



IAME SERIES BENELUX

SPORTING REGULATIONS 2026

1. GENERAL.....	3
2. CODE OF CONDUCT FOR DRIVERS.....	3
3. INFORMATION / DATES / ENTRIES / FREE PRACTICE.....	4
3.1 Promoter / Organization Office	4
3.2 Dates / Calendar / Tracks	4
3.3 Entries / Subscriptions	5
3.4 Entry fee.....	5
4. CATEGORIES / CLASSES / LICENCES.....	6
4.1 MINI Rookie (900-999)	6
4.2 MINI (800-899)	7
4.3 X30 JUNIOR (100-199)	7
4.4 X30 SENIOR (200-399).....	7
4.5 X30 SENIOR CUP (600-699)	7
4.6 X30 MASTER (400-499).....	7
4.7 KA100 – 140 – 155.....	7
4.8 X30 Super Shifter	8
4.9 Mandatory Entrant License	8
4.10 Mandatory Visa	8
5. CHAMPIONSHIP POINTS, PRIZES AND AWARDS	8
5.1 Event result	8
5.2 Season Ranking / Championship in all classes / Belgian Champion.....	9
6. EQUIPMENT	10
6.1 Amount of equipment	10
6.2 Tires	10
6.3 Fuel / Oil.....	11
6.4 Transponders	11
6.5 Cameras.....	11
6.6 Race Suits / Overalls / Gloves / Boots / Neck Protection.....	11
6.7 Racing Numbers.....	11
6.8 Chassis	11



7. EVENT / COMPETITION	12
7.1 General Conditions	12
7.2 Sporting checks and technical registration	12
7.3 Briefings	13
7.4 General Safety	14
7.5 Number of karts allowed on the track	15
7.6 Code of driving conduct on kart circuits	15
7.7 Running of the event	17
A) Non-qualifying practice	17
B) Qualifying practice	17
C) Qualifying heats	18
D) Ranking after heats	19
E) Final A / B	19
7.8 Starting Grids (on pre-grid, qualifying heats and final races)	19
7.9 Starting grid procedure on the track	20
7.10 Start delay	21
7.11 Starting procedure	21
7.12 Stopping a race	23
7.13 Restarting a race (Qualifying heats or final races)	24
7.14 Neutralization of a qualifying heat or race	24
7.15 Safeties	25
7.16 Paddock	25
7.17 Pregrid	26
7.18 Jurisdictions	26
7.19 Protest and Appeals	26
8. SERIES RULES AND PENALTIES	27
8.1 Front Fairing	27
8.2 Leaving corridor / Jump Start / Incorrect position	27
8.3 Time penalty 5 seconds	27
8.4 Impeding	28
9 STATEMENT FROM THE ORGANIZER	28
10 BULLETINS	28



Status of the Series: National Series with Authorized Foreign Participation
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1. GENERAL

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

- FIA International Sporting Code ("ISC" or The Code) and its appendices,
- FIA and FIA Karting official Bulletins, the FIA Karting Technical Regulations,
- RACB National Sporting Code,
- 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 and Technical Regulations of the Series and the RACB approved modifications and supplements (Bulletins),
- Supplementary Regulations of the Event including Bulletins,
- Other provisions issued by the FIA and/or by the RACB.

For the present regulations of the IAME SERIES BENELUX only the French version approved by the RACB is binding.

Responsibility, modification of the regulations, cancellation of the event

- (1) The participants (=entrants, drivers, passengers, vehicle proprietors and registered keepers) take part in an event at their own risks. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them or the vehicle 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 organizer 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 race wear (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 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 disqualified from the event and face further disciplinary action.

2.12. Any abusive comments on social media (Facebook, X, Instagram, etc.) between teams, competitors, officials, organizers, or any person associated with IAME and/or IAME Belgium, will be held responsible and liable for their actions.

3. INFORMATION / DATES / ENTRIES / FREE PRACTICE

3.1 Promoter / Organization Office

Promoter: IAME BELGIUM / Thierry Lepinne
Rue du Karting 13 – 5660 Mariembourg – Belgium
Tel: +32 60 34 66 83
Website: www.iame-motorsport.com
Mail: info@iame-belgium.com

Organization Office: Karting Club Mariembourg / Thierry Lepinne
Rue du Karting 13 – 5660 Mariembourg – Belgium
Website: www.iame-motorsport.com
Mail: info@iame-belgium.com

3.2 Dates / Calendar / Tracks

The IAME Series Benelux events may only be held on permanent international or national circuits approved by FIA KARTING or an ASN member of the FIA.

Round 1 : IAME Series Benelux: 27th – 29th March 2026, Mariembourg, Belgium
Round 2 : IAME Series Benelux: 01st – 03th May 2026, Ostricourt, France
Round 3 : IAME Series Benelux: 29th – 31st May 2026, Spa-Francorchamps*, Belgium
Round 4 : IAME Series Benelux: 24th – 26th July 2026, Genk**, Belgium
Round 5 : IAME Series Benelux: 14th – 16th August 2026, Genk**, Belgium
Round 6 : IAME Series Benelux: 25th – 27th September 2026, Mariembourg, Belgium

**without X30 Junior & X30 Senior*

***without KA-100, with X30 Super Shifter & X30 Super Shifter Master*



3.3 Entries / Subscriptions

3.3.1 Entry must be made automatically on the web: <https://www.iameseriesbenelux.com>

The participant list is available through the same website.

