IAME SERIES LEBANON 2026

SPORTING REGULATIONS

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- **ARTICLE 1 - SPORTING REGULATIONS**

RPM TRACK (the "Organizer") organizes IAME Series Lebanon (the "Event"). The Event is the property of RPM TRACK. The title will be awarded to the wining drivers in each category. All parties concerned (ASN, Promoters, Manufacturers, Organizers, Drivers, Entrants and Circuits) undertake to apply and respect the rules governing FIA Karting and the Series. Authorized and Supervised by the ASN: AUTOMOBILE ET TOURING CLUB DU LIBAN.

- **ARTICLE 2 - REGULATIONS**

The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations. The Annexes are an integral part of the Regulations.

- **ARTICLE 3 – SPECIFIC INFORMATION ABOUT THE SERIES**
  - 3.1 Organization Office

    RPM Track
    Mtein, Matn District, Lebanon
    Mobile Number: 03 338 884
  - 3.2 Dates & Venues

    ROUND 1 – May 16, 2026 – RPM - Mtein
    ROUND 2 – May 17, 2026 – RPM - Mtein
    ROUND 3 – June 6, 2026 – RPM - Mtein
    ROUND 4 – October 10, 2026 – RPM - Mtein
    ROUND 5 – October 31, 2026 – RPM - Mtein
    ROUND 6 – November 7, 2026 – RPM – Mtein

  - 3.3 Entry Closing Dates

    Registration to the Events will close one week prior to the day of the race.

  - 3.4 Entrant's Application: Mandatory Entrant License

    - Applicant Drivers and Entrants must possess the respective valid minimum National Licenses issued by ATCL ASN affiliated to the FIA Karting. (75$ yearly up to 15 years | 100$ yearly above 15 years)
    - A yearly consultation from ATCL's Doctor should be done before applying to the license, kindly find the below details:

      Dr. Guy Hokayem - Reserve your appointment through: 03/868 682 - Fees: TBA

    - Drivers under 15 years old can get license without the Doctor consultation.
    - Homologated Suits and Helmets.

  - 3.5 Entry Restrictions

    Entries are taken on a first come, first served basis. Each category has a limited number of entries at the Event. The Organizer has the right to accept additional Drivers according to the number of entries present on the track.

  - 3.6 Entry Fees

    The race entry fee for each Round is to be confirmed by the organizers prior to the race weekend (please settle the amount during Administrative Checks, before the race).

- **ARTICLE 4 – CATEGORIES**
  - 4.1 IAME Series - X30 Mini: Mini Category
    - Minimum age: 7 years old
    - Maximum age: 11 years old
    - Engine: IAME X30 -60cc
    - Minimum Weight: 110 KG
  - 4.2 IAME Series - X30 Junior: Junior Category
    - Minimum age: 11 years old
    - Maximum age: 15 years old
    - Engine: IAME X30 125cc with Junior exhaust fitting (Junior version)
    - Minimum Weight: 145 KG
  - 4.3 IAME Series - X30 Senior: Senior Category
    - Minimum age: 15 years old
    - Engine: IAME X30 -125cc
    - Minimum Weight: 160 KG
  - 4.4 IAME Series - X30 Super Shifter: Super Shifter Category
    - Minimum age: 15 years old
    - Engine: IAME Super Shifter 175cc
    - Minimum Weight: 180 KG
  - 4.5 Classes

    Depending on the number of entries, the Organizer may segregate or merge categories of similar characteristics but will maintain separate classification.
  - 4.6 Engine Eligibility

    Only Engines imported by RPM Karting Lebanon – Mtein / Mtein International Karting Track SAL are permitted for use in the IAME Series Lebanon Championship.

