



REGULATIONS 2026



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1. SPORTING REGULATIONS

The EUROCUP KARTING event is organised by KC Mariembourg, selected to organise the race, in collaboration with ASK ACO, under the authority of the RACB.

The Briefing is mandatory for all Drivers and Competitors. The exact schedule will be included in the event timetable. Drivers may also be required to attend an additional briefing on Saturday or Sunday, at the discretion of the Race Director. It is the responsibility of Drivers/Competitors to enquire about any additional briefings. This information will be displayed on the official notice boards and will be available from the administrative office. Drivers will be required to sign an attendance sheet or scan their driver badge during the briefing. Any driver absent from the briefing will have their best qualifying practice time removed.

In the event of an electronic briefing, drivers and competitors must read and acknowledge it.

2. REGULATIONS

These regulations are specific to EUROCUP KARTING. Accordingly, no other supplementary regulations may be applied without the written agreement of KC Mariembourg and the RACB.

In addition to the articles and specifications of these regulations, the specific regulations, the 2026 International Sporting Code, the 2026 RACB Sporting Regulations and the 2026 FIA Karting General Prescriptions shall apply at sporting and technical level.

By entering EUROCUP KARTING, participants accept these regulations in their entirety, as well as the RACB regulations, and undertake to comply with them.

KC Mariembourg reserves the right to amend, without prior notice, or cancel one or more articles of these regulations (General, Technical and Sporting) with the agreement of the RACB or at the request of authorised officials present at the event.

Anything not authorised by these regulations or by the RACB Sporting or Technical Regulations is prohibited.

Each driver may enter one or more categories. The organiser reserves the right to add or remove one or more categories.

KC Mariembourg reserves the right to cancel a category if there are an insufficient number of participants and to limit the number of participants to 36 in one or more categories.

3. GENERAL OBLIGATIONS

By entering EUROCUP KARTING, each driver and each team agrees that photographs, videos or their name may be used by KC Mariembourg or IAME for advertising, classifications, championships, driver profiles, etc., in France and abroad.

The use of an onboard camera, including inside the helmet (Cambox System), is prohibited throughout the entire event (Art. 7.1 of the CIK Technical Regulations and Art. 1.4 Chapter 3 Appendix L of the International Sporting Code). The organiser/promoter reserves the right to assign an onboard camera to a participant. This camera is intended for promotional purposes.

The use of a drone, without authorisation from KC Mariembourg and ACO, owner of the circuit, is prohibited throughout the entire event site.

By entering the EUROCUP KARTING event, participants accept these regulations in their entirety as well as the 2026 RACB regulations and undertake to comply with them.

If health and safety rules are introduced by the organiser, each driver and competitor, as well as their accompanying persons and/or team, undertakes to comply with them. Disqualification from the competition may be imposed in the event of non-compliance.

Administrative checks will take place on Tuesday afternoon, Wednesday and Thursday morning, except where otherwise duly notified. Please attend as soon as you arrive at the circuit, with your transponder, driver and competitor licences, your mechanic's licence, your driver badge and the regulations for the purchase of race tyres (a voucher will be given in return). If the driver badge is lost, a new badge may be issued. The cost to the driver will be €5.

Any driver who does not attend the Technical Inspection at the required time (shown on the timetable) will have their best qualifying practice time removed.

Drivers and competitors will not be summoned before the Sporting Commission for penalties of up to and including 5 seconds or for any incidents related to the start procedure. In such cases, the decisions of the Stewards will be taken directly and displayed on the digital notice board. In all other cases, drivers and competitors will be summoned before the Stewards.

No driver may take to the track without having first completed the sporting checks.

All karts must have their four race numbers from the start of the official free practice.

One set of race numbers for a complete kart will be provided to each driver at each race.

The following numbering will apply to each category at each event:

X30 Mini	800 – 899
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At all times during the race, the driver must ensure that the race numbers are clearly visible to the race Officials (Race Direction, timekeepers, Stewards, etc.).