3.3.2 Entry opening and closing dates of entries

Race 1 Mariembourg, Belgium	Entry opens 15 th January 2026	Entry closes 23 rd March 2026
Race 2 Ostricourt, France	Entry opens 15 th January 2026	Entry closes 27 th April 2026
Race 3 Spa Francorchamps, Belg.	Entry opens 15 th January 2026	Entry closes 25 th May 2026
Race 4 Genk, Belgium	Entry opens 15 th January 2026	Entry closes 20 th July 2026
Race 5 Genk, Belgium	Entry opens 15 th January 2026	Entry closes 10 th August 2026
Race 6 Mariembourg, Belgium	Entry opens 15 th January 2026	Entry closes 21 st Sept. 2026

Karting Club Mariembourg reserves the right to refuse entries, following the Code.

If a participant is in dispute with the promoter (or a commercial entity of the promoter) or any member of the organizing staff, access to the circuit (whether for races or training sessions) may be refused until a solution can be found. The promoter will notify the RACB at least 7 days before the date of the event concerned.

3.4 Entry fee

3.4.1 Entry fee for:

Mini – Mini Rookie – X30 Master – X30 Senior Cup

- 275,00 € per event
- 1.500,00 € season pass (6 rounds, 1 payment)
- Season pass no refund

KA-100 (140 – 155)

- 275,00 € per event
- 1.000,00 € season pass (4 rounds, 1 payment)
- Season pass no refund

X30 Junior – X30 Senior:

- 375,00 € per event including access for free practice on Friday
- 1.700,00 € season pass (5 rounds, 1 payment)
- Season pass no refund

X30 Super Shifter – X30 Super Shifter Masters:

- 275,00 € per event

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

Name: Kart Club Mariembourg

IBAN: BE26 0016 4969 1629

BIC: GEBABEBB

Bank: BNP PARIBAS FORTIS

Bank address: Rue Montagne du Parc 1, 1000 Brussels

Ref: name of event + name of driver + class + race number (if already available)

3.4.3 Should the driver fail to attend to the event **THERE WILL BE NO REFUND OF THE ENTRY FEE.**

3.4.4 Late entry administration (after closing date) fee for all events: 50,00 € (If entry is accepted).



3.4.5 Drivers are allowed to enter only one class/category per event.

3.4.6 The IAME Series Benelux is composed of the 8 categories (and 10 rankings) and is organized by Karting Club Mariembourg.

IAME Belgium (the Promoter), the Karting Club Mariembourg and all their partners reserve the right to use the photos, images, any pictures and audio/video tapes recorded during the events and to use them for commercial or promotional purposes without seek opinion of those concerned and without payment of any copyright or fees. All the material used will aim to promote worldwide the karting sport or the IAME Series Benelux.

3.4.7

Any entrant/competitor may not agree with the decisions taken by officials, organizers or promoters of the IAME Series Benelux. He is always free to use, in this case, the rights of recourse put at his disposal by the regulations in force.

Any declaration or publication will directly engage its author. It must therefore not present any offensive or defamatory characters, which may result in disciplinary sanctions.

The organization reserves the right to refuse the registration or to disqualify any driver (or team) not observing an adequate behavior to the IAME Series Benelux's and their partners spirit, in dispute with IAME Belgium or who's attitude could harm the reputation of karting in general, including on social networks.

The organizer reserves the right to refuse access to the Assistance Park to any mechanic who does not observe or has not observed conduct suited to the spirit of the IAME Series Benelux or whose attitude could damage the image of karting in general, including on social networks.

The organizer reserves the right to refuse access to the Paddocks to any commercial structure that it deems inadequate or to any person who does not observe or has not observed conduct appropriate to the spirit of the IAME Series Benelux or whose attitude could harm the image of karting in general, including on social networks.

In addition, it is also reminded that any competitor is responsible for his entourage, including his or her mechanic(s), preparator(s) and/or all persons related to it, licensed RACB or not.

We remind you that a license "Mechanic Karting" exists.

4. CATEGORIES / CLASSES / LICENCES

4.1 MINI Rookie (900-999)

Maximum of 36 entries/drivers

Minimum Licence Level: National karting licence issued by an ASN affiliated to the FIA.

Age: From 7 years (reaching 7th birthday during the calendar year) to 10 years of age (reaching their 10th birthday during the calendar year)

Supplementary Conditions:

- The promotor reserves the right a driver is the driving level is insufficient (decision by promotor/organizer/race director)
- Drivers ranked in the top 5 in previous years must race in Mini category.
- Drivers who will reach their 11th birthday in 2026 but for whom this is their first season of competition are allowed to race in MINI Rookie



- Drivers participating or having participated in the past in an international series level (e.g. IAME Euro Series) are not allowed to race in Mini Rookie category and must participate in the Mini category, even if the minimum age limit is not reached.

Weight: 105 kg

4.2 MINI (800-899)

Maximum of 36 entries/drivers

Minimum Licence Level: National karting licence issued by an ASN affiliated to the FIA.