- **ARTICLE 5 – PRIZES & AWARDS**
  - 5.1 Overall Prizes & Awards
    - Trophy & Title: Cups for Top 3 finishers of each category + 1st Masters + 1st Female
    - Additional Awards: Championship Winners will be awarded seats in the IAME World Finals 2026
- **ARTICLE 6 – GENERAL CONDITIONS**
  - 6.1 Paddock Service Vehicles

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

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

- 6.3 Paddock
    - 6.3.1 It is strictly forbidden to erect or unload any equipment until you have been allocated your place in the paddock.
    - 6.3.2 No driver may enter the track for official heats before or without having the race director approval
    - 6.3.3 All karts must display the official race numbers beginning from the first non-qualifying practice session. (In compliance with Article 2.24 of the CIK/FIA Technical Regulations).
    - 6.3.4 Only vehicles with authorized passes are allowed in the Paddock.

- **ARTICLE 7 – PARC FERMÉ**
    - Only one driver per kart and one additional person (parent) is allowed in the "Parc Fermé".
    - All Drivers must check their yellow transponders before the race.
    - All Drivers must be weighed before the races and add weights to their Karts if needed.

- **ARTICLE 8 – RACING NUMBERS AND DRIVER NAME**

The Driver is responsible for ensuring that the numbers are clearly visible to Officials, Timekeepers and Marshals. Driver's name is optional to be displayed on the Kart.

- **ARTICLE 9 – THE SERIES – PRINCIPLE & RUNNING**
    - The Series will consist of 6 Rounds held on different dates.
    - Each Round of the Series will be run over 6 segments:
        - **Briefing**
        - **Warm-Up:**
            - Mini Category: *4 minutes*
            - Junior, Senior & Super Shifter Categories: *6 Minutes*
        - **Qualifying:**
            - Mini Category: 5 *minutes*
            - Junior, Senior & Super Shifter Categories: *6 Minutes*
        - **Heat:**
            - Mini Category: *5 Laps*
            - Junior, Senior & Super Shifter Categories: *5 Laps*
        - **Pre-Final Race:**
            - Mini Category: *7 Laps*
            - Junior, Senior & Super Shifter Categories: *10 Laps*
        - **Final Race:**
            - Mini Category: *8 Laps*
            - Junior, Senior & Super Shifter Categories: *12 Laps*
    - A transponder is mandatory from the beginning of the first practice session, until the end of the Final Race. Location: It must be fixed on the lower part of the back of the kart seat.

- **ARTICLE 10 – QUALIFYING**
    - 10.1 Classification

The fastest lap time recorded during the qualifying session, will determine his/her starting grid position in the Race. Any ties will be decided by the second-best time.

- 10.2 Kart Stoppage

If a Driver stops in the Paddock Area during the Qualifying, the stop will be definitive. He/she will not be allowed to re-join the Qualifying.

- 10.3 Scaling after Qualifying Sessions

Drivers are to individually report to the scale for checking of weight immediately after they finish a Qualifying Session or after their early stop in accordance with Article 2.5 of the FIA International Sporting Code.

- **ARTICLE 11 – HEATS, PRE-FINAL, & FINAL**
  - 11.1 Phases

    Each Round will comprise 3 races. The final phases will hold the titles of "Pre-Final" and "Final". The "HEAT" will be under a race format procedure which will set the grid for the "PRE-FINAL RACE"

  - 11.2 Points Allocation

Both Pre-Final & Final races count towards the overall championship standings.

- **ARTICLE 12 – STARTING GRIDS**
  - 12.1 Rolling Starts for Direct Drive Karts with Clutches

At the end of the Formation Lap, Drivers will proceed forward at a reduced speed of 30kph minimum to 50 kph maximum towards the Starting Line, lined up in two lines of karts. Each line shall remain within the lanes marked on the track. A Driver crossing the lanes is liable to be sanctioned by the Stewards, on the basis of a time penalty of 3 seconds for partly crossing the lanes and of 10 seconds for completely getting out of the corridor. A Driver over speeding during the approach to the start line is liable to be sanctioned by the stewards, on the basis of a time penalty of 1 second with a maximum penalty of 10 seconds. When the karts approach, the red lights will be on. Karts must maintain their position until the start signal is given. A reasonable distance must be kept between karts in the same line. If the Clerk of the Course is satisfied with the formation, he/she himself/herself, or his/her Deputy, will give the start by switching off the red lights. If he/she is not satisfied with the procedure, he/she will wave red flags, which means that another Formation Lap must be covered.