No private cars will be permitted in the paddock. Before entering the circuit premises, all service vehicles (vans, trucks, etc.) MUST report to the organiser's office. They will receive a vehicle pass for access to the circuit premises.

It is strictly forbidden to set up or unload your equipment until your place in the paddock has been allocated. Participant, driver and mechanic passes will be issued and distributed at the administrative control point. All passes must be presented at all times and no one will be readmitted without a pass.

No catering tents are permitted in the paddock. If space permits, a dedicated area will be allocated near the parking area.

Charging electric vehicles within the circuit premises is prohibited.

Under penalty of disqualification from the event, it is prohibited to use vehicles with internal combustion engines (mini-motorbikes, etc.) or electric vehicles (hoverboards, scooters, etc.) within the circuit premises, except for vehicles belonging to the organisation.

The organiser and promoter of the event, as well as the circuit owner, disclaim all responsibility in the event of theft of equipment during the event. Each driver, competitor or team is responsible for all their equipment within the circuit premises, on the track or in any private area.

4. PRINCIPLE AND FORMAT

EUROCUP KARTING is a single competition organised in France.

EUROCUP KARTING includes the following category:

- X30 Mini

The number of participants for each category is limited according to the capacity of the circuit.

EUROCUP KARTING 2026 calendar:

08-11 October Le Mans

5. CLASSIFICATIONS

The EUROKUP KARTING classification is that of the final after validation of the technical inspection.

Any driver subject to a sporting or technical report resulting in disqualification from the final or the event will not be classified.

At the end of the 3 qualifying heats + Super Heat, the top 36 will qualify for the final. The other drivers will be eliminated.

6. PRIZE GIVING AND PODIUM PROTOCOL

A commemorative prize marking the event (Trophy, invitations to IAME international events, etc.) is awarded at the end of EUROKUP KARTING to the drivers reaching the podium in each category.

Drivers must appear on the podium wearing their racing suit and helmet.

EUROCUP KARTING final prizes:

X30 Mini:

1st: 1 Trophy + 1 Silver IWF26 Invitation

2nd: 1 Trophy + 2 sets of Komet K1D tyres

3rd: 1 Trophy + 1 set of Komet K1D tyres

All prizes must be collected on the evening of the competition. After this date, the prize is forfeited.

7. LICENCES

Drivers and competitors must hold a valid national or international driver and competitor licence respectively for the current year, as well as the necessary authorisations (Visas) issued by their FIA Karting-affiliated ASN. This authorisation shall be issued by the relevant ASN in whatever form it considers appropriate.

Drivers holding a foreign licence may participate in EUROCUP KARTING provided that they meet the conditions defined in the FIA International Sporting Code (Article 2.3.6).

Authorised licences:

X30 Mini:

National licence issued by an ASN affiliated to the FIA, with that ASN's authorisation to participate.

The legal representatives of drivers must be permanently present within the circuit premises throughout the event and must attend with the drivers during administrative checks and when summoned before the Sporting Commission.

If the legal representative is absent, they must complete a delegation form delegating their status as competitor to another natural person who is present at the event and holds a competitor licence.

8. ELIGIBLE DRIVERS

KC Mariembourg reserves the right to refuse the entry or participation of any driver (or team) whose conduct is not in keeping with the spirit of EUROCUP KARTING or whose attitude could damage the image of karting in general, including on social media. The driver is solely responsible for their accompanying persons, whether or not RACB-licensed, as well as for the conformity of their equipment.

In the event of insults and/or physical violence, a driver may be disqualified from the event and/or championship in accordance with the decision of the Stewards.

9. ELIGIBLE KARTS AND EQUIPMENT

Within EUROCUP KARTING, the official technical scrutineers must have full control of their duties, from the registration of equipment through to the end-of-event checks.

