



# SPORTING REGULATIONS 2021

## RMC EURO TROPHY ROTAX PROJECT E20 TOUR

The series based on these Sporting and Technical Regulations has been approved by the Deutscher Motor Sport Bund on 18.06.2021 with visa number 596/21.

Status of the Series/Events: National A incl. NEAFP

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## 1. GENERAL

The Series and its events shall be run in accordance with the

- FIA International Sporting Code "ISC" (The Code) and its appendices,
- the FIA and CIK-FIA official Bulletins, the CIK-FIA Technical Regulations,
- the General Prescriptions applicable to CIK-FIA International Karting Events,
- Article 3 International Karting Regulations and International Karting Licences for Drivers & Code of Driving Conduct,
- DMSB Legal System and Code of Procedure (RuVO), FIA Judicial and Disciplinary Rules
- DMSB Decisions and Provisions
- DMSB Environmental Guidelines
- DMSB Event Regulations
- DMSB Karting Regulations
- DMSB Licence Regulations
- Anti-Doping Regulations of the national and international Anti-Doping Agency (WADA/NADA Code) as well as the Anti-Doping Regulations of the FIA
- Sporting Regulations of this Series and the DMSB approved modifications and supplements (Bulletins)
- Technical DMSB Electric kart regulations
- Supplementary Event Regulations including modifications and supplements
- FIA Code of Ethics and Code of Good Conduct and DMSB Code of Ethics
- Other provisions issued by the FIA and by the DMSB

For the present regulations of the RMC EURO TROPHY ROTAX PROJECT E20 TOUR Championship only the English text approved by the DMSB is binding, except for the relating DMSB regulations specified above (Regulations and Legal Basis of the Series), for which only the German language is binding.

In case of interpretation the DMSB jurisdiction is the responsible authority.

### **Responsibility, modification of the regulations, cancellation of the event**

- (1) The participants (=entrants, drivers, passengers, vehicle proprietors and registered keepers) take part in the event at their own risks. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them or the car used by them as far as no exclusion of liability has been concluded.
- (2) Modifications to these regulations may in principle be carried out only by the relevant authorities. After the beginning of the event, modifications should be carried out only by the Stewards of the event by means of bulletins, but only in case of necessity for safety reasons and/or reasons of force majeure, or by order of the authorities, or concerning the details given in the regulations about the length of the track, the duration of the races, the number of laps and the officials and marshals, or in case of an obvious mistake in the regulations.
- (3) The organiser reserves the right to cancel or postpone the entire event or a particular race for the aforementioned reasons, subject to the agreement of the respective ASN and of the FIA, and as far as the calendar is concerned, claim for damages or compensation or claim to performance are in this case excluded.



## **2. CODE OF CONDUCT FOR DRIVERS**

- 2.1. All participants must play within the rules and respect race officials and their decisions.
- 2.2. All participants must respect the rights, dignity and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.
- 2.3. All participants must encourage and take responsibility for their actions at all times.
- 2.4. All participants must ensure their equipment is safe and race worthy, prior to taking part in training, testing or race events. Only approved racewear (e.g.: helmet, gloves, race boots and suit) to be used by the driver, according to the regulations.
- 2.5. It is the participants own responsibility to identify and measure his/her own skill level against his/her competitors, and take responsibility for the risks associated with training, testing and or racing. It should be noted that a basic level of competence is required.
- 2.6. It is the participant's responsibility to declare, prior to any participation in training, testing or racing, of any medical condition or medication required that may be relevant in the event of an emergency.
- 2.7. All participants are required to display courtesy and etiquette to other members and participants in training, testing and race events. Any disputes or problems that may arise during an event must be addressed in a respectful manner, to the correct person (official) at the event.
- 2.8. The safety of children within the sport is a priority. Knowledge of the code of ethics surrounding care of children in sports will be promoted and encouraged. It is the participant's own responsibility to ensure the safety of children at training, testing or racing events.
- 2.9. When taking part in any event, it is the responsibility of the driver to take the time to read and fully understand the posted rules, regulations and conditions for said event prior to start time, thus eliminating unnecessary delays at the beginning of the event. Requests for clarification of these rules, regulations or conditions, should be asked in the drivers meeting held before each event.
- 2.10. All participants must have respect for the environment and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas that are used as clean and pollution free as possible.
- 2.11. All participants must respect that drugs and alcohol are strictly prohibited at training, testing and races. It is an offence and will not be tolerated. Offenders will be excluded from the event and face further disciplinary action.
- 2.12. Any abusive comments on social media (Facebook, Twitter etc.) between teams, competitors, officials, organizers, or any person associated with ROTAX, will be held responsible and liable for their actions.

## **3. INFORMATION / DATES / ENTRIES / FREE PRACTICE**

### **3.1 Organization Office**

Camp Company GmbH  
Spielberger Str. 11  
63607 Wächtersbach  
Germany  
Tel.: +49-173-6518125  
Mail: info@camp-company.de



### 3.2 Dates / Calendar

The series "RMC EURO TROPHY ROTAX PROJECT E20 TOUR" is approved by the German ASN DMSB

Race 1 Rotax Max Euro Trophy: DMSB Germany, 14<sup>th</sup>–18<sup>th</sup> July 2021, Mülsen, Germany

Race 2 Rotax Max Euro Trophy: DMSB Germany, 04<sup>th</sup>–06<sup>th</sup> September 2021, Prokart, Wackersdorf, Germany

### 3.3 Entries / Subscriptions

3.3.1 Entry must be made automatically on the web: <http://ems.evanet.at/RMEC>  
Driver participant list you can find under: <http://ems.evanet.at/RMEC/entrylist.php>

3.3.2 Entry open and closing date for the events

Race 1 Mülsen Germany	Entry opens 01 <sup>st</sup> June 2021	Entry close 14 <sup>th</sup> June 2021
Race 2 Wackersdorf Germany	Entry opens 18 <sup>th</sup> July 2021	Entry close 04 <sup>th</sup> September 2021

If a Driver is not respecting the rules, under any doubt Camp Company reserves the right to refuse the entry.

### 3.4 Entry fee / Additional tires

3.4.1 Entry fee for Rotax Project E20 is 5000,- € (plus. VAT) per event, including in the entry fee is 2 sets of slick tires and the track fee for the Thursday and Fridays free practice.

Drivers entering and paying in full for both events will receive a 500, € discount (applicable only on the second event), the second entered and paid event costs 4500,- € (plus. VAT)

1 Set of Mojo W5 wet parc fermé tires is mandatory and has to be bought by the organizer (Camp Company) the price per set is 175,- € (incl. VAT). The tires will be hand-out and **must be mounted** in the Servicing Parc

3.4.2 Entries are only accepted once full payment has been received on the following bank account:

Name: **Camp Company GmbH**  
IBAN: **DE59506616390005688930**  
BIC: **GENODEF1LSR**  
Bank: **VR Bank Main Kinzig e.G.**

3.4.3 Should the driver fail to attend to the event **THERE WILL BE NO REFUND OF THE ENTRY FEE, the entry can be transferred to another driver with written request to the organizer up to 5 days before the event.**

Not collected tires included in the entry fee, will not be transported to the next event, it is the responsibility of the driver / entrant to collect the tires.

3.4.4 Late entry administration fee in all Events: 100,- € incl. VAT (If entry is accepted).

3.4.5 Drivers are allowed to enter also the Rotax SNR max class /category only (Dual starter status).

3.4.6 Each competitor can preorder per event a maximum of 4 sets slick tires (for free practice Thursday / Friday) these tires can also be used for non qualifying practice and warm up on Friday, Saturday and on Sunday.

### 3.5 Free Practice Monday / Tuesday / Wednesday / Thursday / Friday

3.5.1 No free practice on Monday and Tuesday before the event for registered drivers, competitors which will not respect this rule will be banned for the event.

3.5.2 From 11am Wednesday the driver can collect his loaned Rotax Project E20 complete kart and provided material to make the kart ready for the driver (seat installation etc). Thursday before the events



there will be a free practice possibility which will be organized by the track owners from approx 10h00 to 17h00, during this practice the choose of tires are free (no scanning). Track fee are included in the entry fee.

3.5.3 On Friday there will be a organized free practice only for registered drivers in sessions from approx 09h00 to 17h00. First session for each class from approx 09h00 to 10h00 tires are free. From the second session on for each class only scanned slick tires can be used a maximum of 4 front and 4 rear tires can be used. Drivers which show up in a session with not scanned tires are not allowed to take part in the session. Track fee is included in the entry fee.

## 4. CATEGORIES / CLASSES / LICENSES

### 4.2 Rotax Project E20 (according to the DEKM Technical Regulations 2021)

Maximum of 18 entries/drivers

License: National A Karting licence, Int. C- Karting Restricted License, Int. C-Senior Karting License or higher issued by an ASN affiliated to the FIA including starting permission from the drivers ASN.

Age: from 14 years, a driver has to have his / hers 14th birthday during the calendar year when the license is issued.

Weight: 215 kg

The Maximum weight allowed for the complete kart, including driver and all required safety equipment (helmet, overall, gloves, etc.) = 225kg

(Complete ROTAX PROJECT E20 vehicle = ca.142kg. Driver and all required safety equipment (helmet, overall, gloves, etc.) must be below ca.83kg to participate at an event.

### 4.5 License table overview

Class	Year of birth	License - Grade	Weight including Driver	Amount Competitors
Rotax Project E20 (from 14 years)	2007 and older	National A, Int. C-Restricted Karting license Int. C-Senior Karting License or higher	min. 215 kg, max 225 kg	max. 18

### 4.6 Mandatory Entrant License

In order to participate in the Competition, Applicants must hold a valid Entrant Licenses and the necessary authorizations (visas) issued by their ASNs affiliated to the FIA, valid for Karting and for the current year, Entrant's licenses may not be delivered to persons who are still under age and do not have full legal capacity.

### 4.7 Mandatory Visa

Entrants and Drivers who wish to take part in an international competition organised abroad can only do so with the approval of their own ASN. This authorisation shall be given by the ASN concerned in such form, as they might deem convenient. Visa issued by their ASN affiliated to the FIA.

## 5 CHAMPIONSHIP POINTS PRIZES AND AWARDS

### 5.1 Event result

5.1.1 Each event will have two equal finals (Final 1 + 2) with equal points table see below.



Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Points Final 1 / Final2	25	20	16	13	11	10	9	8	7	6	5	4	3	2	1

5.1.2 Drivers which will be present in the pre-grid will get points, drivers which will be excluded of a final will get no points.

5.1.3 Trophies in all classes per event for the first 3 placed drivers of the event results. The event result will be the addition of points from Final 1 and Final 2, in case of ex aequo the better position of Final 2 will be decisive.

## 5.2 Season Ranking / Championship in all classes

5.2.1 The final season ranking of the “RMC EURO TROPHY ROTAX PROJECT E20 TOUR “ will be the sum of the 3 best results (Finals) out of the total 4 results (Finals). When a driver has been **excluded for a final**, this needs to count for the championship and **is not deductible**. Only DNS in a Final, not attended events or zero points (position 16 or less) are deductible.

Should more than one driver have scored the same number of points in the Series, precedence will be given to the driver with the highest number of 1st, then 2nd, then 3rd (and so on) places obtained in the Finals. If there will be still a tie then the better Final 2, then Final 1 in the last event will be the tie breaker and so on.

Should due to Corona only 1 events can be completed all 2 Finals will count for the championship!!!

5.2.2 Season / Championship Trophies in all classes for the first 3 placed drivers:

“ROTAX MAX EURO TROPHY PROJECT E20 TOUR WINNER 2021”

“ROTAX MAX EURO TROPHY PROJECT E20 TOUR 2<sup>nd</sup> OVERALL 2021”

“ROTAX MAX EURO TROPHY PROJECT E20 TOUR 3<sup>rd</sup> OVERALL 2021”

5.2.3 Free Tickets / Invitation to the Rotax Grand Final 2021 to the following drivers and Classes:

Class Rotax Project E20

1<sup>st</sup> place overall winner at each event wins a ticket to the RMCGF 2021

1<sup>st</sup> placed drivers in the season / championship ranking wins a ticket to the RMCF 2021.