  - 12.2 Standing Starts for Karts with Gearboxes

Article 2.20 of the FIA Karting General Prescriptions: Standing starts for karts with gearboxes (short circuits) and Art. 8.4 of the FIA Karting International Sporting Code.

  - 12.3 Video Assistance

The Stewards may use any video or electronic system likely to help them to take a decision. The Stewards' decisions may supersede those taken by Judges of Fact. Any infringement to the provisions of the Code or of these Sporting Regulations relating to the starting procedure may entail the exclusion of the Driver concerned from the Event.

- **ARTICLE 13 – CODE OF CONDUCT ON CIRCUIT**
  - 13.1 OVERTAKING
    - 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 about to lap it, the Driver must allow the faster driver pass at the first possible opportunity.
    - If the Driver who has been caught does not seem to notice that another driver wants to overtake him, the flag Marshal(s) will give a warning by waving the blue flag to indicate that another Competitor wants to overtake. Any Driver who does not take notice of the blue flag may be penalized by the Stewards. Systematic or repeated offences may result in the exclusion of the offender from the race.
    - Corners, as well as the approach and exit zones thereof, may be negotiated by the Drivers in any way they wish, within the limits of the track. Overtaking, according to the circumstances, may be done either on the right or on the left. However, maneuvers liable to hinder other Drivers such as premature or dangerous changes of direction, more than one change of direction, deliberate crowding of karts towards the inside or the outside of the corner or any other dangerous change of direction, are strictly prohibited and shall be penalized, according to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.
    - 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.

- The penalty inflicted for ignoring the blue flag will also be applied to the Drivers who obstructs part of the track and shall be more severe in the case of systematic obstruction, ranging from a fine to the exclusion from the race. The same penalty shall be applied to Drivers who block from one side of the track to the other in order to prevent other Competitors from overtaking.
- The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the exclusion of the Drivers concerned.
- Only the race track shall be used by the Drivers during the race.
  - Contacts/collisions (during the race, deceleration lap included): sanctions may be imposed on a Driver who pushes another Driver.

ARTICLE 14 – CODE OF CONDUCT

- All participants must abide by the rules and respect race officials and their decisions.
- Any mechanical problem causing the driver a DNF are not negotiable.
- Race Director will take decision of any race incidents. The decisions taken are not negotiable and direct contact with race directors is not allowed.
- All participants must take responsibility for their actions at all times and communicate behavioral responsibilities to members of their family, team and support crew.
- Drivers must take the time to read and fully understand the posted rules, regulations and conditions of the event prior to its commencement. Requests for clarification of such regulations should be asked during the Drivers' Briefing.
- Abusive comments on any social media platform (Facebook, Twitter etc.) or public forum are completely forbidden. This applies to competitors, officials, organizers and any person associated with the Championship and the sport in general. Competitors are strongly advised to guard against participation in contentious, divisive and potentially damaging conversations and will be held liable for their actions.

ARTICLE 15 – NEUTRALIZATION OF A QUALIFYING HEAT OR A RACE

- The 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 the Officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the Qualifying Heat or Race.
- When the order is given to neutralize Qualifying Heat or Race, all observers' posts will display waved yellow flags, which shall be maintained until the neutralization is over.
- 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.
- During the neutralization laps, the leading kart will dictate the pace, at a moderate speed, and all the other karts must remain in an as tight as possible formation.
- The karts may enter the paddock zone during the neutralization, but they may re-join the track only when authorized to do so by a marshal. A kart re-joining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart.
- When the Clerk of the Course decides to end the neutralization, he will have the red flags waved, 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 yellow flags will be shown immobile.
- At that moment, the leading kart will continue to set the pace, at a moderate speed. The Clerk of the Course, or his/her Deputy 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 Clerk of the Course, the Drivers may accelerate only after crossing the yellow line proceeding the Line.
- The yellow flags 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.
- Each lap completed during the neutralization will be counted as a racing lap.
- If the race finishes during the neutralization, the karts will take the checkered flag as usual. Overtaking will be permitted only if a kart slows down because of a serious problem.