The EUROCUP KARTING technical managers, appointed in writing by KC Mariembourg, must be present and shall act at all stages of the checks, in agreement with the official technical scrutineers. They will act as consultants and will be responsible in particular for specific interventions related to the one-make cup (provision of the up-to-date regulations, specific sealing, appropriate inspection equipment, etc.).

Only the following documents shall be authoritative for the various EUROCUP KARTING 2026 categories:

Engine Sheet No. 364L

Advertising:

Participants undertake to leave the following areas on their karts' bodywork free of any advertising:

The area required on the front spoiler and Nassau panel to place stickers from an organisation partner.

The area required on each sidepod to place stickers from an organisation partner.

Fuel:

Fuel (E5-Super unleaded 98) must be purchased from the designated reference service station, which will be identified during the event. Each competitor is responsible for supplying and purchasing the fuel.

It is prohibited to add any liquid or additive that could increase power or octane rating. No fuel mixture will be tolerated. SSP 95-E5 or SSP 95-E10 are not permitted.

At all times, the quantity of fuel in the tank must be greater than 1.5 litres (Art. 7.2 of the 2026 FIA Karting Technical Regulations). Checks will be carried out using the following inspection equipment:

- Digatron DT-47 Fuel Meter Test.

Substitutions may be carried out by the technical inspectors. Drivers will be notified 15 minutes before the start of the race.

Oil:

Only WLADOIL K2-T oil is authorised in all categories.

The recommended oil ratio is 4% to 6%.

Tyres:

X30 Mini

Each driver will have:

- DRY PRACTICE: Free tyres. New tyres from the same batch as the race tyres will be available, by reservation, from Victory Concept using the designated form.

- WET PRACTICE: Free tyres. New tyres from the same batch as the race tyres will be available, by reservation, from Victory Concept using the designated form.

- DRY RACE: 4 new slick tyres (2 front – 2 rear) sold by Victory Concept at the circuit. The tyres will be scanned upon distribution/random draw. They must be used from qualifying practice onwards and will be used for qualifying practice, qualifying heats, Super Heat and final.

Race tyres may be used during Sunday morning warm-up.

- WET RACE: 4 new wet tyres (2 front – 2 rear) (visible tread). They must be purchased from Victory Concept (reservation 8 days before the event is mandatory). 1 set of wet tyres must be scanned at the same time as the slick tyres. They must be used from qualifying practice onwards and will be used for qualifying practice, qualifying heats, Super Heat and final.

- PUNCTURE

In the event of a puncture during practice, the driver may change the free tyre. In the event of a confirmed puncture, duly reported at the finish of a race, on race tyres, the driver will be authorised to use a used spare tyre after inspection and approval by the technical delegate.

- WARM-UP

For warm-ups, the driver may not use race tyres unless qualifying practice has taken place. In wet conditions, the driver may not use race tyres unless qualifying practice has taken place.

The organiser reserves the right to modify the number of tyres for each category in exceptional circumstances.

Tyre prices:

Tyre sets will be sold at the circuit by KC Mariembourg at the following prices:

Komet K1D-M	€175 / set
Komet K1D-W	€200 / set

Prices may be modified according to the manufacturer's 2026 prices in force on the day of the competition.

Tyres purchased from the organiser will not be taken back, exchanged or refunded.

In all categories, it is MANDATORY to purchase 1 set of wet tyres upon registration.

All race tyres (wet and slick) must have been purchased, collected and scanned before the end of technical inspection.

Scales – Weighing procedure:

The scales used during the day will be located in the assistance area. These scales will be the only ones officially used. The scales will be accessible from Thursday morning.

After qualifying practice, qualifying heats, the Super Heat and the final, every kart crossing the finish line will be weighed. If the kart is unable to reach the weighing area under its own power, it will be subject to the exclusive control of the technical scrutineers, who will collect or have the kart collected. The driver shall report to the weighing area as soon as they return to the Finish Parc Fermé so that their weight can be checked.