RMCGF Tickets will not be transferred to the next place driver in case the winners does not accept the ticket to the RMCGF by the 1<sup>st</sup> October 2021 or has already won at a ticket at an earlier event.

Rotax Grand Final invitation include: Entry fee, supplied Kart and tires. All users will be responsible for any damage to the karts and tires caused by them self.

In cases, in which a subsequent correction needs to be carried out by the series organiser after the publication of the championship and/or series classification due to an obvious error or mistake, this can be done by the series organiser. Complaints regarding the series classification shall be addressed to the series organiser. No appeal against the decision of the series organiser will be accepted.

## 6 EQUIPMENT

### 6.1 Amount of equipment

Only the ROTAX Project E20 Kart according to the DEKM Technical Regulations 2021 as supplied provided along with the authorized spares parts are allowed to be used at the event. Full spare parts catalogue will be provided at the event.

ROTAX reserves the right to exchange any part of the vehicle or components throughout the event.





It is allowed for the competitor to mount at the rear of the seat a 2<sup>nd</sup> data logging device, this device is not allowed to connect to any components of the power train. The location and method of mounting must satisfy the ROTAX Race manager and the technical scrutineer of the event.

ROTAX will not be responsible for the function or operation of any additional data logger attached to the vehicle.

It is important for the competitor to understand the lack of a combustion engine's RPM signal means not all data logging systems will function.

The use of all electric karts (chassis: Sodi, drive: Rotax) including the technical preparation and support on-site will be centrally managed and provided by the company Rotax.

It is strictly forbidden for the competitor or anybody other than ROTAX listed staff to perform any work on the ROTAX Project E20s powertrain as defined during the safety and operation training as provided by ROTAX. If any person is found to be working on such component's it will be reported to the stewards and the driver will be excluded from the event (the use of the vehicle will be withdrawn), The competitor will not be eligible to receive any refund and will be charged additionally for any damages.

Any unreturned loaned goods or damages (including bodyworks and sticker kits) on the electric karts will be charged to the driver of the damaged electric kart in accordance with the spare part catalogue immediately after the race weekend via invoice (irrespective of the cause of the damage, e.g. accident/collision caused by another driver etc.).

Any work on the electric karts may only be carried out by the qualified personnel of the company BRP-Rotax as well as by the driver and his mechanic.

Only the work specified as classes 2 and 3 in the spare part catalogues may be performed by the driver or his mechanic.

Replaced components of class 3 will not result in any claim of ownership for the kart used by the participant.

Further modifications (without the consent of the scrutineer in charge) are not permitted and will be reported to the Stewards who may impose a penalty.

1 Set of Mojo W5 CIK wet parc fermé tires is mandatory and has to be bought over the organizer (Camp Company). The tires will be hand-out and must be mounted in the Servicing Parc.

## 6.2 Tires

### ROTAX PROJECT E20

Dry Mojo D5 CIK Prime front 4.5 x 10.0 – 5 rear 7.1 x 11.0 – 5

Wet Mojo W5 CIK front 4.5 x 10.0 – 5 rear 6.0 x 11.0 – 5

Strictly no modifications or tire treatment are allowed. All tires will be barcode scanned and will be checked before each session (Free practice, non qualifying practice, warm up, qualifying heats, second chance heats and finals).

**For the non qualifying practice and warm up on Friday, Saturday and Sunday have also to be used scanned tires, the additional scanned practice tires from Friday's free practice can also be used. The scanned tires from Friday are not allowed to use for qualifying practice, qualifying heats, second chance heats and Finals**

Tires must be mounted according to the sense of rotation defined on the tire at all time.

Running in of wet tires on a dry track is not allowed. Wet tires may only be used if the Clerk of the Course has declared Wet Race or Wet Practice.





### **6.3 Charing and maintenance of the Rotax project E20**

It is compulsory to use only the material / equipment as provided by ROTAX for its intended purpose. Only the drivers and or mechanics which have signed the waiver and have received and understands the training provided by Rotax may work on the Rotax Project E20 vehicle.

Personnel working on the kart

Only persons trained by the qualified BRP-Rotax personnel may work on the karts. Only one person who must be identified by the mechanics pass as provided by the organiser may work on a kart.

All drivers and his mechanic must sign the waiver and attend the instruction of use and safety training provided by ROTAX, a record will be kept for the duration of the event. Anybody not accepting the terms and conditions and signing the waiver or receiving the training will not be allowed to take part in the event.

Any driver or mechanic not following the instruction of the ROTAX Race manager or the ROTAX Project E20 team may have the ROTAX Project E20 vehicle removed from his / her use for the event.

### **6.4 Transponders**

6.4.1 Only MyLaps transponders are allowed, TranX2 Karting Transponder, TranX3 Karting Transponder and X2 Karting Transponder, these transponders are mandatory.

6.4.2 With the beginning of the first session after lunch break on Thursday the transponder is mandatory and has to be fixed on the front part of the kart. Transponder must be mounted in the original holder. (details in the timetable)

6.4.3 It is the Entrant's / Driver's responsibility to ensure the transponder is fully functional and battery charged at all times.

### **6.5 Cameras**

With the beginning of the non qualifying practice on Friday afternoon are no cameras on the kart or helmet allowed.

### **6.6 Helmets / Overalls / Gloves / Boots**

Only helmets, overalls and Gloves are allowed according to CIK-FIA regulations.

### **6.7 Racing Numbers**

Racing numbers shall comply with provisions of the CIK-FIA Technical Regulations yellow background and black numbers.

### **6.8 Chassis**

For all Rotax Max Trophy meetings The chassis protectors on the side and front of the chassis must be used as supplied. The only material permitted is plastic and must be fitted so that they do not deform and become a danger to others and must satisfy the meetings scrutineers. No other material other than plastic is permitted.

## **7 EVENT / COMPETITION**

### **7.1 General Conditions**

7.1.1 It is the entrant's responsibility to ensure that all persons concerned by his entry observe all the provisions of the code, the technical regulations and the sporting regulations. If an entrant is unable to be present in person at the event he must nominate his representative in writing. The person having charge of an entered kart during any part of an event is responsible jointly with the entrant and/or separately for ensuring that the provisions are observed.