- **ARTICLE 16 – FLAGS**



Start of the race / restart / end of hazard / safe racing conditions

Local caution (single) road course, full-course caution (twin) valid for the accident, overtake prohibited from flag to the flagged target (from point to crash). Slow down and follow caution.



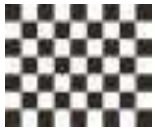
Race stopped Drive carefully to the pre grid. Get ready to stop.



Return to pits (i.e. disqualification). Return to the pits for a penalty. Showed together with car number.



Unsportsmanlike behavior warning. Showed together with car number.



Race / heat finished.

- **ARTICLE 17 – STOPPING A RACE OR PRACTICE**

Article 2.21 of the FIA Karting General Prescriptions.

- Should it become necessary to suspend the Practice or Race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director (if nominated) or the Clerk of the Course (or, if he/she had to leave, by his deputy) shall order a red flag to be shown on the Line. Simultaneously, red flags will be shown at marshals' posts provided with these flags. The decision to suspend the race or practice may be taken only by the Race Director (if nominated) or Clerk of the Course (or, if he/she had to leave, by his deputy). If the signal to stop racing is given:

A. During Practice: All karts shall immediately reduce speed and go back slowly to the Servicing Park, and all karts abandoned on the track shall be removed; Practice will be resumed as soon as possible to meet the original Practice time;
B. During the Race: All karts will immediately reduce their speed and proceed as directed by the Race Director (if nominated) or the Clerk of the Course (or, if he/she had to leave, by his deputy):

I. To the Servicing Park: At this point changes and adjustments are allowed including the introduction of replacement equipment – provided that was placed within Parc Fermé prior to the original race start, refueling is allowed. In case of restart procedure "more than 2 laps but less than 75% of the race distance": If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the race was suspended, in all situations a time penalty of 5 seconds will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal.

II. Stop on the track at the place designated in the briefing: When instructed by the Race Director (if nominated) or the Clerk of the Course (or, if he/she had to leave, by his deputy) no changes or adjustments can be made to the original equipment (except to reset the front fairing in the correct position under the supervision of the Scrutineers) and refueling or chassis/engine changes are not permitted. All karts must be ready at the 5 minutes board. Karts not available at this time will start from the pit lane once the race start has been given. The classification of the Race will be the classification when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped and any time penalty will be taken into account – and will determine the single file starting grid should the race be resumed (see Article 2.22).

III. Restart procedure:

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

D. **More than two laps but less than 75% of the race distance (Rounded up to the nearest higher whole number of laps):**
If the Race can be resumed (at the discretion of the Race Director (if nominated) or the Clerk of the Course (or, if he/she had to leave, by his deputy), Article 2.22 will apply. The single file grid will be determined by the finishing order when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped. Only karts in the Repair Area at the time when the Race was stopped by the Red flag, will be allowed to take the restart. Should a restart of a race in the final phase not be possible, half championship points will be awarded for this race.

E. **No Restart procedure:**
75% OR MORE OF THE DISTANCE OF THE RACE (Rounded up to the nearest higher whole number of laps). The race will be called complete – the classification of the Race will be the classification at the end of the lap prior to that during which the signal to stop the Race was given. In case of a race in the final phase, full championship points will be awarded for this race.

- **ARTICLE 18 – RESTRATING A RACE (QUALIFYING HEAT OR RACE OF THE FINAL PASE)**

Article 2.22 of the FIA Karting General Prescriptions.

- After a suspended situation, the delay will be kept as short as possible and as soon as a resuming time is known, Drivers will be informed. In all cases at least a 10 minutes' warning will be given. Boards will be presented 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds before the resumption. Each signal will be accompanied by an audible warning. The Race or Heat will be resumed with the "SLOW" process and Article 2.20 will apply. The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered. The Drivers who have crossed the Finish Line at the end of the lap prior to that on which the race was stopped will be allowed to take the new start.