No solid, liquid or gaseous object, nor any substance of any kind, may be added to, placed in or removed from a kart before weighing (except by a technical scrutineer in the performance of official duties). Only technical scrutineers and Officials (as well as the press) may enter the weighing area. No intervention of any kind is authorised in this area without the approval of these Officials.

No kart or driver may leave the weighing area without the authorisation of the technical scrutineer.

Any breach of these provisions relating to kart weighing may result in the disqualification of the driver and kart concerned.

The organiser must ensure that certified weights are available to calibrate the scales.

It is strictly forbidden to drink, pour water on clothing or bring any type of liquid into the assistance area before weighing.

Start Assistance Area, Finish Parc Fermé, Pre-grid, Repair Area:

FIA Karting Definition and Classification

Engine starting is permitted in the Start Parc.

10. GENERAL SAFETY

Each paddock space (8 x 6 metres) will be equipped with at least one 6 kg fire extinguisher. Each driver must have their own 6 kg fire extinguisher. Smoking or using any device likely to cause a fire is strictly prohibited within the circuit premises. Cooking is also prohibited within the circuit premises. In all cases, equipment must be electrical and insulated.

You must protect the ground with a waterproof mat, with minimum dimensions of 1.50 m x 1.90 m, in accordance with the regulations in force in France. No waste, drums or tyres may be abandoned within the circuit premises. Containers provided by the organising club will be available within the circuit premises.

Starting, running in, warming up or testing engines is strictly prohibited within the circuit premises, car parks or parc fermés.

11. EVENT FORMAT

For each category, free practice, qualifying practice, three qualifying heats, a Super Heat and a final will be organised.

Free Practice:

One or more groups will be formed depending on the number of participants.

Free practice will take place for a maximum duration varying according to the circuit, track capacity and number of participating drivers. Drivers must leave the pre-grid within the first 45 seconds.

Qualifying Practice:

Qualifying practice will take place by category.

Groups will be determined by random draw. They will run in one or two 6-minute sessions, with drivers required to leave the pre-grid within the first 45 seconds. Each group will comprise a maximum of 36 drivers and will depend on track capacity. In each session, the driver must start no later than two minutes after the session starts. The time retained is the driver's best lap in the session. In the event of a tie, the second-best time achieved will determine the order, and so on in the event of a further tie.

Qualifying practice will determine the drivers' positions on the starting grid for the qualifying heats.

The final classification of Qualifying Practice will be established as follows:

- If there is one series: the grid will be determined in order of the fastest times achieved by each Driver.

- If there are two series: 1st place goes to the best time in the 1st series (absolute best time), 2nd place to the best time in the 2nd series, 3rd place to the 2nd-best time in the 1st series, 4th place to the 2nd-best time in the 2nd series, 5th place to the 3rd-best time in the 1st series, and so on.
 - If there are three series: 1st place goes to the best time in the 1st series (absolute best time), 2nd place to the best time in the 2nd series, 3rd place to the best time in the 3rd series, 4th place to the 2nd-best time in the 1st series, 5th place to the 2nd-best time in the 2nd series, and so on.
 - The same principle shall apply if there are more series.
- If no time is recorded for a Driver, they will start at the back of the grid. If several Drivers are in this situation, their starting positions will be decided by random draw.

Qualifying Heats:

Each Qualifying Heat will last 10 minutes + 1 lap.

For the Qualifying Heats, points will be awarded as follows:

1st 50, 2nd 44, 3rd 41, 4th 38, 5th 36, 6th 34, 7th 32, 8th 30, 9th 28, 10th 27, 11th 26, 12th 25, 13th 24, 14th 23, 15th 22, 16th 21, 17th 20, 18th 19, 19th 18, 20th 17, 21st 16, 22nd 15, 23rd 14, 24th 13, 25th 12, 26th 11, 27th 10, 28th 9, 29th 8, 30th 7, 31st 6, 32nd 5, 33rd 4, 34th 3, 35th 2, 36th 1.