Age: From 10 years (reaching 10th birthday during the calendar year) to 13 years of age (reaching 13th birthday during the calendar year)

- Supplementary Conditions: Mini Rookie drivers ranked in the top 5 in previous years must race in the Mini category

Weight: 110 Kg

4.3 X30 JUNIOR (100-199)

Maximum of 90 entries/drivers

Minimum Licence Level: National karting licence issued by an ASN affiliated to the FIA.

Age: Drivers between 12 years old (reaching their 12th birthday during the calendar year) and 15 years of age (reaching their 15th birthday during the calendar year)

Weight: 145 kg

4.4 X30 SENIOR (200-399)

Maximum of 108 entries/drivers

Minimum Licence Level: National karting licence issued by an ASN affiliated to the FIA.

Age: Drivers between 14 years old (reaching their 14th birthday during the calendar year) and 29 years of age (reaching their 29th birthday during the calendar year)

Weight: 158 kg

4.5 X30 SENIOR CUP (600-699)

Maximum of 36 entries/drivers

Minimum Licence Level: National karting licence issued by an ASN affiliated to the FIA.

Age: Drivers from 14 years old (reaching their 14th birthday during the calendar year) and 29 years of age (reaching their 29th birthday during the calendar year)

Weight: 167 kg

4.6 X30 MASTER (400-499)

Maximum of 36 entries/drivers

Minimum Licence Level: National karting licence issued by an ASN affiliated to the FIA.

Age: Drivers from 30 years old (reaching their 30th birthday during the calendar year)

Weight: 167 kg

The organizer/promoter has the right to put the classes X30 SENIOR CUP and X30 MASTER together.

4.7 KA100 – 140 – 155

4.7.1 KA 100 – 140

Maximum of 36 entries/drivers

Minimum Licence Level: National karting licence issued by an ASN affiliated to the FIA.

Age: From 12 years old (reaching their 12th birthday during the calendar year) till 16 years old (reaching their 16th birthday during the calendar year)

Weight: 140 kg



4.7.2 KA 100 – 155

Maximum of 36 entries/drivers

Minimum Licence Level: National karting licence issued by an ASN affiliated to the FIA.

Age: From 14 years old (reaching their 14th birthday during the calendar year)

Weight: 155 kg

Drivers classified in the first 5 of any IAME Series championship, in X30 Junior or X30 Senior, during the last 3 years, are not authorized to participate in this class.

4.8 X30 Super Shifter

4.8.1 X30 Super Shifter

Maximum of 36 entries/drivers

Minimum Licence Level: National karting licence issued by an ASN affiliated to the FIA.

Age: From 15 years old (reaching their 15th birthday during the calendar year)

Weight: 180 kg

4.8.2 X30 Super Shifter Masters

Maximum of 36 entries/drivers

Minimum Licence Level: National karting licence issued by an ASN affiliated to the FIA.

Age: From 30 years old (reaching their 30th birthday during the calendar year)

Weight: 185 kg

4.9 Mandatory Entrant License

In order to participate in the IAME Series Benelux, applicants must hold a valid National or International Entrant License 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 minor.

4.10 Mandatory Visa

Entrants and Drivers who wish to take part in a national competition organized abroad can only do so with the approval of their own ASN. This authorization 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 a result for ranking after heats, and Final A or B, for all results championship points will be assigned equal see table below.

Pos.	Ranking after heats	Finale A	Pos.	Ranking after heats	Finale B
1	80	80	37	33	33
2	76	76	38	31	31
3	73	73	39	30	30
4	71	71	40	29	29
5	70	70	41	28	28
6	69	69	42	27	27
7	68	68	43	26	26
8	67	67	44	25	25
9	66	66	45	24	24
10	65	65	46	23	23
11	64	64	47	22	22
12	63	63	48	21	21
13	62	62	49	20	20

14	61	61	50	19	19
15	60	60	51	18	18
16	59	59	52	17	17
17	58	58	53	16	16
18	57	57	54	15	15
19	56	56	55	14	14
20	55	55	56	13	13
21	54	54	57	12	12
22	53	53	58	11	11
23	52	52	59	10	10
24	51	51	60	9	9
25	50	50	61	8	8
26	49	49	62	7	7
27	48	48	63	6	6
28	47	47	64	5	5
29	46	46	65	4	4
30	45	45	66	3	3
31	44	44	67	2	2
32	43	43	68	1	1
33	42	42	69	1	1
34	41	41	70	1	1
35	40	40	71	1	1
36	39	39	72	1	1

5.1.2 Drivers who are present on the pre-grid will get points, drivers who are disqualified from the Final will get no points.

5.1.3 Trophies will be awarded in all classes per event to the first three placed drivers based on the event results. The event result will be the result of the Final.

5.1.4. A ranking of the best “Rookie” in the X30 Junior category (first year in the category) will be established at each event and will be accompanied by the presentation of a trophy to the top Rookie.

A ranking of the best “Rookie” in the X30 Senior category (first year in the category) will be established at each event and will be accompanied by the presentation of a trophy to the top Rookie.

The best female driver of the weekend will be rewarded at each event, based on the best ratio of finishing position to the number of participants in the category.

5.2 Season Ranking / Championship in all classes / Belgian Champion

5.2.1 The final season ranking of the “IAME Series Benelux” will be drawn up as follows:

For Mini – Mini Rookie – X30 Master – X30 Master Senior Cup:

The sum of the 11 best results (Ranking after Heats, and Final) out of the total of 12 results.

For X30 Junior – X30 Senior – X30 Lady:

The sum of the 9 best results (Ranking after Heats, and Final) out of the total of 10 results.

For KA-100 (140-155)

The sum of the 8 best results (Ranking after Heats, and Final) out of the total of 8 results. No deduction.

For X30 Super Shifter / X30 Super Shifter Master

The sum of the 4 best results (Ranking after Heats, and Final) out of the total of 4 results. No deduction.



When a driver is disqualified, this will count toward the championship and is not deductible. Only Did-Not-Start-results (DNS) and Did-Not-Finish-results (DNF) are deductible. If a driver is under the minimum weight in the Final (A or B), the driver will receive 0 points and will be classified last.

In case of a tie (ex aequo) the best position (1st position, 2nd position, 3rd position and so) from all ranking after heats and Finals will be decisive.

If two or more drivers finish the series with the same number of points, the highest place in the championship will be awarded to:

- a) the holder of the greatest number of first places in the Ranking After Heats, Finals;
- b) if the number of first places is the same, the holder of the greatest number of second places in the Ranking After Heats, Finals;
- c) if the number of second places is the same, the holder of the greatest number of third places in the Ranking After Heats, Finals and so on until a winner emerges;
- d) if there is still no difference, the better position in the Final Race of the last Competition will be decisive.

All protests against the overall classification needs to be addressed to the RACB Sport.

If a race is interrupted under Article 2.21 of the General Regulations FIA Karting without being able to restart, and if less than two (2) laps have been covered, no points will be awarded. Half points will be awarded if more than two laps and less than 75% of the race distance is covered.

All points will be awarded if seventy-five percent (75%) or more of the distance has been covered.

In case of a force majeure the promotor can cancel the Final or Finals. Championships points will be double awarded taking the ranking after heats in mind.

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

“IAME SERIES BENELUX BELGIAN CHAMPION AND OVERALL WINNER 2026”

“IAME SERIES BENELUX 2nd OVERALL 2026”

“IAME SERIES BENELUX 3rd OVERALL 2026”

In KA-100 there will be 2 championships classifications:

- 1 championship for category 140
- 1 championship for category 155

In X30 Super Shifter there will be 2 championships classifications:

- 1 championship for X30 Super Shifter
- 1 championship for X30 Super Shifter Master

5.2.3 Participation IWF 2026 and Eurocup 2026

See appendix.

6. EQUIPMENT

6.1 Amount of equipment

See Technical Regulations 2026

6.2 Tires

See Technical Regulations 2026



Running in of wet tires on a dry track is not allowed. Wet tires may only be used if the Race Director has declared Wet Race or Wet Practice. Race (parc ferme) tires (slicks and wets) are **not allowed** to use in any practice session or/and warm up session.

6.3 Fuel / Oil

See Technical Regulations 2026

The organizer can oblige any driver to change his fuel.

The organizer can oblige to store the fuel into the parc ferme from any driver at any moment.

6.4 Transponders

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

6.4.2 The use of the transponder is mandatory as from the Warm Up session and/or non-qualifying sessions. Each session the transponder must be fitted on the chassis, and has to be fixed on the lower part of the back of the kart seat.

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

6.4.4. Transponders can be rent over the organizer: 40,00 € per event. If a driver loses or mislays a rent transponder from the Organization, he will be billed for the cost price (300,00 € incl. VAT).

6.5 Cameras

The use of cameras is not allowed.

The promotor/organizer has the right to assign a camera to a participant. This camera is to be used for promotional purposes only. The camera will be part of the minimum weight.

This procedure is not subject to appeal and all decisions are final.

6.6 Race Suits / Overalls / Gloves / Boots / Neck Protection

Helmets and overalls are mandatory according to FIA Karting regulations.

Gloves, boots and rib protectors are mandatory. FIA Karting specificized are advised but not mandatory.

Neck protection is only mandatory for Mini and Mini Rookie class.

6.7 Racing Numbers

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

6.8 Chassis

It is permitted to fit chassis protectors on the side and front of the chassis. The only material permitted is plastic and must be fitted so that they do not deform and becomes a danger to others and must satisfy the meetings scrutineers.

6.9 Front Fairing Mounting Kit

The homologated front fairing mounting kit will be mandatory for every class. See Technical Regulations 2026.



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 these 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 technical registration 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 six drivers have passed technical registration.

7.2 Sporting checks and technical registration

7.2.1 During the initial technical registration 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 Race Director 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 (including fuel tests)
- 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 Race Director 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 organization of the servicing parks and/or the Parc Fermé, and who are the only ones authorized to give instructions to the participants.



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

7.2.11 A driver is not allowed to change his/her equipment after it has been identified at technical registration.

7.2.12 The weights must be controlled with the use of precision scales which must be able to weigh up to minimum 200 kg.

The Organizer/Promoter must be able to supply the Scrutineers with a valid certificate (maximum 2 years old) of control and also the calibration weights. The Organizer/Promoter is responsible for the presence of these scales as well as the calibration weights.

Also, this may not be moved from its position, after installation, during the whole of the meeting. It must be available for use by the competitors as of Non-Qualifying Practice and must ideally be situated at the entrance of the "Parc fermé" in a protected zone with easy access.

7.2.13 The Scrutineering of the engine (complete dismantling), fuel, chassis etc. may take place at any moment of the event and this without prior warning from the Scrutineers or the Stewards. The Scrutineering may also take place following a reclamation registered in conformity with the FIA International Sporting Code and in conformity with the National Sporting Code of the concerned ASN's. A protest must be accompanied by the following guarantees:

- Carburettor: 400€
- Cylinder Head and Cubic Capacity: 400€
- Complete Engine: 650€
- Fuel: 650€

7.2.14 If the material/part is declared as in non-conformity, this must remain at the disposal of the Technical Commission and it will be sealed in the presence of the Driver. The refusal of this Scrutineering will automatically lead to, and without appeal, the disqualification of all events from the championship.

The driver is entirely responsible for the conformity of his material.

The Scrutineers may keep the dismantled material/removed part the length of time necessary for the Scrutineering. The non-conform parts will be kept until the end of the IAME Series Benelux season.

The whole of the material will be kept until the results are official. Following protest, when a decision concerning the conformity of the engine or fuel has been made, the financial settlement of the dispute will take place as prescribed in the RACB National Sporting Code.

7.2.15 At the Event, the event organizer or a delegate from the ASN or the stewards will control the licenses.

7.2.16 The official series communication channel will be SPORTITY. It is mandatory for each participant to download this application on a mobile device. It is important to check your settings: allow push notifications. Password to sign in: ISB2026.

7.3 Briefings

7.3.1 Definition: The entrant's and driver's briefing are meetings organized by the Race Director 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 organization 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 drivers is mandatory throughout the briefing under pain of a warning or sanction. One attendance sheet shall be signed by the driver, or entry control to be performed via electronic means. Any driver who is absent during the briefing will be summoned by the Stewards and get a warning from the Stewards and has to follow the instructions of the Stewards. Continued behavior will be penalized.

7.4 General Safety

7.4.1 It is strictly forbidden for drivers to drive their karts in a opposite race direction 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 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 at the nearest marshal post until the end of the session.

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 from his appointed mechanic in the repairs zone 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 or his appointed mechanic is authorized to touch a stopped kart only if it is in the repairs area or Parc Ferme.

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 breaking 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 cannot leave the track without the steward's 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 Race Director or Clerk of the course a driver who breaches the technical regulations, except during the last two laps, must stop in the repairs area and remedy the breach before rejoining the track. If the driver is not able to rejoin the session, he must always leave the Parc Ferme with the authorization from the scrutineer.

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 FIA Karting 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 Race Director or Clerk of the course), the choice of tires 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 tires and that the driver is too slow and dangerous for other drivers. In this particular situation the drivers concerned will not get a disqualification but will be placed last.

7.5 Number of karts allowed on the track

The number of karts allowed on the track is - unless homologated differently - limited to 36 for final phase races, 36 for qualifying practice and the qualifying heats and 51 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 FIA Karting General Prescriptions and in the FIA Karting 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 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 wave from one side to the other or make a move sideways in order to prevent a legal overtaking maneuver.

B) In case of overlapping, the concerned driver who 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 disqualification of the offender from the session.

C) 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.

D) 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 disqualification 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.

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

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

G) Contacts / collisions (during the race, deceleration 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 disqualification.

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

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

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 «repair area 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 disqualification 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 can comprise warm-up, 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 for each category.

All karts must have left the pre-grid within the first 45' seconds of the session. (see Drivers Briefing for exact explanation). If a competitor is not able to leave the pre-grid within the first 45' seconds, the Race Director will decide if the driver is still allowed to join the session, OR not.

The Non qualifying session is only reserved for those drivers having passed the sporting checks and technical registration.

If the number of drivers is less or equal than 36 it will be done in one group, otherwise it will be divided in more groups. The use of transponders is mandatory.

B) Qualifying practice

"Pre-grid" positions will be allocated by drawing lots (computer) after registration has been completed. This procedure is not subject to protest and all decisions are not subject to appeal.

The time schedule of the event provides 1 qualifying practice.

Duration: 6 minutes.

All karts must have left the pre-grid within the first 45' seconds of the session. (see Drivers Briefing for exact explanation). If a competitor is not able to leave the pre-grid within the first 45' seconds, the competitor is no longer allowed to take part in the session.

If the number of drivers is less or equal to 36 it will be done in one group, otherwise it will be divided in more groups, drawn electronically. The use of transponders is mandatory.

Competitors will take the start when they choose (45' seconds rule). 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:

If there is only one group

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

If there are two groups (over 36 Drivers)

- the classification will be determined like below **(no combined qualifying)**:

1st place goes to the fastest time of the 1st group (fastest time overall, faster group)

2nd place goes to the fastest time of the 2nd group (slower group)

3rd place goes to the 2nd fastest of the 1st group (faster group)

4th place goes to the 2nd fastest time of the 2nd group (slower group)

5th place goes to the 3rd fastest time of the 1st group (faster group)

6th place goes to the 3rd fastest time of the 2nd group (slower group)

and so on.

If there are three groups (over 54 Drivers)

the classification will be determined like below **(no combined qualifying)**:

1st place goes to the fastest time of the 1st group (fastest time overall, fastest group)

2nd place goes to the fastest time of the 2nd group (2nd fastest group)

3rd place goes to the fastest time of the 3rd group (slowest group)

4th place goes to the 2nd fastest time of the 1st group (fastest group)

5th place goes to the 2nd fastest time of the 2nd group (2nd fastest group)

6th place goes to the 2nd fastest time of the 3rd group (slowest group)

And so on.

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. It is 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 DSQ competitors.

If a driver stops in the repair area or in the servicing park, their qualifying session will be over. It is not allowed to restart.

C) Qualifying heats

Case A: 36 starters or less two qualifying heats will be run with all the drivers. The starting grids of each of the two heats will be established on the basis of the results of the qualifying practice.

Case B: More than 36 entered drivers - at the end of qualifying practice, drivers will be separated into groups for the qualifying heats. The number of drivers per group will be 18 maximum. Each group must compete versus all the other groups.

3 groups A, B, C (competitors max 54), 4 groups A, B, C, D (competitors max 72), 5 groups A, B, C, D, E (competitors max 90), 6 groups A, B, C, D, E, F (competitors max 108), 7 groups A, B, C, D, E, F, G (competitors max 126)

- As an example for **(Case B 6 groups)**, in the case of a separation of drivers into 6 groups, the driver classified 1st in qualifying practice will be in group A, the 2nd in group B, the 3rd in group C, the 4th in group D, the 5th in group E, the 6th in group F, the 7th in group A, the 8th in group B, and so on.

- Each of the 6 above-mentioned groups will compete against the other groups
- Each qualifying heat will have a duration of 9 minutes + 1 lap for MINI and MINI Rookie
- Each qualifying heat will have a duration of 10 minutes + 1 lap for all other classes

For the qualifying heats, points will be awarded as follows: 0 point to the 1st, 2 points to the 2nd, 3 points to the 3rd 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 of groups A and B plus 1.

If a driver has been black-flagged or disqualified, he will receive a number of points equal to the number of participants of groups A and B 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. Championship points will be assigned as showed in the table at point 5.1.1.

E) Final A / B

Each Final will have a duration of 11 minutes + 1 lap for MINI and MINI Rookie

Each Final will have a duration of 14 minutes + 1 lap for all other classes

Drivers qualified at position **1-36** in the ranking after heats are qualified for **Final A**.

The ranking after heats determines the start grid for Final A.

Drivers qualified at position **37-72** in the ranking after heats are qualified for **Final B**.

The ranking after heats determines the start grid for Final B.

Final B will only take place with a minimum of 8 drivers.

Championship points will be assigned as showed in the table at **point 5.1.1**.

If there are less than eight participants in the B-Final, the participants will still receive championship points according to their position in the ranking after the heats. Position 37 receives 33 points, position 38 receives 31 points, position 39 receives 30 points, position 40 receives 29 points, and so on, according to port 5.11.

Drivers with kart which will be present in the pre-grid will be counted as started and get points drivers which will be disqualified of Final will get no points.

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

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

FIA Karting International Sporting Code, FIA Karting 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, 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 Race Director as soon as he has the opportunity.

D) The grids will be drawn up in accordance with the fastest time achieved by each driver, taking into account the qualifying practice session. 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 Race Director or 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 FIA Karting, 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 Race Director or 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 appointed mechanic and by using his/her own means (tire pressure gauge), tire pressure adjustment must stop without delay when the “Mechanic leave grid” board is shown and an audible warning is given, at this time the mechanic must leave the assembly area immediately. The tire gauge may only deflate air NOT inflate air. In case of breaching this rule the Stewards will apply a penalty.

G) Karts in the assembly area are prohibited from returning to the servicing park, except under exceptional circumstances at the discretion of the Race Director or Clerk of the Course. It is prohibited to bring a second set of tires into the pre-grid area.

If a driver has forgotten a rib protector and/or neck protector, he is permitted to retrieve it. The driver must ensure that he return on time. If the driver is late, he must start at the back of the grid.

Definition of pre-grid/assembly area:

- The area between the track and start (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 when the “Mechanic leave grid” board is shown before 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, irrespective of the number of formation laps. The driver is not allowed to take part in the Warm-Up lap as well the Formation lap. 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 Race Director or 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). The tire gauge may only deflate air, NOT inflate air. In case of breaching this rule the Stewards will apply a penalty.

B) Once the gate is closed (servicing park to assembly area) each driver with his kart placed on a trolley and pushed by his 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 tire pressures) are strictly forbidden. The tire gauge may only deflate air, NOT inflate air. In case of breaching this rule the Stewards will apply a penalty.

(see point 7.17 for more information). Tire pressure adjustment must stop without delay after the "Mechanic leave grid" board is shown followed by the audible warning; at this time the mechanic must leave the grid immediately.

C) When the "Mechanic leave grid" board (or signal) is shown, 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 "Mechanic leave grid" 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 FIA Karting 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/her position.

7.10 Start delay

If the Race Director or 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 when the next start will take place.

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

C) All karts will be replaced to Servicing Parc "IN" or another area (decision of the Race Director or Clerk of the course)

D) All modifications (within the Technical Regulations) are allowed to do under the supervision of the Scrutineers.

E) Modifications are only allowed to do by the driver and his appointed mechanic. All other assistance from extra persons is prohibited.

7.11 Starting procedure

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

B) The start will be of the «rolling» type. The regulations for "Rolling start for karts with clutches and without gearbox" of the FIA Karting 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 "Rolling Start" to "Standing Start" or "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 Race Director or Clerk of the course indicates with the green flag that the karts may take the start, the drivers are «at the orders of the Race Director or Clerk of the course» and may no longer receive any outside help. Any driver who has not placed himself at the orders of the Race Director or 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 Race Director or Clerk of the course or of the officer in charge of the assembly area.



F) Karts will cover one warm up lap and one formation lap (total 2 laps) before the start may be given. It is forbidden to overtake another driver under pain of a penalty inflicted by the stewards (10 seconds or disqualification from the heat). If a driver stops for any reason during the formation lap, he will not be allowed to try and start again before he has been passed by the whole field.

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

G) 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 Race Director or 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 Race Director or Clerk of the course considers that a driver has been immobilized as a result of another driver's mistake, the Race Director or 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 Race Director or Clerk of the course will give the start as soon as he is satisfied with the formation.

J) At the end of the formation lap, drivers will go at a reasonable and constant speed towards the start line assembled in two lines of karts. If the Race Director is not happy with the speed showed during the formation lap the poleman will get a Warning flag. During the approach stage, the red light will be switched on. No karts may accelerate or expressively braking (brake test) before the red lights have been switched off. Karts must maintain their position until the start signal is given. If the Race Director or Clerk of the course is satisfied with the formation, he 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 an extra formation lap must be covered. Should the engine of a driver stop during formation lap, an official or mechanic nominated to carry out that task may restart him as soon as he/she has been passed by the entire field. He may then rejoin at the back of the formation and must not try to regain his grid position. If the kart cannot be started, then it must be removed from the track to a place of safety. Similarly, should a driver fall behind the entire field without stopping, he must remain at the rear for the start and must not attempt to regain his position.

K) In the case of repeated false starts (**the start has not been given / red are still on**) or incidents during the formation lap(s), the Race Director or 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 Karting 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 before the procedure was stopped will be allowed to take the start of the new formation lap.

L) 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 FIA Karting General Prescriptions.

M) A jump start will be deemed to have occurred when a driver is ahead of his grid position when the start light is switched off. This will be controlled in the race control. The penalty refers to the FIA Karting General Prescription.

N) 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.

O) 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 disqualification of the kart and of the driver concerned from the event.

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 Race Director or 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 Race Director or 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 Karting 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.

The 75% will be calculated over the race time as mentioned on the timetable + 1 minute. For example: in case of 9 minutes + 1 lap the 75% rule will be calculated over 10 minutes.

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 FIA Karting General Prescriptions will apply. The original grid will be applied. Drivers who had to start from the back of the grid, because a penalty was applied, must now start from their original position as it was published on the pre-grid.

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 FIA Karting 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 (FIA Karting 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 Neutralization of a qualifying heat or race

A) The Race Director or Clerk of the course 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 and constant speed the pace, at a moderate speed, and all the other karts must remain in as tight a formation as possible. If the Race Director is not happy with the speed showed during the SLOW procedure the leading driver will get a Warning flag and will be reported to the Stewards. Break testing is prohibited. Offenders will be reported to the Stewards.

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 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 constant and moderate speed. The race director or the Race Director or 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 waived by the race director or the Race Director or 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. If the Race Director is not happy with the speed showed during the SLOW procedure the leading driver will get a Warning flag and will be reported to the Stewards. Break testing is prohibited. Offenders will be reported to the Stewards.

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 checkered flag as usual, without being allowed to overtake. Overtaking will be permitted only if a kart slows down because of a serious problem.

J) If the race ends under neutralization, the lap before the neutralization determines the result, taking all penalties into account.

7.15 Safeties

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

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

C) Equipment Safety. FIA Karting International 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 motorized vehicles in the Paddock, except where the Race Director or Clerk of the course have given special permission.

F) Running in, warming up or testing of kart engines is not allowed. Starting the engine in Paddock is allowed, meaning to check if the engine starts. Offenders first will be warned. If behavior continues the offender will be called to the stewards. In worse case the stewards may disqualify the driver concerned of the competition. In application of Article 12.2.3 of the Code, appeals against the stewards' decisions have no suspense effect when in the course of the same Competition, a further breach is committed justifying the disqualification of the same competitor.

Only in Mini-Rookie & Mini categories it is allowed to briefly start the engines in the Servicing Parc Area (just starting, nothing more) before entering the Pre-Grid Area.