- Resuming start positions will be determined by the finishing order at the end of the lap before the one on which the race was suspended.

- **ARTICLE 19 – FINISH**

Article 2.23 of the FIA Karting General Prescriptions.

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

B. Should, for any reason other than under Article 2.21 A, the signal indicating the end of the race be given before the leading kart completes the scheduled number of laps or before the prescribed time has elapsed, the race will be deemed to have finished when the leading kart last crossed the Line before the signal was given. Should the signal indicating the end of the race be delayed for any reason, the Race will be deemed to have finished when, under normal circumstances, the end of the race would have been decided if there had been no delay.

C. After having received the signal indicating the end of the race, all karts shall directly go to the Parc Fermé, using the normal course of the track, without any unnecessary delay, without performing doughnuts, without stopping and without any help (except that of Marshals if necessary). Any classified kart unable to reach the Parc Fermé by its own means will be placed under the exclusive control of Marshals, who will supervise the taking of the kart to the Parc Fermé in a regular manner.

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

E. In the case of a dead heat on the Finish Line revealed by timekeeping or by a photo finish system (which shall prevail over timekeeping and/or a report from the Finish Line Judge, if such a Judge had been appointed), the rule for deciding between tying Drivers shall be the fastest lap time recorded by each Driver during the race concerned."

- **ARTICLE 20 – INCIDENTS**

Article 2.24 of the FIA Karting General Prescriptions.

- An «Incident» means a fact or a series of facts involving one or several Drivers (or any Driver's action reported to the Stewards by the Clerk of the Course or the Race Director or noted by the Stewards and reported to the Clerk of the Course or the Race Director for investigation), who:
  - Provoked the stopping of a Rae in application of Article 12.1 of the Code; - violated these Sporting Regulations or the Code;
  - Have jumped the start;
  - Started from an incorrect position (example: ahead of the pole sitter during a rolling stat);
  - Have not respected the flag signaling;
  - Have caused one or several karts to take a false start;
  - Have caused a collision;
  - Have forced another Driver out of the track;
  - Had the front fairing on the kart in the incorrect position;
  - Have illegally prevented a legitimate passing maneuver by a Driver;
  - Have illegally impeded another Driver during a passing maneuver.

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

- The Stewards shall inflict a 10-Second time penalty on any Driver having caused an Incident. If the Incident was caused during a Qualifying Practice session, they shall proceed to the cancellation of the three fastest times which he achieved in the session concerned. However, depending on the gravity of the infringements in light of the facts, the Stewards may decide, instead of the 10- second time penalty, on a sanction among those provided for in the penalty scale of Article 13 of the Code or the Penalties Catalog provided as Appendix B as an additional document to these Sporting Regulations, unless the offence relates to the position of the front fairing of the kart.

- **ARTICLE 21 – GENERAL SAFETY**

Article 2.14 of the FIA Karting General Prescriptions

A. It is strictly forbidden for Drivers to drive their karts in a direction opposite that of the race, unless this is strictly necessary to remove the kart from a dangerous situation.

B. During Free Practice (according to the regulations of the championships concerned), Qualifying Practice, the Qualifying Heats and the races of the final phase, Drivers may use the track only and must at all times observe the dispositions of the Code relating to driving on circuits. The circuit is defined by the white lines on both sides of the track. Drivers are allowed to use the whole width of the track between these lines. If the four wheels of a kart are outside these lines, the kart is considered as having left the track.

C. During Free Practice (according to the regulations of the championships concerned), Qualifying Practice, the Qualifying Heats and the races of the final phase, a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or be an impediment for other Drivers. If the Driver is unable to remove the kart from a dangerous position by driving it, it is the marshals' duty to help him/her; however, if the kart restarts as a result of such help, it will be disqualified from the classification of the Qualifying Practice or the race in which this help was provided. Except for medical or safety reasons, the Driver must stay close to his/her kart until the end of Free Practice, Qualifying Practice, the Qualifying Heat or the races of the final phase. In the case of a Practice session run over two parts separated by an interval, all karts abandoned on the circuit during the first part must be taken back to the Servicing Park during the interval and may participate in the second part of Practice.