- If a driver does not start a Qualifying Heat, they will receive a number of points equal to the points awarded to the last classified Driver minus 1 point.
- If a driver has been penalised with a black flag or disqualified, they will receive a number of points equal to the points awarded to the last classified Driver minus 5 points for the Qualifying Heat in question.
- Any driver who does not complete all the scheduled laps, even if they do not finish the Qualifying Heat, will be classified according to the number of laps actually completed.

At the end of the Qualifying Heats, an intermediate classification will be established. In the event of a tie between two or more Drivers, they will be separated according to their classification in Qualifying Practice.

Case A: 36 participants or fewer - A minimum of three Qualifying Heats will be run with all Drivers. The starting grids for each Heat will be established based on the results of Qualifying Practice.

Case B: 37 participants or more - At the end of Qualifying Practice, the Drivers will be divided into a minimum of four groups for the Qualifying Heats. The number of Drivers per group will be a maximum of 18. Each group must compete against all the other groups.

- By way of example, if the Drivers are divided into 4 groups, the Driver classified 1st in Qualifying Practice will start in group A, 2nd in group B, 3rd in group C, 4th in group D, 5th in group A, 6th in group B, 7th in group C, 8th in group D, and so on.
- Each of the four groups mentioned above will compete against the other groups, i.e.: A against B, A against C, A against D, B against C, B against D and C against D, for a total of six Qualifying Heats.

Super Heat:

The Super Heat will last 12 minutes + 1 lap.

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

For the Super Heat(s), points will be awarded as follows:

1st 75, 2nd 69, 3rd 63, 4th 57, 5th 51, 6th 48, 7th 45, 8th 42, 9th 39, 10th 36, 11th 34, 12th 32, 13th 30, 14th 28, 15th 26, 16th 24, 17th 22, 18th 20, 19th 18, 20th 17, 21st 16, 22nd 15, 23rd 14, 24th 13, 25th 12, 26th 11, 27th 10, 28th 9, 29th 8, 30th 7, 31st 6, 32nd 5, 33rd 4, 34th 3, 35th 2, 36th 1.

- If a Driver does not start their Super Heat, they will receive a number of points equal to the points awarded to the last classified driver minus 1 point.

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

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

The top 36 Drivers in the Final Intermediate Classification will qualify for the final phase.

Any ties between two or more Drivers will be decided according to their classification in Qualifying Practice.

• **Case A: 36 participants or fewer**

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

• **Case B: 37 participants or more**

At the end of the Qualifying Heats, the top 72 Drivers in the Intermediate Classification of the Qualifying Heats will be divided into a maximum of 2 groups for the Super Heats.

The number of Drivers per group will be a maximum of 36.

The Driver in first position in the Intermediate Classification of the Qualifying Heats will start in first position of Super Heat A, the second Driver in the Intermediate Classification of the Qualifying Heats will start in first position of Super Heat B, the third Driver in the Intermediate Classification of the Qualifying Heats will start in second position of Super Heat A, the fourth Driver in the Intermediate Classification of the Qualifying Heats will start in second position of Super Heat B, the fifth Driver in the Intermediate Classification of the Qualifying Heats will start in third position of Super Heat A, the sixth Driver in the Intermediate Classification of the Qualifying Heats will start in third position of Super Heat B, and so on until the grid is complete.

Final:

The Final will last 13 minutes + 1 lap (Mini).

During the Final, any Driver about to be lapped or who has been lapped by the Driver leading the race for any reason will be shown the blue-and-red flag (double diagonal) with their number. They must immediately report to the scales in the Finish Parc Fermé and will be classified according to the number of laps actually completed.

The blue flag with red diagonals will not be used when several categories share a Qualifying Heat, Super Heat or Final.

The starting grid for the final is determined according to the classification of the Qualifying Heats and the Super Heat.

Note: The Stewards reserve the right to modify the event format depending on weather conditions or other circumstances.

