver has to take his/her chassis to the "Pre-Grid" and this choice will be final. The karts placed on the "Pre-Grid" must be ready to race. As soon as the signal indicating the end of the Qualifying Practice is given, access to the "Pre-Grid" is forbidden.

17.4 - 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.

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

- The grid will be drawn up in the order of the fastest time achieved by each driver.

-If no time is considered 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.

ART. 18 – QUALIFYING HEATS AND SUPERHEATS

18.1 - For the Qualifying Heats, points will be awarded as follows: Position Points 1st 50, 2nd 44, 3rd 41, 4th 38, 5th 36, 6th 34, 7th 32, 8th 30, 9th 28, 10th 27, 11th 26, 12th 25, 13th 24, 14th 23, 15th 22, 16th 21, 17th 20, 18th 19, 19th 18, 20th 17, 21st 16, 22nd 15, 23rd 14, 24th 13, 25th 12, 26th 11, 27th 10, 28th 9, 29th 8, 30th 7, 31st 6, 32nd 5, 33rd 4, 34th 3, 35th 2, 36th 1.

18.2 – If a Driver does not take the start in a Qualifying Heat, he will receive points equal to the number of points of the last qualified Driver minus 1 point.

18.3 – If a Driver has been black-flagged or disqualified, he will receive points equal to the number of points of the last qualified Driver minus 5 points for the Qualifying Heat in question.

18.4 – Any Driver who has not covered all the laps scheduled, even if he has not finished the Qualifying Heat, will be classified according to the number of laps he has actually completed.

18.5 – At the end of the Qualifying Heats, an intermediate classification will be established. Possible ties between two or more Drivers will be settled according to their classification in the Qualifying Practice.

18.6 – 36 participants or less

At least two Qualifying Heats will be run with all the Drivers. The starting grids of each of the Heats will be established on the basis of the results of Qualifying Practice.

18.7 – SUPERHEATS

After the execution of all the Qualifying Heats, one or two Super Heats will take place depending on the number of participants (Case A- Case B).

For the Super Heat(s), points will be awarded as follows: Position Points 1st 90, 2nd 80, 3rd 72, 4th 66, 5th 60, 6th 54, 7th 50, 8th 46, 9th 42, 10th 38, 11th 34, 12th 32, 13th 30, 14th 28, 15th 26, 16th 24, 17th 22, 18th 20, 19th 18, 20th 17, 21st 16, 22nd 15, 23rd 14, 24th 13, 25th 12, 26th 11, 27th 10, 28th 9, 29th 8, 30th 7, 31st 6, 32nd 5, 33rd 4, 34th 3, 35th 2, 36th 1.

- If a Driver does not take the start in his Super Heat, he will receive points equal to the number of points of the last classified Driver minus 1 point.

- If a Driver has been black-flagged or disqualified, he will receive points equal to the number of points of the last classified Driver minus 5 points for the Super Heat in question.

The points from the Super Heat(s) will be added to those of the Intermediate Classification of the Qualifying Heats. The cumulated total of these points will serve to establish a Final Intermediate Classification.

The first 36 Drivers in the Final Intermediate Classification will be qualified for the final phase.

Two or more Drivers who have the same points total will be split according to their classification in Qualifying Practice.

- Case A: 36 participants or fewer

The starting grid for the Super Heat will be established on the basis of the Intermediate Classification of the minimum three Qualifying Heats.

- Case B: 37 participants or more

After the Qualifying Heats, the first 72 Drivers in the Intermediate Classification of the Qualifying Heats will be divided into a maximum of 2 groups for the Super Heats. The maximum number of Drivers in each group will be 36.

The Driver in first position of the Intermediate Classification of the Qualifying Heats will start in first position in Super Heat A, the second Driver in the Intermediate Classification of the Qualifying Heats will start in first position in Super Heat B, the third Driver in the Intermediate Classification of the Qualifying Heats will start in second position in Super

Heat A, the fourth Driver in the Intermediate Classification of the Qualifying Heats will start in second position in Super Heat B, the fifth Driver in the Intermediate Classification of the Qualifying Heats will start in third position in Super Heat A, the sixth Driver in the Intermediate Classification of the Qualifying Heats will start in third position in Super Heat B, and so on, until the final grid of 36 Drivers per Super Heat is assembled/constituted.

ART. 19 – FINALS

19.1 - 36 Drivers will take part in the Final according to the distance specified in the timetable according to these Sporting Regulations.

19.2 - Starting positions will be determined according to the Final Intermediate Classification established after the Qualifying Heats and the Super Heat(s).

19.3 - During the Final, any Driver about to be overtaken or who has been overtaken by the race leader for any reason whatsoever will be shown the blue and red flag (double diagonal) with his number. He shall compulsorily go to the scales in the Parc Fermé and will be classified according to the number of laps that he has actually completed.

ART. 20 – 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 Article 17 of these Sporting Regulations.

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 four 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 Panel of Stewards.

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 Mechanic using his 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 (four minutes before the time scheduled for the start of the Race), 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 four 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 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 Chief Scrutineer 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 20.9 b. of these Sporting Regulations.

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 and receives assistance of a Mechanic, he will be authorised 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.

iii) In case of changing weather conditions, the Race Director will show the board "START DELAYED". Once is announced, it will entail lengthening the starting procedure by minimum 5 minutes, as discretion of the Race Director. Drivers will then be allowed to carry out necessary mechanical interventions.

G. Any Driver who is present, with his/her kart, on the grid within the time limit will be considered as a starter.

H. Starting grid procedure on the track:

1) During the Finals and in certain circumstances, the karts will have to be placed on the grid on the track. In the case that this scenario occurs apart from the finals it 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, decided as the own discretion of the Race Director, the Starting grid procedure on track will not take place.

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 Mechanic using his own tyre pressure gauge by letting air out only.

4) 10 minutes before the starting time for the Formation Lap, the access to the Pre - Grid will close.

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 3 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 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.

9a) Should a Driver require assistance after the "30-second" signal, he 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. 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 authorised 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 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. This article will not be applicable in the final phase, where the driver will not be allowed to restart after lap one.

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 a minimum of 5 minutes. In this case, the mechanics will have the possibility of carrying out the necessary works on their karts. The starting procedure will begin again from the moment the Race Director at his/her own discretion decide, in order to allow the karts to be changed.

ART. 20 – STARTING PROCEDURE

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

B. The type of start will be «rolling», 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) shall be placed on a platform located at least 5 metres from the trackside and behind a permanent protecting barrier

D. Two 2-metre wide lanes bordered by white lines will be painted over the maximum of 110 metres 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 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.

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 manoeuvre does not impede other Drivers and in all cases before having reached the Red Line which will be materialised on the track, equipped with a timekeeping loop and indicated by the Race Director or the Clerk of the Course at the Briefing.

H. If he considers that a Driver has been immobilised 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. 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.

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

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.

ART. 21 – NEUTRALISATION AND RESUMING OF A HEAT OR RACE

a) The Clerk of the Course or the Race Director may decide to neutralise 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 neutralisation 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 neutralisation, but they may rejoin the track only when authorised 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; 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 Line at the end of the neutralisation of the Qualifying Heat or Race. On approaching the Line, where a green flag will be waved by the Race Director or the Clerk of the Course, the Drivers may accelerate only after approaching 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 neutralisation will be counted as a racing lap.

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

ART. 22 – SUSPENDING A PRACTICE, HEAT OR RACE. RESUMING A HEAT/RACE.

22.1 – SUSPENDING A PRACTICE, HEAT 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 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 Heat/Race:

Should a Red Flag be shown during a Heat/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 by returning to the start-finish line on track.

In both the following cases: No mechanics or outside assistance is allowed until directed by the Race Director/ Technical Delegate.

i) LESS THAN TWO LAPS

No mechanics or outside assistance is allowed until directed by the Race Director/Technical Delegate.

Once permission is given, spare parts 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 repair window time of 15 minutes. Once these 15 minutes window ends all mechanics/drivers must have completed any work on the kart and have the kart ready on the ground in their grid position. After this time has been completed, the Race Director will announce with the grid boards the time remaining for the restart (in any case, it will be no more than 5 minutes). Karts must be ready to race on the ground when the one-minute board is shown. Failure to be ready to race means that kart/driver cannot restart the race.

The Chief Scrutineer will not allow at his/her own criteria to take part in the restart to any kart that has been involved in a crash and it's deemed not to be safe to take part in it.

Should a restart of a Heat/Race not be possible, no points will be awarded for this Heat/Race.

ii) MORE THAN TWO LAPS BUT LESS THAN THE 75% OF THE HEAT/RACE DISTANCE

(Rounded up to the nearest higher whole number of laps). If the Heat/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 22.1.B.i) for the repair window will apply. If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the heat/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 and it will be taken into account at the time to form the new grid for the restart.

The restart grid will be determined by the finishing order at the end of the lap prior to that during which the Heat/Race was stopped. Only karts having crossed the finish line during the lap preceding the red flag presentation as well as karts in the Repair Area at the time when the Heat/Race was stopped by the Red flag, will be allowed to take the restart.

Should a restart of a Heat/Race not be possible, half points will be awarded for this Heat/Race.

iii) 75% OR MORE OF THE DISTANCE OF THE RACE

(Rounded up to the nearest higher whole number of laps). The heat/race will be called complete and no restart will take place – the classification of the Heat/Race will be the classification at the end of the lap prior to that during which the signal to stop the Heat/Race was given. Full points will be awarded for this Heat/Race.

22.2 – RESUMING A HEAT/RACE

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 5 minutes' warning will be given.

Boards will be presented 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 according to each one of the different cases established in the article above, except for article 22.1.2.iii) where no restart will occur.

i) 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 heat/race will be the full original race distance.

ii) MORE THAN TWO LAPS BUT LESS THAN THE 75% OF THE HEAT/RACE DISTANCE

The heat/race will be resumed under the "SLOW" process and Article 2.20c 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.

ART. 23 – FINISH

A. The signal indicating the end of the race shall be given on the 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 stopping the race, 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 in moderate and constant speed, 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.

ART. 24 – 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 authorisation 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 unauthorised person may have access to it.

D. Karts will remain in Parc Fermé conditions after the end of the Time Qualifying session and the heats for a minimum of 10 minutes, and the final for a minimum of 30 minutes. This means that no outside assistance or works on the kart are allowed with the exception of the works allowed by the Chief Scrutineer and always under the supervision of the scrutineers.

ART. 25 – INCIDENTS AND CODE OF DRIVING CONDUCT

25.1 - Unless stated otherwise, offences or infringements are punishable, whether they were committed intentionally or through negligence.

25.2 - Attempts to commit offences or infringements are also punishable.

25.3 - Any natural or legal person who takes part in an offence or infringement, whether as instigator or as accomplice, is also punishable.

25.4 - Any of the following offences, in addition to any offences specifically referred to previously or subsequently, shall be deemed to be a breach of these rules:

25.4.a - All bribery or attempt, directly or indirectly, to bribe any person having official duties in relation to a Competition or being employed in any manner in connection with a Competition and the acceptance of, or offer to accept, any bribe by such an official or employee.

25.4.b - Any action having as its object the entry or participation in a Competition of an Automobile known to be ineligible therefore.

25.4.c - Any fraudulent conduct or any act prejudicial to the interests of any Competition or to the interests of motor sport generally.

25.4.d - Any refusal or failure to apply decisions of the Organizing Committee.

25.4.e - Any words, deeds or writings that have caused moral injury or loss to the Organizing Committee, RGMMC, its bodies, its members or its executive officers, and more generally on the interest of motor sport.

25.4.f - Any failure to cooperate in an investigation.

25.4.g - Any unsafe act or failure to take reasonable measures, thus resulting in an unsafe situation.

25.4.h - Failure to follow the instructions of the relevant officials for the safe and orderly conduct of the Competition.

25.4.i - Any Misconduct.

25.4.j - Any infringement of the principles of fairness in Competition, behaviour in an unsportsmanlike manner or attempt to influence the result of a Competition in a way that is contrary to sporting ethics.

25.4.k - Any public incitement to violence or hatred.

25.5 - 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 in application of these regulations;
- violated these Sporting Regulations;
- have jumped the start;
- started from an incorrect position (e.g. ahead of the pole sitter during a rolling start);
- have not respected flag signalling;
- 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 manoeuvre by a Driver;
- have illegally impeded another Driver during a passing manoeuvre;
- have not respected the Briefing Notes;

- have not respected the Race Director Competition 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.

25.6 - The Stewards shall inflict any penalty under the scale of penalties of Article 26 on any Driver having caused an Incident. 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.

25.7 - In accordance with Article 29 of the International Sporting Code, disallowance or deletion of a Driver's race, qualifying and practice lap time(s); drop of grid position(s); obligation for a Driver to start a race from the pit lane; time penalties and penalty lap(s) imposed by the Panel of Stewards are not susceptible to appeal.

25.6 – Code of driving conduct

25.6.1 – Overtaking during a race

25.6.1.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.

25.6.1.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.

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

- the white 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 letter d) below, the Driver may rejoin. However, this may

only be done when it is safe to do so and without gaining any advantage.

25.6.1.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.

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

25.6.2 – Karts stopping during a race

25.6.2.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.

25.6.2.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 rejoining the race, this must be done without committing any breach of the regulations and without gaining any advantage.

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

25.6.2.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.

25.6.2.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.

25.6.3 – Entrance to the pit lane (to the Repair Area or to the Finish Park)

25.6.3.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».

25.6.3.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.

25.6.3.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.

25.6.3.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.

25.6.3.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.

ART. 26 – SCALE OF PENALTIES

26.1 – Any breach of these Regulations, or of any Supplementary Regulations by any Organiser, official, Competitor, Driver, Participant or other person or organisation may be penalised. Penalties may be inflicted as follows:

26.1.a – warning;

26.1.b – reprimand;

26.1.c – fine;

26.1.d – disallowance or deletion of a Driver's practice, qualifying, heat or race lap time(s);

26.1.e – drop of grid position(s);

26.1.f – obligation for a Driver to start a heat or race from the pit lane;

26.1.g – time penalty;

26.1.h – penalty lap(s);

26.1.i – drop of place(s) in the classification of the heat, race or Competition;

26.1.j – Disqualification (Disqualification from an entire Competition entails the loss of the Entry fee, which shall accrue to the Organizing Committee);

26.1.k – Suspension;

26.1.l – Ban (may only be inflicted by the Organizing Committee);

26.2 - Time penalty means a penalty expressed in minutes and/or seconds.

26.3 - Penalties may be applied at subsequent Competitions of the same Championship, cup, trophy, challenge or series.

26.4 - Any one of the above penalties can only be inflicted after consideration of the evidence available and the party concerned must be summoned to give them the opportunity of presenting their defence, with the exception of incidents related to the start procedure, as stated in Article 25.2.

26.5 - A fine may be inflicted on any Competitor and also on any Driver, Passenger, person or organisation who does not comply with the requirements of any regulations or with any instruction of the officials of the Competition.

26.6 - The infliction of a fine may be ordered by the Organizing Committee or by the stewards.

26.7 - A Competitor shall be responsible for the payment of any fine inflicted on their Drivers, assistants, passengers, etc.

26.8 - Fines shall be paid to the Organizing Committee within forty-eight hours of their notification by means of any mode of payment, electronic included. Any delay in

making payment may entail Suspension during the period a fine remains unpaid.

26.9 - A sentence of Suspension may also be pronounced by the Organizing Committee and shall be reserved for grave offences.

26.10 - A sentence of Suspension, for as long as it remains in force, shall entail the loss of any right to take part in any capacity whatsoever in any Competition organized by this Organizing Committee.

26.11 - Suspension shall also render null and void any previous Entry made for any Competition which may take place during the term of such Suspension and shall also entail the forfeiture of the fee payable for any such Entry.

ART. 27 – FRONT FAIRING & FRONT FAIRING MOUNTING KIT

In all Competitions the use of a CIK-FIA approved homologated front fairing and of the CIK-FIA approved homologated front fairing mounting kit is mandatory.

As from the Qualifying Heats until the final phase, each Driver must enter the “Start Servicing Park” with the front fairing detached from their kart. The Mechanic or the Driver himself must mount the front fairing in the “Start Servicing Park” under the supervision of a Scrutineer. During Qualifying Heats and final phase, the front fairing can only be installed in the correct position in the “Repair Area”.

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 Heats until the final phase, as described in CIK-FIA Technical Drawing No. 2.2.1.

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 22 of these Sporting Regulations, 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 Heats until the final phase, including after the «black and white chequered flag» has been waved, or when the race has been stopped under Article 22 of the these Sporting Regulations, 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 session concerned. This decision is not subject to appeal.

ART. 28 – PADDOCK AND SERVICING PARKS REGULATIONS AND SAFETY

28.1 - It is strictly prohibited to erect or unload any equipment until you have been allocated your place in the paddock by a member of the organisation.

28.2 - It is forbidden to use motorbikes, scooters or any other motorized devices in the Paddock, except where Clerk of the Course have given special permission.

28.3 - It is forbidden to drive into the Paddock with any Car, Van or Lorry without a proven organizers pass, even when the gate is open and not manually guarded, A fine will be inflicted by the Stewards on any person not respecting this rule.

28.4 - As soon as the Driver / Competitor arrive to the Circuit and before being able to have access to the Paddock, all Competitors and Drivers entered must present themselves to the Organizer’s Secretary for Identification.

28.5 - Competitor, Drivers, Mechanic and Guest passes will be issued at the sporting check. All passes must be presented at any time, and no one will be readmitted without a pass.

28.6 - Personal passes are non-transferable and must not be given to unauthorized persons. The organising office must be notified immediately of loss of passes. The pass shall be presented whenever requested. Any misuse of the pass shall result in its immediate withdrawal.

28.7 – The paddock area will be equipped with enough amount of fire extinguishers.

28.8 - It is strictly forbidden to smoke or to use any device risking provoking fire in the Paddock area, it is forbidden to Cook in the Paddock, except with a 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 All Drivers/Competitors are required to have a fully serviceable fire extinguisher to the minimum recommended standard, minimum 5 kilo suitable for oil and petrol fires.

28.9 - No Catering awnings are allowed in the Paddock, a separate area next to camping will be allocated, if space allows.

28.10 - Refuelling is only allowed in your allocated paddock space, and only with the use of groundsheet.

28.11 - Only ONE driver per kart and ONE mechanic is allowed in “Servicing Park” and only with proven pass and/ or proven identification supplied by the organization.

28.12 - Engine builders are only allowed in the servicing park's scrutineering area and only while scrutineering of a driver engine is in progress. Any other circulation in servicing park will result in be banned to enter servicing park and scrutineering area in future.

ART. 29 – PROTESTS, RIGHT OF REVIEW AND APPEALS

29.1 – Protests

29.1.1 - The right to protest lies only with Competitors. They shall be delivered in writing to the chair of the panel

of the stewards and must specify the relevant regulations, the concerns of the protesting party and against whom the protest is lodged, when relevant. In the absence of the chair of the panel of the stewards, such protests should shall be delivered to one of the other stewards, or in their absence, to the race director or assistant if such exists, or the clerk of the Course or assistant if such exists. Receipt of the protest shall be acknowledged in writing, with the time of receipt noted.

29.1.2 - A protest lodged jointly by several Competitors will be inadmissible.

29.1.3 - A Competitor wishing to protest against more than one fellow Competitor must lodge as many protests as there are Competitors involved in the action concerned.

29.1.4 - A protest can be filed against:

- the Entry of a Competitor or Driver,
- the length of the Course,
- the make-up of a heat or final,
- an alleged error, irregularity or breach of the regulations occurring during a Competition,
- the alleged non-compliance of an Automobile with the regulations, or
- the Provisional Classification established at the end of the Competition.

29.1.5 – The time limits will be the followings:

- No later than two hours after the closing time for the pre-event scrutineering of the Automobiles in matters related to the Entry of a Competitor or Driver,
- No later than two hours after the closing time for the pre-event scrutineering of the Automobiles in matters related to the length of the Course,
- No later than thirty minutes after the publication of the make-up of a heat or final,
- No later than ten minutes after the publication of the Provisional Classification for Practice, Qualifying Practice and Qualifying Heats, except in circumstances where the stewards consider that compliance with the ten-minute deadline would be impossible, in the event of technical issues related to the notice board or in matters related to an alleged error, irregularity or breach of the regulations occurring during a Competition, the alleged non-compliance of an Automobile with the regulations.
- No later than thirty minutes after the publication of the Provisional Classification for the final, except in circumstances where the stewards consider that compliance with the thirty-minute deadline would be impossible, in the event of technical issues related to the notice board or in matters related to an alleged error, irregularity or breach of the regulations

occurring during a Competition, the alleged non-compliance of an Automobile with the regulations.

29.1.6 - Each protest must be accompanied by a deposit of 300 USD.

29.1.7 - In the case of a protest referring to the alleged non-compliance of an Automobile with the regulations and requiring the dismantling and re-assembly of clearly defined part or parts of an Automobile, an additional deposit to cover the estimated costs involved in such checks may be specified by the stewards on a proposal from the chief scrutineer. This additional deposit must be paid by the protester within one hour upon receipt of such notification of the stewards (or, where appropriate, within such timeframe as agreed by them). Otherwise, the protest will be deemed inadmissible.

The costs incurred in undertaking such checks shall be borne:

- by the protester if the protest is rejected. If the costs incurred are less than the additional deposit paid, the surplus shall be refunded to the protester. Conversely, if the costs incurred are higher, the difference shall be borne by the protester.
- by the Competitor against whom the protest is filed if the protest is upheld. Under such circumstances: (i) the costs incurred shall be paid by the Competitor in accordance within the hour, and (ii) the additional deposit paid by the protester shall be refunded.
- proportionally by the parties if the protest is partially upheld. Such proportionality shall be determined by the stewards. The proportion allocated to the protesting party will be deducted from the additional deposit paid and the balance will be refunded. The proportion allocated to the Competitor against whom the protest is lodged shall be paid within the hour.

29.1.8 - Protest deposits must be paid to the Organizing Committee by bank transfer.

29.1.9 - The hearing of the protester and of all parties concerned by the protest shall take place as soon as possible after the protest has been lodged.

29.1.10 - The parties concerned shall be summoned to appear at the hearing and may be accompanied by witnesses.

29.1.11 - The stewards must ensure that the summons has been personally received by all parties concerned.

29.1.12 - In the absence of any party concerned or of their witnesses, judgement may be made by default.

29.1.13 – If judgement cannot be given immediately after the hearing of the parties concerned, they must be advised of the place and time at which the decision will be given.

29.1.14 – Protests against decisions made by any judges of fact in the exercise of their duties will be inadmissible.

29.1.15 – The decisions of these judges are final unless such decision is overruled by the stewards, but they shall not in themselves constitute the classification, because they have taken no account of the conditions under which the Competitors have completed the Course.

29.1.16 – A single protest against more than one Competitor will be inadmissible.

29.1.17 – A protest lodged jointly by several Competitors will be inadmissible.

29.1.18 – A single protest against more than one Automobile will be inadmissible.

29.1.19 - A single protest addressing more than one of the subjects, will be inadmissible.

29.1.20 – Any protest against a stewards' decision will be inadmissible.

29.1.21 – A prize won by a Competitor against whom a protest has been lodged must be withheld until a decision has been reached on the subject of the protest

29.1.22 –Moreover, in the event of any protest being lodged whose outcome might modify the classification of the Competition, the Organizers shall only publish a Provisional Classification and shall withhold all prizes until a final decision concerning the protest (including appeals) has been reached.

29.1.23 – However, in the case of a protest affecting only part of the classification, such part as is not affected by the protest may be published definitively, and the corresponding prizes distributed.

29.1.24 - All parties concerned shall be bound by the decision reached, subject to the conditions of appeal laid down below, but neither the stewards nor the Organizing Committee shall have the right to order that a Competition be re-run.

29.1.25 – If the protest is rejected or if it is withdrawn after being brought, no part of the deposit shall be returned.

29.1.26 – If judged partially founded, the deposit may be returned in part, and in its entirety if the protest is upheld.

29.1.27 – Moreover, if it is proved that the protester has acted in bad faith, the Organizing Committee or the stewards may inflict upon them one of the penalties laid down in the regulations.

29.2 – Right of Review

29.2.1 – If a significant and relevant new element is discovered which was unavailable to the parties seeking the review at the time of the decision concerned, the stewards who have given a ruling or, failing this, those designated by the Organizing Committee, may decide to re-examine their decision following a petition for review by:

- either one of the parties concerned and/or a party that is directly affected by the decision handed down, or
- the Organizing Committee, or
- the Stewards.

Where multiple decisions are concerned, a separate petition for review must be filed against each decision concerned. One petition for review shall not cover multiple decisions.

The stewards must meet (in person or by other means) on a date agreed amongst themselves, summoning the party or parties concerned to hear any relevant explanations and to judge in the light of the facts and elements brought before them.

29.2.2 - The party or parties concerned may waive their right to a hearing in writing.

29.2.3 - A review has no suspensive effect on the execution of the original decision of the stewards when they have given a ruling.

29.2.4 - The stewards shall have the sole discretion to determine if a significant and relevant new element exists. The decision of the stewards as to whether or not such an element exists is not subject to appeal before the Organizing Committee.

29.2.5 - The period during which a petition for review may be brought expires after 96 hours from the end of the Competition concerned, except in circumstances where the stewards consider that compliance with the 96-hour deadline would be impossible, in which case the stewards may extend this deadline by no more than 24 hours.

29.2.6 - The petition for review must be made in writing and must specify the elements as determined under Article

29.2.7 of the Regulations. It must be accompanied by a deposit of 300 USD payable to the Organizing Committee by bank transfer.

29.2.8 - If the right of review is rejected or if it is withdrawn after being brought, no part of the deposit shall be returned.

29.2.9 - If judged partially founded, the deposit may be returned in part, and in its entirety if the right of review is upheld.

29.2.10 - The right of appeal against this new decision, is confined to the party or parties concerned in accordance with the prescriptions below.

29.2.11 - Should the first decision already have been the subject of an appeal before the Organizing Committee, the case shall be lawfully submitted to them for the possible revision of their previous decision.

29.3 – Appeals

29.3.1 – The jurisdiction to hear from any appeal within the framework of the competition, series or races held under this Sporting Regulations will be the Organizing Committee or people nominated by the Organizing Committee, if the case of the article below occurs.

29.3.2 - No members of this court of appeal may sit on a case if they have been involved in any way as Competitors, Drivers or officials in the Competition under consideration, or if they have participated in any earlier decision concerning or have been involved, directly or indirectly, in the matter under consideration.

29.3.3 - Competitors, Organisers, Drivers or other licence holders that are addressees of a stewards' decision or that are individually affected by such decision, whatever their nationality, shall have the right to appeal against that decision before the Organizing Committee.

For the purpose of this Article, Organizers, Competitors, Drivers and other license-holders shall be regarded as being individually affected by a decision only if it affects them by reason of certain attributes peculiar to them, or by reason of a factual situation which differentiates them from all other persons and distinguishes them individually in the same way as the addressee.

29.3.4 - They must, however, under pain of forfeiture of their right to appeal, notify the stewards in writing of their intention to appeal within one hour of the publication of the decision.

29.3.5 - In the case of a decision taken in circumstances where the stewards consider that compliance with the one-hour deadline would be impossible, the latter may set a different time limit for the notification of the intention to appeal. This time limit shall then be set down in writing in their decision and shall not exceed 24 hours following the publication of the decision. The time limit for bringing an appeal to the Organizing Committee and the payment of the appeal deposit shall be deferred accordingly.

29.3.6 - The right to bring an appeal to the Organizing Committee expires 1 hour from the moment the stewards are notified of the intention to appeal on condition that the intention of appealing has been notified in writing to the stewards within one hour of the publication of the decision.

29.3.7 - This appeal may be brought by email to the attention of the Organizing Committee. Confirmation by letter of the same date is required.

29.3.8 - The Organizing Committee must give its decision within a maximum of 7 days.

29.3.9 - All parties concerned shall be given adequate notice of the hearing of any appeal. They shall be entitled to call witnesses, but their failure to attend the hearing shall not interrupt the course of the proceedings.

29.3.10 - Any notice of appeal before the Organizing Committee shall be in writing and signed by the appellant or by their authorised agent.

29.3.11 - An appeal deposit becomes due from the moment the appellant notifies the stewards of the intention of appealing and remains payable even if the appellant does not follow up the declared intention to appeal. The amount of the deposit appeal is 1000 USD payable by bank transfer to the Organizing Committee.

29.3.12 - Subject to the provisions of Article 29.3.5 above, the deposit must be paid immediately from the moment the stewards are notified of the intention to appeal. Failing this, the appellant's claim will be dismissed.

29.3.13 - If the appeal is rejected or if it is withdrawn after being brought, no part of the appeal deposit shall be returned.

29.3.14 - If judged partially founded, the deposit may be returned in part, and in its entirety if the appeal is upheld.

29.3.15 - Moreover, if it is proved that the author of the appeal has acted in bad faith, the Organizing Committee may inflict upon them one of the penalties laid down in the regulations.

29.3.16 - The Organizing Committee may decide that the decision appealed against should be waived, and, if necessary the penalty mitigated or increased, but it shall not be empowered to order any Competition to be re-run.

29.3.17 - The Organizing Committee shall have the right to publish or have published the outcome of an appeal and to state the names of all the parties involved.

29.3.18 - Without prejudice to any right of appeal, the persons referred to in such notices shall have no right of action against the Organizing Committee concerned or against any person publishing the said notice.

29.3.19 - For the avoidance of doubt, nothing in the Regulations shall prevent any party from pursuing any right of action which it may have before any court or tribunal, subject always to any obligations it may have accepted elsewhere to first pursue other remedies or alternative dispute resolution mechanisms.

29.3.20 - Certain decisions are not subject to appeal. These include decisions to impose: disallowance or deletion of a Driver's practice, qualifying, heat or race lap time(s); drop of grid position(s); obligation for a Driver to start a heat or race from the pit lane; time penalty; penalty lap(s); drop of place(s) in the classification of the heat, race or Competition; disqualification when occurred in Time Qualifying or Qualifying Heats, disqualifications pursuant Article 27 in all cases.

ART. 30 – CHAMPIONSHIP POINTS AND DEAD HEATS

30.1 – Championship points

Case A) The classification of a Championship held over one single Competition will be that of the Final.

The title of the Championship will be awarded to the Driver who has won the Final.

If the Final is stopped under Article 22 of this regulations and cannot be restarted and if less than 75% of the scheduled distance have been covered, the title will not be awarded.

Case B) The classification of a Championship will be established as follows: 80% of the results rounded up or down to the nearest figure will count, i.e.:

- if the number of Competitions is less than 5, all the Competitions will be retained.

- if the number of Competitions is between 5 and 7, the worst result obtained in the intermediate classifications (established after the Qualifying Heats), the worst result obtained in the QH + Superheat classifications (established after the Superheats) and the worst result obtained in the Finals will be discounted.

A blank result due to a disqualification may not be discounted.

The title of the Championship will be awarded to the Driver who has scored the greatest number of points.

At each Competition, for the intermediate classification (established after the Qualifying Heats), points will be awarded to the top 15 classified Drivers, according to the following scale: 25, 22, 19, 17, 15, 13, 11, 9, 7, 6, 5, 4, 3, 2, 1.

At each Competition, for the final intermediate classification (established after the Super Heat(s)), there will be an awarding of points to the top 15 classified Drivers, according to the following scale: 25, 22, 19, 17, 15, 13, 11, 9, 7, 6, 5, 4, 3, 2, 1.

At each Competition, for the Final, points will be awarded to the top 15 classified Drivers according to the following scale: 50, 44, 38, 34, 30, 26, 22, 18, 14, 10, 8, 6, 4, 2, 1.

The Driver who achieves the fastest Lap in the Final will be awarded 1 additional Championship point.

If a race is stopped under Article 22 of this regulations and cannot be restarted and if less than 2 laps have been completed, no points will be awarded. If more than 2 laps but less than 75% of the scheduled distance have been covered, half the scheduled points will be awarded. Full points will be awarded if 75% or more of the scheduled distance have been covered.

30.2 – Dead Heats

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 Finals,
- b) if the number of first places is the same, the holder of the greatest number of second places in the Finals,
- c) if the number of second places is the same, the holder of the greatest number of third places in the, 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.

ART. 31 – PRIZE AND AWARDS

31.1 – Trophies in each class for the first 3 finishing drivers in the final in each competition.

31.2 – The title of CHAMPIONS OF THE FUTURE ACADEMY PROGRAM US EDITION champion will be awarded to the top 3 drivers in each class according to the classification established under article 30 of this regulations.

ART. 32 – APPLICATION AND INTERPRETATION OF THE REGULATION

32.1 - Any clarification of these regulations must be requested to the Organizing Committee, to whom it concerns to solve the arisen doubts.

32.2 – The Organizing Committee reserves the right to issue additional statement concerning the Rules and Regulations from time to time, and all such statements will be issued to all registered competitors by way of Competitors' Bulletins at the series website.