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

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

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

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

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

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

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

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

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

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

N. Any Driver who intends to leave the track, to return to the Servicing Park or to stop in the Repairs Area shall demonstrate his/her intention in due time and shall ensure that he/she may do so safely.

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

breach before re-joining the track.

P. When they participate in Free Practice (according to the regulations of the championships concerned) or Qualifying Practice, in the Qualifying Heats or the Races of the final phase, Drivers must at all times wear the full equipment defined under Article 3 of the Technical Regulations.

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

- **ARTICLE 22 – KART SAFETY**

Article 3.1 of the FIA Karting Technical Regulations

  - Karts are only allowed to race if they are in a condition which meets the safety standards and if they comply with the Regulations. They must be designed and maintained in such a way as to allow the respect of the Regulations and as not to represent a danger for the Driver and other participants.

- **ARTICLE 23 – DRIVER'S SAFETY**

Article 3.2 of the FIA Karting Technical Regulations

The Driver must wear:

* A helmet with an efficient and unbreakable protection for the eyes. Helmets must comply with the following prescriptions (Appendix 2):

* A pair of gloves covering the hands completely.

* Fabric overalls must have a «Level 2» homologation granted by the CIK-FIA bearing in a visible way the CIK-FIA homologation number. They must cover the whole body, legs and arms included. Overalls remain valid 5 years after their date of manufacturing and the homologation (i.e. the period during which they can be produced) is valid for 5 years.

* Leather overalls complying with the standards defined by the FIM are authorized. For events on long circuits, leather overalls are mandatory, complying with the FIM standards (motorbikes, 1.2 mm thickness), without an internal lining or, should there be one, only with a silk, cotton or Nomex internal lining.

* Overalls approved according to CIK-FIA Standard No. 2013-1, which are listed in "Homologated Overalls – Part 1", will be accepted as from 01.01.2014.

* Boots must cover and protect the ankles.

* Wearing a scarf, a muffler or any other loose clothes at the level of the neck, even inside an overall, is strictly forbidden. Furthermore, long hair must be contained entirely in the helmet.

- **ARTICLE 24 – BRIEFING**
  - Drivers & Entrants Briefing is mandatory for all Drivers and Entrants, exact time will be stated on the timetable for the event and is mandatory for all Drivers and Entrants to attend. A further Drivers briefing may also be mandatory under the discretion of the Clerk of the Course. It is the Drivers / Entrants duty to enquire about any further Driver's Briefing. This information will be posted on the official notice board and available at the reception office. Drivers / Entrants not attending the briefing will be liable to incur a fine to be paid to the ASN sanctioning the event (EMSO), via the Stewards and according to the official fee indicated by the ASN in the supplementary regulations. Signing of the briefing attendance list is mandatory.

- **ARTICLE 25 – POINT SYSTEM**

Heat Race	
POS.	PTS.
1st	17
2nd	16
3rd	15
4th	14
5th	13
6th	12
7th	11
8th	10
9th	9
10th	8
11th	7
12th	6
13th	5
14th	4
15th	3
16th	2
17th	1
18th	0
19th	0
20th	0

Pre-Final Race	
POS.	PTS.
1st	34
2nd	33
3rd	32
4th	31
5th	30
6th	29
7th	28
8th	27
9th	26
10th	25
11th	24
12th	23
13th	22
14th	21
15th	20
16th	19
17th	18
18th	17
19th	16
20th	15

Final Race	
POS.	PTS.
1st	55
2nd	52
3rd	50
4th	49
5th	48
6th	47
7th	46
8th	45
9th	44
10th	43
11th	42
12th	41
13th	40
14th	39
15th	38
16th	37
17th	36
18th	35
19th	34
20th	33

END OF REGULATIONS