7.1.2 Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the Event.

7.1.3 The presentation of a kart for scrutineering will be deemed an implicit statement of conformity.

7.1.4 Entrants, drivers, assistants and guests must at all times wear the appropriate identification credentials which have been handed to them.

7.1.5 A race class may be cancelled if karts of fewer than twelve drivers have passed scrutineering.

## **7.2 Sporting Checks and Scrutineering**

7.2.1 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 event, each driver and each entrant must have all required documents and information available.

7.2.2 Unless a waiver is granted by the stewards in particular circumstances, drivers and entrants who do not keep to the time limits imposed will not be allowed to take part in the event.

7.2.3 The clerk of the course or the chief medical officer may ask a driver to undergo a medical examination at any time during an Event.

7.2.4 No kart may participate from the beginning of the non qualifying practice in an event unless it has been checked by the scrutineers.

7.2.5 At any time during an event, the scrutineers may:

- check the eligibility of the kart or of the driver's equipment.
- require a kart to be dismantled by the entrant to make sure that the conditions of eligibility and conformity are fully satisfied.
- require an entrant to supply them with such parts or samples as they may deem necessary.
- require an entrant to change/replace all parts belonging to the engine (parts will be provided by the organizer)

7.2.6 Any kart which, after being passed by the scrutineers, is dismantled or modified 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.

7.2.7 The clerk of the course may require that any kart involved in an accident be stopped and checked by the scrutineers.

7.2.8 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 authorized to give instructions to the entrants.

7.2.9 The stewards will publish the findings of the scrutineers concerning all karts controlled and will place them at the disposal of other entrants on request. These findings will not include any specific figures except concerning fuel tests.

7.2.10 Submitting a kart to scrutineering shall be considered as an implicit statement of conformity.

7.2.11 Racing numbers and possible advertising signs shall be on the kart when the equipment is submitted to scrutineering.

7.2.12 A driver shall not be allowed to change his/her equipment after it has been identified at scrutineering. The ROTAX Race manager may at any time exchange vehicles or components at will, all changes must be reported to the scrutineer of the event with a good reason.



7.2.13 At the Event, the event organiser and the stewards will control all licenses.

### **7.3 Briefings**

7.3.1 Definition: The entrant's and driver's briefing is a meeting organized by the clerk of the course for all entrants and drivers entered in the event.

7.3.2 Aim of the briefing: to remind entrants and drivers of the specific points of the supplementary regulations concerning the organisation of the event; 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.

7.3.3 The time of the briefing is mentioned in the time schedule of the event. The time is considered as that of the beginning of the briefing and the entrance door and access to the briefing will be closed. The meeting shall always be held before qualifying practice or the first qualifying heat. Extra meetings may be organized if this is deemed necessary.

7.3.4 The presence of all concerned entrants and drivers is mandatory throughout the briefing under pain of a sanction or even of a possible exclusion from the event. Two attendance sheets shall be signed, one by drivers and the other by entrants or entry control to be performed via electronic means.

7.3.5 Before they can be allowed to continue the meeting, a mandatory fine of EUR 100,- which must be paid to the ASN hosting the event via the stewards will be inflicted on any entrant and driver who do not attend the briefing.

### **7.4 General Safety**

7.4.1 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.

7.4.2 During non-qualifying 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.

7.4.3 During non-qualifying 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 impede another driver. 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 excluded 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 non-qualifying practice, qualifying practice, the qualifying heat or the race(s) of the final phase.

7.4.4 Any repairs with tools are banned outside the repairs area. It is forbidden to take any tools and/or spare parts on board the kart. The driver can receive help only in the repairs area determined by the supplementary regulations or during the briefing.

7.4.5 Except in cases expressly provided for by the regulations or by the code, no one except the driver is authorized to touch a stopped kart unless it is in the repairs area.

7.4.6 When the track is closed by the clerk of course during and after practice and after the finish until all concerned karts, whether they are mobile or not, have arrived at the «Finish» servicing park or at the Parc Fermé, no one is allowed to access to the track, with the exception of marshals carrying out their duties and of drivers when they are driving.

7.4.7 During qualifying practice, the qualifying heats and the race(s) of the final phase, the kart may be restarted only by the driver himself, except if he restarts from the repairs area. The driver may not receive any outside help on the track during the running of an event, except in the repairs area, which he may reach only by his own means.



7.4.8 A speed limit may be imposed in the pit lane and in the repairs area during practice and the formation laps. Any driver braking this speed limit will be imposed a penalty provided for in the regulations or the code.

7.4.9 If a driver is faced with mechanical problems during practice, the qualifying heats or the race(s) of the final phase, he must evacuate the track as soon as possible for safety reasons.

7.4.10 If a driver is involved in a collision, he must not leave the circuit without the stewards agreement.

7.4.11 No driver may leave the repairs area without having been invited to do so by marshals.

7.4.12 Official instructions will be transmitted to the drivers by means of the signals provided for in the code. Entrants must not use flags similar to these ones in any way whatever.

7.4.13 Any driver who intends to leave the track, to return to the servicing park or to stop in the repairs area shall demonstrate his intention in due time and shall ensure that he may do so safely.

7.4.14 During the event and at the order of the clerk of the course a driver who breaches the technical regulations, except during the final lap, must stop in the repairs area and remedy the breach before rejoining the track.

7.4.15 When they participate in non-qualifying or qualifying practice, in the qualifying heats or the races of the final phase, Drivers must at all times wear the full equipment defined in the CIK-FIA Technical Regulations.

7.4.16 The organizer undertakes to have on the track all safety devices provided for meetings in appendix 2 to the International Karting Regulations, from the beginning of non-qualifying practice until the end of the event.

7.4.17 In the case of a «wet race / practice» (conditions signaled by means of a panel by the clerk of the course), the choice of tires will be left to the appreciation of the drivers, the 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 tires and that the driver is too slow and dangerous for other drivers.

## **7.5 Number of karts allowed on the track**

The number of karts allowed on the track is - unless homologated differently - limited to 18 for final phase races, 18 for qualifying practice and the qualifying heats and 18 for non-qualifying practice / warm up.

## **7.6 Code of driving conduct on kart circuits**

### **7.6.1 Observance of signals:**

The instructions detailed in the CIK-FIA General Prescriptions and in the CIK-FIA Circuit Regulations are deemed to be part of this code of driving conduct. All drivers must be thoroughly acquainted with them.

### **7.6.2 Overtaking:**

A) During a race, a kart alone on the track may use the full width of the said track. However, as soon as it is caught up by a kart which is either temporarily or constantly faster, the driver is not allowed to swing from one side to the other or make a move sideways in order to prevent a legal overtaking maneuver when the other competitor is already by his side. He shall give the other kart the right of way in order to allow for passing.

B) If the driver who has been caught does not seem to notice that another driver wants to overtake him, the flag marshal(s) will give a warning by waving the blue flag to indicate that another competitor wants to overtake. Any driver who does not take notice of the blue flag may be penalized by the stewards. Systematic or repeated offences may result in the exclusion of the offender from the race.



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

D) Any obstructive maneuver carried out by one or several drivers, either having common interests or not, is prohibited. The persistent driving abreast of several karts, as well as fan-shaped arrangement, is authorized only if there is not another kart trying to overtake. Otherwise the blue flag will be waved.

E) The penalty inflicted for ignoring the blue flag will also be applied to the drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, thus ranging from a fine to the exclusion from the race. The same penalty shall be applied to drivers who swing from one side of the track to the other in order to prevent other competitors from overtaking.

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

G) The race track alone shall be used by the drivers during the race.

H) Contacts / collisions (during the race, declaration lap included): sanctions may be imposed on a driver who pushes another driver.

#### 7.6.3 Stopping of a kart during the race:

A) The driver of any kart leaving the race shall signal this intention in good time and is responsible for ensuring that the maneuver is carried out safely and as near as possible to the point of exit.

B) Should a driver be compelled to stop his/her kart, either involuntarily or for any other reason, the kart shall be moved off the track as soon as possible so that its presence does not constitute a danger or prevent the normal running of the race. If the driver is not able to move the kart out of the potentially dangerous position, it is the duty of the marshals or other officials to help.

C) Any replenishment carried out on the track itself is prohibited, and will entail immediate exclusion.

D) Apart from the driver - and, in exceptional cases, the competent officials - nobody is allowed to touch a stopped kart under penalty of its exclusion from the race.

E) Pushing a kart along the track or pushing it across the finish line is not allowed, and will entail immediate exclusion.

F) Any kart abandoned on the circuit by its driver, even temporarily, shall be considered as withdrawn from the race. A kart left temporarily by its driver whilst a race is suspended will not be considered abandoned.

#### 7.6.4 Entrance to the pits (or repairs area or servicing parks):

A) The so-called «deceleration zone» is a part of the pits area.

B) During the practice sessions and the race, access to the pits or to the repairs area is allowed only through the deceleration zone. The penalty for a breach of this rule shall be exclusion from the race.

C) Any driver intending to leave the track or to enter the pits or the servicing park or the repairs area shall signal his intention in good time and make sure that it is safe to do so.





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

E) Except in cases of force majeure (accepted as such by the stewards of the meeting), any line painted on the track at the pit exit or the repairs 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.

## 7.7 Running of the event

The event will comprise non-qualifying practice, qualifying practice, qualifying heats, final heats as a minimum.

### A) Non-qualifying practice

The time schedule of the event provides 1 non-qualifying practice (7 minutes duration) for each category.

They are reserved for those drivers having passed the sporting checks and scrutineering.

The use of transponders is mandatory as from the beginning of the non-qualifying practice.

### B) Qualifying practice

Duration of the qualifying practice will be 5 Minutes, only drivers who have passed scrutineering can participate. After 1 minute of beginning of the qualifying practice all karts must have left the pregrid, competitors which has not done that cannot take part in the qualifying practice.

The use of transponders is mandatory.

During each session, drivers will take the start when they choose. Any driver having crossed the line drawn at the exit of the start area will be considered as being a starter and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is timed. The time retained is that of the best lap covered during the session. Any ties will be decided by the 2nd best time set by each driver, and so on in the case of further ties.

The final classification of qualifying practice will be drawn up as follows:

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

If no time is taken into account for a driver, he/she will take the start at the end of the grid. If several drivers are in that situation, their starting position will be decided by drawing lots. Pushers are not allowed to help drivers once they have crossed the line drawn at the exit of the start area.

DNS competitors will be placed in front of EXC competitors

If a driver stops in the repair area or in the servicing park, it will be final.

He/she shall not be allowed to start again.

### C) Qualifying heats

The duration of the heats will be 8 minutes + 1 lap

For the qualifying heats, points will be awarded as follows: 0 point to the 1<sup>st</sup>, 2 points to the 2<sup>nd</sup>, 3 points to the 3<sup>rd</sup> and so on according to an increasing progression of one point per place.

If a driver does not take the start (not present in Pre-Grid with kart) in a qualifying heat, he will receive a number of points equal to the number of participants plus 1.

If a driver has been black-flagged or excluded, he will receive a number of points equal to the number of participants plus 2.

- 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.





## D) Ranking after heats

At the end of the qualifying heats will be done "A RANKING AFTER HEATS".

The ranking is the sum of the qualifying heats points and sorted on least points, in case of an ex-aequo the better position from the qualifying practice will be decisive.

## E) Final 1

18 Drivers are qualified from "Ranking after heats"

Duration of Final 1 for ROTAX PROJECT E20

10 minutes + 1 lap

Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Points Final 1	25	20	16	13	11	10	9	8	7	6	5	4	3	2	1

Drivers with kart which will be present in the pre-grid will be counted as started and get points, drivers which will be excluded of a final will get no points.

Any driver who has not covered all the laps scheduled, even if he has not finished the Final 1, will be classified according to the number of laps he has actually completed.

The Final 1 finishing order determines the start position for the Final 2

## F) Final 2

18 Drivers are qualified from Final 1

Duration of Final 1 for ROTAX PROJECT E20

10 minutes + 1 lap

Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Points Final 2	25	20	16	13	11	10	9	8	7	6	5	4	3	2	1

Drivers with kart which will be present in the pre-grid will be counted as started and get points, drivers which will be excluded of a final will get no points.

Any driver who has not covered all the laps scheduled, even if he has not finished the Final 2, will be classified according to the number of laps he has actually completed.

## 7.8 Starting Grids (on pre-grid, qualifying heats, prefinal heats and final races)

FIA-CIK International Sporting Code, CIK-FIA General Prescriptions Article 2.19

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, prefinal heats and of the final phase.

C) Any entrant 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 assembly area, who will advise the clerk of the course as soon as he has the opportunity.



D) The grids will be drawn up in accordance with the fastest time achieved by each driver, taking into account the qualifying practice session. Should one or several drivers achieve the same time, the tie will be settled on the basis of their second best time, and so on.

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 as soon as he reaches the assembly area. 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 which was the pole position the previous year or, if it is a new circuit, on that which was designated as such by the CIK-FIA, or designated in the supplementary regulations of the event.

F) Access to the assembly area from the servicing park will end as stated in the official time table. 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 clerk of the course.

The karts placed on the pre-grid must be ready to race; it is strictly forbidden to carry out any work, adjustment and/or setup on the kart on the pre-grid (**see point 7.17 for more information**), with the exception of tire pressures, which can be adjusted by the driver or his/her mechanic and by using his/her own means (tire pressure gauge), tyre pressure adjustment must stop without delay when the "3 minutes" board is shown and a audible warning is given, at this time the mechanic must leave the assembly area immediately.

G) Karts on the assembly area are prohibited to return to servicing park, except under exceptional circumstances left to the appreciation of the clerk of the course. It is prohibited to bring a second set of tires to the assembly area.

Definition of assembly area:

- The area between the track and start servicing park (where the Karts are lined up to start the formation lap).
- The area/walk way to starting line.
- Starting line if used.

H) The mechanics will have to clear the assembly area three minutes before the time scheduled for the start of the race. If a driver is unable to start from the assembly area after the display of the green flag and/or light and if he requests the intervention of a mechanic, he will be authorized to leave the assembly area only on the orders of a marshal and he will take the start from the back of the formation when the start at the start/finish line is given, respective of the number of formation laps. No additional time will be allowed to a driver who has not respected these instructions.

I) Any driver who is present, with his/her kart, on the pre-grid within the time limit will be considered as a starter.

### 7.9 Starting grid procedure on the track

In certain circumstances, the karts will have to be placed on the grid on the track, it is the specific procedure below which is applied.

A) Access to the assembly area from the servicing park will end as stated in the official time table. Any kart which is not on the pre-grid at that moment shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the clerk of the course. The karts (on the trolley) placed in the pre-grid must be ready to race; it is strictly forbidden to carry out any work, adjustment and/or set-up on the kart, (**see point 7.17 for more information**) with the exception of tire pressures, which can be adjusted by the driver or his/her mechanic and by using his/her own means (tire pressure gauge).

B) Once the gate are closed (servicing park to assembly area) each driver with his kart placed on a trolley and pushed by his "A" mechanic will leave the assembly area to take up their positions on the starting grid for the race. From this point, karts must be ready to race; any further work, adjustment and/or set up on the kart (with the exception of tyre pressures) are strictly forbidden (**see point 7.17 for more information**). Tire pressure adjustment must stop without delay after the "3 minutes"-board followed by the audible warning, at this time the mechanic must leave the assembly area immediately.



C) When the "3 minutes"-signal is shown, along with a "CLEAR THE TRACK" board, all karts must be ready and laid down on the track. At this time, the mechanics will leave the grid to go to the assembly area with the trolleys of the karts. Interviews may no longer take place once the "3 minutes"-board has been shown. Everybody except Drivers and Officials must leave the grid.

D) "30-seconds"-signal/light: 30 seconds after this signal, the green flag and/or light will be shown at the front of the grid to indicate that the karts must begin a formation lap, keeping to the order of the starting grid and in conformity with the CIK-FIA general prescriptions.

E) Should a driver require assistance after the "30-seconds"-signal, he or she must indicate this to the marshals and, once the other karts have left the grid, it will be pushed to the assembly area, and the mechanic may assist on the kart. In this case, marshals with yellow flags will stand beside the kart (or karts) concerned to warn the drivers on the formation lap.

Marshals will be instructed to push any kart remaining on the grid after the start of the formation lap to the assembly area immediately.

If a driver starts from the assembly area after the intervention of a mechanic, he will be authorized to do so 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 and his/hers position (**see point 7.17 for more information**).

### 7.10 Start delayed

If the clerk of the course considers of safety reasons that the start must be delayed, the following procedure will take place.

A) A time will be given where change can be made.

B) Entrants/drivers outside this time will not be able to enter the race.

C) By tire change:

- The width of the rear and front wheel may be adjusted but must conform to CIK-FIA Technical Regulations

- No other modifications and/or changes are permitted.

### 7.11 Starting procedure

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

B) The start will be of the «standing» type. The regulations for "Standing start for karts with clutches and with gearbox" of the CIK-FIA general regulations apply. The grid being constituted of two lines of karts.

C) The Organizer following a decision of the Stewards has the right to change starting procedure from "Standing Start" to "One Line Rolling Start" with Slow Boards. (SC in car racing)

D) Two 2-meter wide lanes bordered by white lines will be painted over the 110 meters leading to the start line. A yellow line shall be painted 25 m ahead of the start line.

E) As soon as the clerk of the course indicates with the green flag that the karts may take the start, the drivers are «at the orders of the clerk of the course» and may no longer receive any outside help. Any driver who has not placed himself at the orders of the clerk of the course in time with his kart in working order will be allowed to leave the assembly area only at the orders of the clerk of the course or of the officer in charge of the assembly area.

F) Karts will drive direct from the pre grid area to the designated starting position in front of the start finish line and take formation ready to start the race. It is forbidden to overtake another driver under pain of a penalty inflicted by the stewards (10 seconds or exclusion from the heat).

If a driver stops for any reason during the formation lap, he will not be allowed to try and start again before he has been passed by the whole field.

He shall start again from the back of the formation. Should he try to start ahead of the field in the hope that the leading drivers overtake him, he would be shown the black flag and be excluded from that race.



G) Driver who is delayed will have the possibility of regaining his grid position only if this maneuver does not impede other drivers and in all cases before having reached the red line which will be materialized on the track, equipped with a time keeping loop and indicated by the race director or the clerk of the course at the briefing.

It is forbidden to use any course other than the track used during the race to regain his start position.

H) If the clerk of the course considers that a driver has been immobilized as a result of another driver's mistake, the clerk of the course 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 will give the start as soon as he is satisfied with the formation.

J) In the case of repeated false starts or incidents during the formation lap(s), the clerk of the course, acting as a judge of fact, may stop the starting procedure by means of the red flag and inform the stewards, who will be entitled to inflict on the offending drivers a penalty according to the FIA-CIK General Prescriptions. 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 repair area before the procedure was stopped will be allowed to take the start of the new formation lap.

K) Any attempts to jump the start or delay it and any karts leaving the lane before the lights are switched off shall be sanctioned according to the CIK-FIA General Prescriptions.

L) A jump start will be deemed to have occurred when a driver is not in the designated position or moves before the start of the race. This is recorded by the timing system, and the official timekeepers who act as judges of fact and will determine if a jump start has been committed. The penalty refers to the FIA-CIK General Prescription

M) 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.

N) The stewards may use any video or electronic system likely to help them to take a decision. The steward's decisions may supersede those taken by judges of fact. Any infringement to the provisions of the code or of these sporting regulations relating to the starting procedure may entail the exclusion of the kart and of the driver concerned from the event.

O) Each jumped start / restart including additional formation lap will reduce the race length by 1 minute per start sequence.

## 7.12 Stopping a race

A) Should it become necessary to stop the race or practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course shall order a red flag to be shown on the line. Simultaneously, red flags will be shown at marshal's posts provided with these flags. The decision to stop the race or practice may be taken only by the clerk of the course (or, if he had to leave, by his deputy). If the signal to stop racing is given:

**Case A:** during practice, all karts shall immediately reduce speed and go back slowly to the «Finish» servicing park, and all karts abandoned on the track shall be removed.

**Case B:** during the qualifying heats, all karts will immediately reduce their speed and go to the «Finish» servicing park entrance or stop on the track at the place designated during the briefing, considering that:

- the classification of the race will be the classification at the end of the lap prior to that during which the signal to stop was given
- karts or rescue vehicles may be on the track
- the circuit may be totally blocked because of an accident



- the weather conditions may have made it impossible to drive at high speed on the circuit.

The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop was given:

- less than 75% of the distance scheduled for the race (rounded up to the nearest higher whole number of laps). If the race can be restarted, the article of the FIA-CIK General Prescriptions will apply.

- 75% or more of the distance scheduled for the race (rounded up to the nearest higher whole number of laps). The karts will be directly led to the Park Fermé, and the race will be considered as having stopped when the leading kart crossed the line at the end of the lap prior to that during which the signal to stop was given.

**Case C:** during a race of the final phase, all karts will immediately reduce their speed and go to the «Finish» servicing park entrance or stop on the track at the place designated during the briefing, considering that:

- the classification of the race will be the classification at the end of the lap prior to that during which the signal to stop the race was given

- karts or rescue vehicles may be on the track

- the circuit may be totally blocked because of an accident

- the weather conditions may have made it impossible to drive on the circuit at racing speed.

The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop the race was given:

A) Less than 2 laps. No points will be awarded. If the race can be restarted, the article of CIK-FIA General Prescriptions will apply.

B) More than 2 laps but less than 75% of the distance scheduled for the race (rounded up to the nearest whole number of laps). If the race can be restarted, the article of CIK-FIA General Prescriptions will apply. Should this not be possible, half the points will be awarded.

C) 75% or more of the race distance (rounded up to the nearest whole higher number of laps). The karts shall be sent directly to the Park Fermé and the race will be deemed to have finished when the leading kart crossed the line at the end of the lap prior to that during which the race was stopped. Full points will be awarded.

### **7.13 Restarting a race (Qualifying heats or final races)**

A) Working on karts will be allowed only in the Repair Area; the only persons allowed to intervene on a kart are the Driver himself and his appointed Mechanic, holder of the appropriate pass. Refueling will not be allowed. All karts must be ready at the 3 minutes board.

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

C) The Race or Heat will be resumed with the “SLOW” process and Article 2.20 (CIK-FIA General Prescription). 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 and those who were in the Repair Area when the red flag was shown will be allowed to take the new start.

D) 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.





#### **7.14 Neutralisation of a qualifying heat or race**

A) The clerk of the course or the race director may decide to neutralize a qualifying heat or a race. This procedure will be used only if the track is obstructed, or if the drivers or officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the qualifying heat or race.

B) When the order is given to neutralizes the qualifying heat or race, all observer's posts will display waved yellow flags and a "SLOW" board (yellow board with the word "SLOW" written in black), which shall be maintained until the neutralization is over. Flashing orange lights will be switched on at the line.

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

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

E) The karts may enter the repair zone during the neutralization, but they may rejoin the track only when authorized to do so by a marshal. A kart rejoining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart. Overtaking is strictly prohibited

F) When the race director or the clerk of the course decides to end the neutralization, 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 neutralization lap, the "SLOW" boards will be maintained and the yellow flags will be show immobile.

G) At that moment, the leading kart will continue to set the pace, at a moderate 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 neutralization 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 crossing the yellow line preceding the line. The yellow flags and the "SLOW" boards at the observers' posts will then be withdrawn and replaced with waved green flags. These flags will be displayed for a maximum of one lap.

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

I) If the race finishes during the neutralization, the karts will take the chequered flag as usual, without being allowed to overtake. Overtaking will be permitted only if a kart slows down because of a serious problem.

#### **7.15 Safeties**

**A)** General Safety. CIK-FIA International Karting Regulation, General Prescription Article 2.14 and the Code (ISC)

**B)** Kart Safety. CIK-FIA International Karting Regulation, Technical Regulations Article 3 and the Code (ISC)

**C)** Equipment Safety. CIK-FIA International Karting Regulation, Technical Regulations Article 3 and 3.2 and the Code (ISC)

**D)** Provisional information of the meeting adapted to each race circuit / track license agreement / conditions. Additional information will be available in the Event Supplementary Regulations.

**E)** It is forbidden to use motorbikes, scooters or any other motorised vehicles in the Paddock, except where the Clerk of the Course have given special permission.





### 7.16 Paddock

- A)** Entrant, 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.
- B)** Only vehicles with authorized passes are allowed in the Paddock.
- C)** Each Paddock space (8x6meter) shall be equipped with at least one 5 Kg fire extinguisher
- D)** 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
- E)** No Catering awnings are allowed in the Paddock, a separate area next to camping will be allocated, if space allows.
- F)** Ground sheets are compulsory to be used during the whole race week.

### 7.17 Servicing Park / Pregrid

- A)** Only one (1) driver per kart and one (1) mechanic is allowed in "Servicing Park" "Pregrid" and only with proven pass and/or proven identification
- B)** Open and closing times for "Servicing Park" and "Pregrid" will be announced in the time schedule.
- C)** Drivers who miss the "Pregrid Gate Closing Time" are allowed to start, but only from the "repair area zone" when the start is given. He is not allowed to follow the formation before.  
**Case 1:** repair area zone is after start/finish line, the whole field has to pass him when the start was given.  
**Case 2:** repair area zone is before start/finish line, the whole field has to pass him when the start will be given, he is allowed to follow the field and take his start.
- D)** Mechanical help with or without tools in the pregrid area, drivers are allowed to start from the "repair area zone" when the start is given. He is not allowed to follow the formation before.  
**Case 1:** repair area zone is after start/finish line, the whole field has to pass him when the start was given.  
**Case 2:** repair area zone is before start/finish line, the whole field has to pass him when the start will be given, he is allowed to follow the field and take his start.

### 7.18 Jurisdictions

Camp Company GmbH reserves the right to issue additional statement following the agreement of the ASN presenting the Series and the CIK-FIA, concerning the Rules and Regulations (previously approved by the ASN proposing the series and the CIK-FIA) from time to time, and all such statements will be issued to all registered competitors by way of Competitor's Bulletins at the race event, or published on the official website.

The jurisdiction of a court is excluded for decisions of the FIA, the DMSB, their jurisdictions, the stewards, the series organiser or the organiser as judge in terms of § 661 German Civil Code.

No claim for compensation of whatever kind may be derived from actions and decisions of the DMSB or its jurisdiction as well as of DMSB representatives or the series organiser, except in the case of a damage caused on purpose or by gross negligence.



## 7.19 Protests and appeals

The FIA International Sporting Code is applicable for protests and appeals, DMSB Event Regulations and the DMSB Legal System and Code of Procedure as well the FIA Legal System and Code of Procedure for FIA appeals.

Protest deposit - payable to the relevant ASN:

International / National status: will be published in the Supplementary Regulations of the relevant event

Appeal deposit – payable to the DMSB:

National Status EUR 1,000.00

Appeal to the FIA – payable to the FIA: EUR 6,000.00

An additional fee of 3.000,00 € charged by the DMSB shall become due for an international appeal (FIA).

(Protest and appeal deposits are exempt from VAT)

## 8 SERIES RULES AND PENALTIES

### 8.1 Front Fairing

The front fairing must be in the correct position at all times during a competition according to the CIK-FIA technical regulations.

If the judge of fact reports 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, in all situations a time penalty of **5 seconds (for heats and races)** or **a drop down of three positions in qualifying practice sessions** will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal (in application of Art. 12.2 ISC).

When the Scrutineers/Judges of Fact send the reports regarding the incorrect position of the front fairing, the Stewards will automatically apply the decisions, the stewards can also do a collected decision for the involved drivers in a session. The Entrants concerned shall not be invited to sign the decision documents.

Should a Driver or a third party be found/proved to have intentionally replaced a front fairing which is not installed correctly during the last lap or after the “black and white chequered flag” was waved this will lead to a disqualification.

### 8.2 Leaving corridor

If a driver leaving the corridor (lines) before the start was given the following penalties will count.

**Case A:** 1 to 2 tires out of corridor

time penalty 3 seconds

**Case B:** more than 2 tires out of corridor

time penalty 5 seconds

### 8.3 Time penalty 5 seconds

In addition to the CIK-FIA General Prescriptions the Clerk of the Course have the power to decide a 5 seconds penalty. The penalty will be shown with the black and white flag in connection with the start number and a board 5 seconds at the start/finish line.

During the 2 last laps no flags will be shown, the clerk of the Course inform during the briefing on the procedure for the imposition and notification of these penalties.

If there are more offences of the same driver in the same session, the clerk of the course will report that to the stewards for possible further punishment.

**It is not possible to go in protest these decisions (in application of Art. 12.2 ISC).**



In case a driver has 2 penalties, “front fairing” and “5 seconds clerk of course decision” in the same session, both penalties should be added to the results.

5 seconds penalties can be given for the following:

- Unfair driving behaviour,
- Dangerous driving behaviour,
- Ignoring the yellow flag,
- blocking a other driver to avoid overtaking,
- Not following the instructions of the stewards of the meeting or the clerk of the course,
- Leaving the corridor before the start,
- 2 tires – 3 seconds
- More than 2 tires – 5 seconds
- Causing a false start,
- Not following the specific instructions mentioned during the briefing.

For any incident that is not mentioned, but deemed incorrect by the clerk of the course, a sanction can be proposed by the stewards of the meeting.

The above mentioned incidents can also remain unpunished, or a more severe punishment can be applied, if the clerk of the course thinks it is appropriate.

#### **8.4 Tires mounted with wrong driving direction**

If a driver is detected in the “pregrid area” with tires mounted with wrong driving direction, he will be moved to the repair are/zone, there he should mount his tires correctly. Afterwards he can take the start of the session, first when the start was given at the start/finish line, **he is not allowed to follow the formation before.**

#### **9 OTHER**

**ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IN THE SPORTING REGULATIONS IS FORBIDDEN**