Shifter categories are allowed to run in the engines ONLY ACCORDING the timeslots according to the relevant timetable.

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. One extinguisher per 4 drivers as a minimum if drivers share their places in 1 tent.

D) It is strictly forbidden to smoke or to use any device risking provoking fire in the Paddock area.



E) No catering awnings are allowed in the Paddock, a separate area next to camping will be allocated, if space allows. It is forbidden to Cook in the Paddock, except with a special authorization from the Organizer.

F) Ground sheets are compulsory to be used during the whole race week.

G) Refueling is only allowed in your allocated paddock space, and only with the use of a ground sheet.

H) It is strictly forbidden to use any electronic vehicles in the Paddock.

7.17 Pregrid

A) Only one (1) driver per kart and one (1) appointed mechanic is allowed in Pregrid and only with proven pass and/or proven identification.

B) Open and closing times for Servicing Parc and Pregrid will be announced in the time schedule.

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

D) Access to the Pre-Grid area from the Start Servicing Park will end as stated in the official timetable. Any kart which has not taken its position on the Pre-Grid at that moment shall not be allowed to do so. If the kart is not ready to race after the closing time of the gate the kart must be ready to race one minute after the closing time of the gate. The kart will be placed at the back of the grid. The driver is not allowed to re-take his original position. If the kart is not ready to race after the 'extra one minute' he is not permitted to start.

E) If a Driver is unable to start from the Pre-Grid, after the display of the green light or flag, and if he requests the intervention of a Mechanic, he will be authorised. After assistance from the Mechanic he will be authorized to leave the Pre-Grid only at the orders of the Race Director, the driver may not re-take his original starting position.

F) If the race is stopped by means of a red flag within the first two laps, a complete restart will take place. Drivers must retake their original starting positions.

7.18 Jurisdictions

Kart Club Mariembourg reserves the right to issue additional communications following the agreement of the ASN presenting the Series and/or the FIA Karting, concerning the Rules and Regulations (previously approved by the ASN proposing the series and the FIA Karting). All such communications will be issued to all registered competitors and published on the official website.

Only the courts of the FIA and the RACB are competent to treat sporting disputes.

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

7.19 Protest and Appeals

The FIA International Sporting Code and RACB National Sporting Code are applicable for protests and appeals.

Protest Fee: 500,-€

National Appeal Fee: 1.000,-€

International Appeal Fee : 6.000,-€



8.1 Front Fairing

QUALIFYING HEATS – FINALS

QUALIFYING PRACTICES

Note:

For example, if the overall fastest lap time is set in Group B but this lap time is annulled due to a penalty, Group B will remain the fastest group, even if the second-fastest driver in Group B has a slower time than the fastest lap time in another group.

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 “checkered flag” was waved, this will lead to a disqualification for the concerned session.

8.2 Leaving corridor / Jump Start / Incorrect position

If a driver leaves the corridor (lines) before the red lights switch off, 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

Jump start: time penalty 5 seconds

Incorrect starting position: time penalty 5 seconds

8.3 Time penalty 5 seconds

In addition to the FIA Karting General Prescriptions the Race Director or Clerk of the course has the power to decide a 5 seconds penalty. If possible, the penalties will be shown on the digital board.

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

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

In case a driver has 2 penalties, “front fairing” and “5 seconds race director / 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 behavior,



- Dangerous driving behavior,
- Ignoring the yellow flag,
- blocking another driver to avoid overtaking,
- Not following the instructions of the stewards of the meeting or the Race Director or Clerk of the course,
- 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 Race Director or 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 Race Director or Clerk of the course thinks it is appropriate.

8.4 Impeding

8.4.1 Impeding in Qualifying practice:

Drivers who impede or block other drivers during qualifying practice will be penalized by having their fastest laptime canceled.

8.4.2 Impeding in Heats and/or Final

Drivers who impede or block other drivers during the Heats and/or Final will first receive a warning board. After that, a 5-second time penalty will be issued. Continued behavior will be reported to the stewards.

8.4.3 Ignoring Technical flag / digital sign

The technical flag (including racenumber) will be shown for a maximum of two laps.

If a driver ignores the technical flag or digital signal, for whatever reason, he will be shown the black flag and must report to the Race Director. The black flag or digital signal will be shown only once.

9 STATEMENT FROM THE ORGANIZER

Due to the large numbers of drivers present in the competition and in order to comply with the FIA Karting Regulations, team managers and/or tuners will be not allowed in the assembly area (Start/Finish Servicing Parc, on the Pre-grid and in the 'mechanics' area.

Access to the Finish Service Parc will remain only via the Finish Service Parc gate, upon presentation of the 2026 Team pass and after agreement from the gate attendant, only.

In case of non-compliance with this prerogative, the person(s) involved will be summoned to the Stewards who will decide on the penalty to be applied.

All incomplete, without insurance documentation or late "MEDIA" accreditation requests will be systematically refused.

10 BULLETINS

It is up to the organizer/promoter to foresee bulletins during the season or during the event if needed. Bulletins dated later than the approval of these Sporting Regulations but before the start of the championship must be approved by the RACB. Bulletins made during the event must be approved by the Stewards.

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

Visa RACB : S02-ISBNL/B26 (20/03/2026)