Any participant whose kart is unable to start for any reason, or who has good reason to believe that their kart will not be ready to start, must inform the official in charge of the pre-grid, who will inform the Race Director as soon as possible.

The driver in pole position on each grid will have the choice of pole position (left or right side of the track), provided that they inform the Race Director of their choice as soon as they reach the pre-grid. This choice will affect only the first row; the other rows will not be affected.

Access to the pre-grid will close five minutes before the scheduled race start. Any kart that has not taken its position on the pre-grid by then will no longer be allowed to do so, except in exceptional circumstances at the discretion of the Stewards present on site (Art. 2.19 F.i of the 2026 FIA Karting General Prescriptions). Karts on the pre-grid must be race-ready. Unless in exceptional circumstances at the discretion of the Race Director, karts on the pre-grid may not return to the assistance area. Bringing a second set of tyres onto the pre-grid is prohibited. Mechanics must leave the pre-grid when the "Track Evacuation" board is shown. Any driver unable to start from the pre-grid after the green flag has been shown and requiring the intervention of a mechanic will only be allowed to leave the pre-grid on the instructions of a track marshal or the pre-grid official and will start from the back of the formation, regardless of the number of formation laps.

Any driver present with their kart on the grid on time will be considered a starter.

12. STARTING GRID

FIA Karting General Prescriptions 2026.

13. START PROCEDURE

Article 2.20a of the FIA Karting General Prescriptions 2026.

At the request of the Race Director, the Stewards may use any video or electronic system likely to assist them in making a decision. The decisions of the Stewards may prevail over those of the Judges of Fact. Any infringement of the provisions of the Code or these Sporting Regulations relating to the start procedure may result in the disqualification of the driver concerned from the competition.

14. SUSPENSION OF A RACE

Article 2.21 of the FIA Karting General Prescriptions 2026.

15. RESUMPTION OF A RACE

Article 2.22 of the FIA Karting General Prescriptions 2026.

16. FINISH

Article 2.23 of the FIA Karting General Prescriptions 2026.

17. PARC FERMÉ

Article 2.13 of the FIA Karting General Prescriptions 2026.

18. INCIDENTS

Article 2.24 of the FIA Karting General Prescriptions 2026.

19. ENTRY FEES AND PRIZE FUND

For each EURO CUP KARTING event, the entry fee is set at €470 including VAT.

This amount includes administrative processing fees, video streaming and Friday free practice. Only the parking area, unofficial free practice, race tyres and transponder rental may be charged additionally.

Any entry for an event for which the entry fee has been paid is firm and final. In the event of non-participation, the driver will not be entitled to any refund. An additional €100 including VAT will be charged for entries made less than 15 days before the start of the event.

Entries close 15 days before the start of the event (time required to ensure proper delivery of the tyres). If there are too many participants in a category, KC Mariembourg reserves the right to refuse participants. Selected participants will be chosen according to the order in which drivers register, with priority given to those competing in the full championship.

If a competitor does not have a transponder, they may rent one from KC Mariembourg for €30 for the weekend with a €300 deposit. Each driver is responsible for charging and ensuring the proper operation of their transponder, even if rented from KC Mariembourg. The transponder is mandatory from Friday afternoon free practice.

Registration will be online only via the website: <https://www.iamc-motorsport.com/eurocup>

Payment will be made online only by credit/debit card. Registration will be valid only after payment has been received.

MEDIA

Anyone wishing to take photographs and/or film during the Eurocup must request accreditation from KC Mariembourg and must report to Race Control upon arrival at the circuit.

In any event, in order to access restricted areas, everyone must have returned their accreditation request within the required time and hold professional public liability insurance covering risks associated with motor racing. This insurance must be submitted with the accreditation request, together with a portrait photograph of the holder.

If the request is accepted, image rights fees may be requested by the organiser. See the specific media regulations.

For safety reasons, the number of media representatives permitted to access restricted areas will be limited by the organiser. See the specific media regulations.

RACB Visa: