IAME SERIES EGYPT

OFFICIAL SPORTING REGULATIONS

2026 SEASON

JULY – AUGUST 2026

VERSION 1.1

ORGANIZED AND PROMOTED BY

RACE LINE MOTORSPORTS®

OFFICIAL VENUE

AutoVroom INTERNATIONAL RACE TRACK

SANCTIONED BY

AUTOMOBILE & TOURING CLUB OF EGYPT (ATCE)

OFFICIAL SPORTING REGULATIONS FOR THE
IAME SERIES EGYPT NATIONAL KARTING CHAMPIONSHIP

Table of Contents

PART ONE

Sporting Regulations

1. Sporting Regulations

Race Line Motorsports ("the Organizer") organizes IAME Series Egypt ("the Event"). The Event is the property of Race Line Motorsports. The title will be awarded to the winning 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.

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.

3. Organization

The Event shall be run in accordance with the ATCE National Sporting Code, the ATCE Environmental Code, the ATCE Code of Conduct, the IAME Series Egypt Sporting and Technical Regulations 2025/2026, the Supplementary Regulations concerning each Round, and the FIA International Sporting Code and its appendices.

4. Specific Information of the Series

4.1 Organization Office

Race Line Motorsports

Web: www.racelinemotorsports.co

4.2 Dates and Venues

- Round 1 — July 16, 2026 — Autovrooom International Karting Raceway
- Round 2 — July 21, 2026 — Autovrooom International Karting Raceway
- Round 3 — July 28, 2026 — Autovrooom International Karting Raceway
- Round 4 — August 4, 2026 — Autovrooom International Karting Raceway
- Round 5 — August 11, 2026 — Autovrooom International Karting Raceway
- Round 6 — August 25, 2026 — Autovrooom International Karting Raceway

4.3 Proposing and Authorizing ASN

The Event is organized by Race Line Motorsports and sanctioned by ATCE as a National Championship.

4.4 Entry Closing Dates

Registration for each Event will close two (2) weeks before the day of the race.

4.5 Entrant's Application

4.5.1 Mandatory Entrant Licence

Applicant Drivers and Entrants must possess the respective valid minimum National Licence and the necessary authorizations (visas) issued by their ASN, affiliated to FIA Karting.

4.5.2 Mandatory Visa

In compliance with Articles 2.3.7 and 3.9.4 of the FIA International Sporting Code, Entrants and Drivers wishing to take part in a National or International competition organized abroad may only do so with the prior approval of their own ASN, given in such form as that ASN deems convenient.

4.5.3 Mandatory Driver Licences (International Drivers other than Egypt)

Minimum Driver Licence: National Licence, in compliance with FIA Karting Licence requirements and the Code of Conduct.

4.5.4 Minimum Age

8 years old (in the current year).

4.6 Entry Restrictions

- **4.6.1** Entries are taken on a first-come, first-served basis.
- **4.6.2** Entries are only deemed submitted once full payment has been received. The Organizer reserves the right to reject entries at its discretion.
- **4.6.3** Applications to participate must be submitted by Entrants or Drivers to the Organizer through the online entry form on the official registration platform designated by Race Line Motorsports.
- **4.6.4** The number of entries in the Event will be limited in each category. The Organizer reserves the right to accept additional Drivers according to the number of entries received.
- **4.6.5** Drivers may not enter more than one category per event, with the exception of Mini U10 Drivers, who are classified in two categories.

4.7 Entry Fees

- **4.7.1** Race Entry Fee — per round (VAT exclusive), applicable to all rounds, payable in advance. *[Amount to be confirmed by the Organizer / published separately]*
- **4.7.2** The entry fee includes access to the track on Race Day only.
- **4.7.3** No entry fee will be reimbursed after the entries closing date.
- **4.7.4** Late Entry — late entries, if accepted, will be subject to an additional charge (VAT inclusive). *[Amount to be confirmed by the Organizer / published separately]*

5. Categories

5.1 IAME Series — Mini ("U10")

- Minimum age: 8 years old (in the current year)
- Maximum age: 9 years old (must not have their 10th birthday prior to the last round)
- Engine: IAME X30 Water Swift 60cc TaG
- Minimum weight: 110 kg
- **5.1.1** U10 category Drivers will be classified in both the "U10" and the overall "Mini" classification.

5.2 IAME Series — Mini ("Mini Category")

- Minimum age: 8 years old (in the current year)

- Maximum age: 12 years old (must not have their 13th birthday prior to the last round)
- Engine: IAME X30 Water Swift 60cc TaG
- Minimum weight: 110 kg

5.3 IAME Series — Junior ("Junior Category")

- Minimum age: 12 years old (in the current year)
- Maximum age: 15 years old (must not have their 16th birthday prior to the last round)
- Engine: IAME S125 (Junior version)
- Minimum weight: 145 kg
- **5.3.1** Drivers holding an International ITG licence are eligible to compete in the X30 Junior class.

5.4 IAME Series — Senior ("Senior Category")

- Minimum age: 15 years old (in the current year)
- Engine: IAME S125
- Minimum weight: 158 kg
- **5.4.1** Drivers holding an International ITF or ITE licence are eligible to compete in the X30 Senior class.

5.5 IAME Series — Senior 170 ("Senior 170 Category")

- Minimum age: 15 years old (in the current year)
- Minimum weight: 170 kg
- Engine: IAME S125
- **5.5.1** Only Drivers aged 30 years or older may win a ticket to IWF26 in the Master category.

5.6 Classes

Depending on the number of entries, the Organizer may segregate or merge categories of similar characteristics but will maintain separate classifications.

6. Prizes and Awards

6.1 Overall Prizes and Awards

- **6.1.1 Trophy and Title.** A title, and a trophy or medal, will be awarded to the overall 1st- to 3rd-placed classified Drivers in each class of each category.
- **6.1.2 Additional Awards.** Additional awards will be given out as follows:

6.1.2.1 Mini U10

The overall classified Champion of the Mini U10 category will be awarded:

- 1st place: *[TBC]*
- 2nd place: *[TBC]*
- 3rd place: *[TBC]*

6.1.2.2 Mini, Junior, Senior, Senior 170

- 1st place: *[TBC]*
- 2nd place: *[TBC]*
- 3rd place: *[TBC]*

6.2 Individual Round Prizes and Awards

A title, and a trophy or medal, will be awarded to the 1st- to 3rd-placed classified Drivers in each class of each category at every Round.

6.3 Amendments

The Organizer reserves the right to amend the prizes and awards given out, at its discretion and without prior notice.

6.4 National Representation

Drivers holding an Egyptian licence who qualify for the IAME World Finals must represent Egypt, regardless of the Driver's nationality.

7. Organizer's Supplementary Provisions

7.1 Tyre Supply

Starting from the first day of free practice, only the tyres specified below are permitted in the Event.

7.2 Dry Tyres

- **Junior:** Komet Racing Tyres model K3H. Front size: 10 x 4.60-5. Rear size: 11 x 7.10-5 (2 front and 2 rear tyres), allocated from the Qualifying Practice session. Tyres are placed in a tyre pool, raffled and handed out, then registered to the Competitor's number at hand-over.
- **Senior & Senior 170:** Komet Racing Tyres model K3M. Front size: 10 x 4.60-5. Rear size: 11 x 7.10-5 (2 front and 2 rear tyres), allocated from the Qualifying Practice session, with the same pool and registration procedure as above.
- **Mini:** Komet Racing Tyres model K1D-M. Front size: 10 x 4.00-5. Rear size: 11 x 5.00-5 (2 front and 2 rear tyres), allocated from the Qualifying Practice session, with the same pool and registration procedure as above.

7.3 Wet Tyres

Running-in of wet tyres on a dry track is prohibited. Wet tyres may be used only once the Race Director has declared a Wet Race/Practice. In a declared wet race, tyre choice is left to the Driver's discretion; however, the Race Director or Clerk of the Course reserves the right to show the black flag if a Driver's kart is fitted with the wrong tyres and the Driver is judged too slow and dangerous for other Drivers. The use of slick tyres is therefore mandatory in any other case.

- Wet tyres for Mini: Komet K1D-W
- Wet tyres for Junior, Senior and Senior 170: Komet K1W

Editorial note: the source numbering for Article 7 was ambiguous (duplicated/overlapping clause numbers in the original file). The clauses above have been renumbered sequentially for clarity; no substantive requirement has been changed.

8. General Undertakings

- **8.1** All Drivers, Entrants and Officials participating in the IAME Series undertake, on behalf of themselves, their employees and agents, to observe all provisions of the FIA International Sporting Code (the "Code"), the Karting Technical Regulations, the General Prescriptions applicable to FIA Karting international Events, Championships, Cups and Trophies, Appendix 1 of these Series Regulations, the Supplementary Regulations of the Event concerned, and these Sporting Regulations.

- **8.2** The Organizer reserves the right to issue additional statements, following agreement of the ASN presenting the Series, concerning rules and regulations previously approved by that ASN, from time to time. Such statements will be issued to registered competitors by competitors' bulletins at the race meeting, emailed to the address given on the Event registration form, or posted on the official event website.

9. General Conditions

9.1 Paddock Service Vehicles

Entrants must note the space reserved for servicing vehicles; no private vehicles are authorized in this area.

9.2 Entrants & Drivers

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

9.3 Paddock

- **9.3.1** It is strictly forbidden to erect or unload any equipment until allocated a place in the paddock.
- **9.3.2** No Driver may enter the track for official heats before, or without, having passed the Sporting & Technical Verifications.
- **9.3.3** All karts must display official race numbers from the first non-qualifying practice session (Official/Exclusive Practice), in compliance with Article 26.3.7 of Appendix 1.
- **9.3.4** Only vehicles with authorized passes are allowed in the paddock.
- **9.3.5** Each paddock space (8 x 6 metres) must be equipped with at least one 5 kg fire extinguisher.
- **9.3.6** Smoking, or use of any device risking fire, is strictly forbidden in the paddock area. Cooking is forbidden except with special authorization from the Organizer; in all cases, such installations must be electrical, isolated, and equipped with at least one 5 kg fire extinguisher. Smoking is only allowed in designated areas.
- **9.3.7** Use of motorized vehicles such as mini-motos within the paddock is forbidden; violators risk exclusion.
- **9.3.8** Ground carpets are required throughout the entire race week.
- **9.3.9** Refuelling is only allowed in the Driver's allocated paddock space.
- **9.3.10** Floor mats, or a suitable equivalent floor covering, beneath karts in the allocated paddock space is obligatory.
- **9.3.11** Engine warm-up in the paddock area must not exceed 30 seconds.

10. Parc Fermé

Only one (1) Driver per kart and one (1) Mechanic are allowed in the Parc Fermé.

11. Racing Numbers and Driver Name

11.1 Racing Numbers

- Mini: 100–199
- Junior: 200–299
- Senior: 300–399
- Senior 170: 400–499

11.2 Novice Drivers

A competitor is considered a "Novice" and must carry Novice plates until they have completed two sanctioned kart races. Novice Drivers occupy the rearmost grid positions in all races (Heats, Pre-Final, Final), regardless of qualifying performance. The Novice plate must be a 22 cm square yellow sticker or yellow plastic plate (with rounded corners per CIK regulations), with a black "X" running corner to corner (2–3 cm stroke width), displayed on the rear bumper alongside the regular race number plate.

Driver Name and Nationality (Optional). Display of the Driver's name is optional. If displayed, the Driver's name and the flag of their nationality (matching the licence nationality) must appear on the forward part of the lateral bodywork, with a minimum height of 3 cm for both flag and lettering.

11.3 Visibility

The Driver is responsible for ensuring the required numbers are clearly visible to Officials, Timekeepers and Marshals at all times.

11.4 IAME Sticker

An "IAME" sticker must be placed on the engine radiator and on the helmet visor during the official phase of each Round (from Official Practice through to the Final).

11.5 Non-Conformity

Karts not conforming to Articles 11.1–11.4 may not be permitted to participate in the Event.

12. The Series — Principle and Running

12.1 Championship Structure

The Championship consists of six (6) Rounds held on different dates.

12.2 Round Segments

Each Round will be run over seven segments: Signing On; Scrutineering; Briefing; Qualifying Practice; Heat; Pre-Final; Final.

12.3 Race Distances

Race distances will be stated in the Event's Supplementary Regulations or Event Schedule.

12.4 Sporting Checks

All Drivers must have passed sporting checks and have their numbers and names (optional) displayed on their karts before taking part in any segment of the Event.

12.5 Transponder

A transponder is mandatory from the first session of Exclusive/Official Practice until the end of the Final. It must be fixed to the lower part of the back of the kart seat.

12.6 Official Practice

Only tyres of the brand and model assigned to each category are allowed.

12.7 Qualifying

- **12.7.1 Classification.**
- **12.7.2** Each group is allowed out for a 6-minute qualifying session. Each lap is timed, and the fastest time in the Driver's session determines their starting grid position in the Heat. Ties are decided by the

second-best time, and so on.

• **12.7.3** If a Driver stops in the paddock area during Qualifying, the stop is definitive; they will not be allowed to rejoin the Qualifying session.

• **12.7.4** Drivers must individually report to the scale for weight checking immediately after finishing a Qualifying session, or after an early stop per Article 12.7.3 — whichever is earlier — in accordance with Article 2.5 of the FIA International Sporting Code. Drivers may only leave through the paddock area.

12.8 Heat

• **12.8.1 Classification.**

• **12.8.2** The winner of each Heat is the Driver who completes the stipulated number of laps in the shortest time; all Drivers behind have finished the heat without regard to laps completed. Heat classification is determined by each Driver's number of completed laps (including non-finishers); Drivers completing the same number of laps are classified by the order in which they crossed the finish line.

12.9 Pre-Final and Final

• **12.9.1** Each Round comprises two races in its final phase: the Pre-Final and the Final.

• **12.9.2** Both the Pre-Final and the Final count toward the overall Championship standings.

• **12.9.3** The chequered flag is shown to the leading kart when it crosses the finish line (the "Line") at the end of the last lap. The Line consists of a single line across the track.

• **12.9.4** The starting grid for the Pre-Final is determined by each Driver's classification in the Heat; the finishing order of the Pre-Final determines the starting grid for the Final.

• **12.9.5 Classification.**

• **12.9.6** Drivers are awarded points for the Pre-Final and the Final according to their finishing position, as follows:

• **12.9.7** Pre-Final: 34, 33, 32, 31… points, descending to the last classified Driver. Final: 55, 52, 50, 49, 48, 47… points, descending to the last classified Driver.

  – **12.9.7.1** In the case of a DNF (Did Not Finish), competitors are classified according to the number of laps completed.

  – **12.9.7.2** In the case of a DNS (Did Not Start) in a Pre-Final or Final, competitors are reclassified after the last classified competitor. A DNS scores 3 points less than, and is ordered below, other DNS Drivers as per their last classification (Heat) position.

• **12.9.8** The final classification of each Round is the total points awarded to each Driver across the Pre-Final and the Final.

• **12.9.9** If a Pre-Final or Final is cancelled due to Force Majeure, no points are awarded for that race.

• **12.9.10** In the event of exclusion through scrutineering or judicial action, no points are given.

• **12.9.11** Drivers excluded by black flag/judicial action and/or for misbehaviour in the paddock during or after a race may be authorized to participate in the following race at the Stewards' discretion. Drivers excluded for technical non-compliance may be admitted to the following race at the Stewards' discretion, on the Scrutineers' advice. All other qualified Drivers are allowed to start.

• **12.9.12** The total of all Pre-Final and Final results from all Rounds is computed cumulatively (the "Championship Points") for the final overall classification, with one (1) complete Round permitted to be dropped. A Round not attended is classified using the worst Pre-Final and worst Final scores.

  – **12.9.12.1** In the case of exclusion from a race/meeting, competitors cannot drop the points for that Pre-Final/Final.

• **12.9.13 Bonus Points.** Each Driver who enters and competes in at least 8 Rounds is awarded 10 bonus points for each Round competed.

  - **12.9.13.1** Drivers entered in a Round who cannot compete for medical reasons will be awarded the bonus points for that Round, provided they supply a medical certificate confirming they could not compete on the day. The Organizer reserves the right to reject such a certificate.

- **12.9.14 Extra Bonus Points.** Double points are awarded for the single best Pre-Final score and the single best Final score across all Rounds.
- **12.9.15** All eligible Drivers will be awarded Championship Points.
- **12.9.16** The Driver with the highest number of points after all Rounds — including dropped points and bonus points — wins the Championship.
- **12.9.17 Dead Heats.** If two or more Drivers finish the season with the same number of points, the higher Championship place is awarded to: (a) the holder of the greatest number of first places in Final races; (b) if tied, the greatest number of second places in Final races; (c) if still tied, the greatest number of third places in Final races, and so on until a winner emerges; (d) if a dead heat persists, the better position in the Final race of the last Competition decides.

12.10 Team Championship

Racing teams score points from their highest-ranked Driver per race (Final) in each class (1 Mini, 1 Junior, 1 Senior and 1 Senior 170 Driver). The Team Championship is determined at season's end; the final Team Ranking is the total points scored across all 10 Final races in all four classes. Drivers must confirm their team during registration. If a Driver changes team during the season, points scored for the previous team cannot be carried to the new team.

13. Eligible Karts and Equipment

Each Driver may submit to Scrutineering:

- One (1) chassis: FIA Karting-homologated, 2010 or newer.
- Two (2) engines of the same model, which must be original and strictly compliant with the Technical Regulations and the technical data sheet of the relevant category. Only engines imported by Race Line Motorsports are permitted.

14. Scale and Weighing Procedure

The scale of the day is located in the Paddock/Parc Fermé area; this is the only scale officially used and counted.

- **14.1** After each Qualifying Practice, Qualifying Heat, Pre-Final and Final, each kart crossing the line is weighed simultaneously, then separately. If a kart cannot reach the weighing area under its own power, it is placed under the exclusive control of the Marshals, who will take it there; the Driver must report to the weighing area as soon as they return to the pits so their weight can be established.
- **14.2** If, for reasons of Force Majeure, a Driver is unable to report to the scales after a Qualifying Practice, Heat, Pre-Final or Final, their kart is weighed alone and the Driver's weight registered after Qualifying Practice is added to it.
- **14.3** No solid, liquid or gaseous matter may be added to, placed on, or removed from a kart before weighing, except by a Scrutineer acting in an official capacity.
- **14.4** Only Scrutineers and Officials may enter the weighing area; no intervention is permitted without their authorization.
- **14.5** Karts and Drivers may not leave the weighing area without the Scrutineer's authorization.

- **14.6** Any infringement of these weighing provisions may result in exclusion of the Driver and kart concerned.
- **14.7** The Organizer must place the scales under shelter at the entrance to the Finish Paddock/Parc Fermé and provide sufficient personnel to place karts on the scales; Mechanics are kept away from the karts until weighing is complete.
- **14.8** If a Driver's and kart's combined weight is under that specified in the Technical Regulations, the result is communicated in writing to the Entrant, and the kart and Driver are excluded from the Qualifying Practice, Heat or Race concerned.
- **14.9** It is forbidden to drink, pour water on the suit, or introduce any liquid inside the Parc Fermé.

15. Officials

The following Officials are appointed by the Organizing Committee; their names will be stated in the Supplementary Regulations: Race Director or Clerk of the Course; Stewards (at least one); Chief Scrutineer; Timekeeper; Judge of Fact (in charge of Race Control, Pre-Grid and Parc Fermé); Secretary of the Meeting; and other Officials as required.

The Clerk of the Course/Race Director must be in contact with all Marshals' posts whenever karts are on track. The Panel of Stewards, the Race Director/Clerk of the Course, and the Chief Scrutineer must be in permanent radio contact.

16. Briefing

See Article 13 of Appendix 1.

17. Starting Grids

See Article 14 of Appendix 1.

18. Starting Procedure

See Article 15 of Appendix 1.

19. Neutralization of a Qualifying Heat or a Race

See Article 16 of Appendix 1.

20. Suspending a Practice or Race

See Article 18 of Appendix 1.

21. Resuming a Race (Qualifying Heat or Race of the Final Phase)

See Article 19 of Appendix 1.

22. Finish

See Article 20 of Appendix 1.

23. Incidents

See Article 21 of Appendix 1.

24. Entrance to the Pit Lane

See Article 27.4 of Appendix 1.

25. General Safety

See Article 9 of Appendix 1.

26. Kart Safety

See Article 26.2.2 of Appendix 1.

27. Driver Safety Equipment

See Article 26.6 of Appendix 1.

28. Code of Driving Conduct on Karting Circuits

See Article 27 of Appendix 1.

29. Protests and Appeals Procedures

See Article 22 of Appendix 1.

PART TWO

Appendix 1 — General Prescriptions

1. Eligible Karts

Only karts complying with the CIK-FIA Karting Technical Regulations, the Recognition Regulations, or — failing this — the regulations of the ASN concerned as submitted for CIK-FIA approval, may be accepted in a Competition. The CIK-FIA safety prescriptions (Article 26.6, Driver Safety Equipment) must always be applied.

2. Front Fairing & Front Fairing Mounting Kit

In all Competitions, use of a homologated front fairing and homologated front fairing mounting kit is mandatory.

The front fairing (using the front fairing mounting kit) must be in the correct position from the Qualifying Practice until the final phase, as described in Technical Drawings n° 2.2.1 and 3.2.1.

The black flag with an orange disc will not be shown to a Driver solely because their front fairing is no longer in the correct position. If the Scrutineers/Judges of Fact report, after the Qualifying Heats and final phase races, that the front fairing on one or more karts was no longer in the correct position when the black-and-white chequered flag was waved and the kart(s) crossed the finish line — or when the race was suspended under Article 18, except where fewer than two laps had been completed — a time penalty of 5 seconds is automatically imposed by the Stewards on the Driver(s) concerned. This decision is not subject to appeal, and the Competitors concerned will not be invited to sign the decision documents.

At any time from Qualifying Practice until the final phase — including after the chequered flag has been waved, or when the race has been stopped under Article 18 (except where fewer than two laps had been completed) — and until the kart is weighed, if it is found or proven that a Driver or third party has attempted to refit, or has successfully refitted outside the repair area, a front fairing that was not correctly positioned, the Driver concerned will be disqualified from the Competition. This decision is not subject to appeal.

3. Publication of the Supplementary Regulations

- **A.** Organisers must indicate in their Supplementary Regulations whether there are problems with the importation of competition karts or spare parts, and what measures will be taken to limit such problems.
- **B.** Any modification or supplementary provision to the regulations of a Competition must be introduced in keeping with the Code, by the inclusion of numbered and dated bulletins, which become an integral part of the Supplementary Regulations of the Competition.

4. Acceptance of Entries

In its Supplementary Regulations, the Organiser may stipulate a minimum number of karts entered; if this number is not reached, the Organiser has the right to cancel the Competition.

5. General Conditions

- **A.** It is the Competitor's responsibility to ensure that all persons concerned by their entry observe all requirements of the Code, the Technical Regulations and the Sporting Regulations. If a Competitor cannot be present in person, they must nominate a representative in writing. The person in charge of an entered kart during any part of a Competition is responsible, jointly and severally with the Entrant, for compliance with all provisions of the Code and Regulations.
- **B.** Competitors must ensure that their karts comply with the conditions of eligibility and safety throughout practice and the race.
- **C.** All persons concerned in any way with an entered kart, or present in any other capacity in the Paddock, Servicing Parks or on the track, must wear an appropriate pass at all times.

6. Scrutineering and Sporting Checks

- **A.** During the initial Scrutineering and Sporting Checks, held on the dates and at the locations specified in the Supplementary Regulations or the Timetable, each Driver and Entrant must have all required documents and information available.
- **B.** Unless a waiver is granted by the Stewards in particular circumstances, Drivers and Entrants who do not keep to the imposed time limits will not be allowed to take part in the Competition.
- **C.** An Entrant, Driver, or any other person concerned with a kart may not be required to sign a discharge or other document not previously approved by the Event Organizer.
- **D.** The Clerk of the Course or the Chief Medical Officer may ask a Driver to undergo a medical examination at any time during a Competition.
- **E.** No kart may participate in a Competition unless it has been checked by the Scrutineers.
- **F.** At any time during a Competition, the Scrutineers may: (a) check the eligibility of the kart or the Driver's equipment; (b) require a kart to be dismounted by the Competitor to verify conditions of eligibility and conformity; (c) require a Competitor to supply parts or samples as deemed necessary.
- **G.** Any kart which, after being passed by the Scrutineers, is dismantled, modified, or repaired in a way that might affect its safety or call into question its eligibility — or which is involved in an accident with similar consequences — must be re-presented for Scrutineering approval.
- **H.** The Clerk of the Course may require any kart involved in an accident to be stopped and checked.
- **I.** Checks and Scrutineering are carried out by duly appointed Officials, who are also responsible for organising the Servicing Parks and/or the Parc Fermé, and who alone are authorised to give instructions to Competitors.
- **J.** The Stewards will publish the Scrutineers' findings on every kart controlled and make them available to other Entrants on request. These findings will not include specific figures, except concerning fuel tests.
- **K.** Submitting a kart to Scrutineering is considered an implicit statement of conformity.
- **L.** At the Sporting Checks, each Driver will receive a Scrutineering Card/Record. All details relating to the full equipment must be entered on this form before submission to Scrutineering; an incomplete card will be rejected.
- **M.** Racing numbers and any advertising signs must be on the kart when the equipment is submitted to Scrutineering.
- **N.** A Driver may not change their equipment after it has been identified at Scrutineering.
- **O.** Systems for measuring maximum engine revs and/or controlling clutch function may be used in categories where engine speed or clutch limits are prescribed, and must be installed strictly per the relevant instructions.
- **P.** On decision of the Stewards, Scrutineers are authorised to interchange Competitors' ignition systems for one supplied by the CIK or the ASN concerned; any substitute ignition system must be the same make

and model as the one used by the Competitor.

7. Access to the Track

Only the Officials provided for on the Officials' list will have access to the track. Press representatives may be given access only if they have expressly requested it and been granted authorization, and they must respect all safety instructions given by Officials.

8. Parc Fermé

- **A.** Only Officials charged with the checks may enter the Parc Fermé; no intervention may be carried out there without their authorization.
- **B.** As soon as the chequered flag is displayed (Finish), the Parc Fermé regulations apply to the area between the Finish Line and the entrance to the Parc Fermé.
- **C.** The Parc Fermé must be large and protected enough to ensure no unauthorized person may access it.

9. General Safety

- **A.** It is strictly forbidden for Drivers to drive their karts in a direction opposite to the race, unless strictly necessary to remove the kart from a dangerous situation.
- **B.** During Free Practice, Qualifying Practice, the Qualifying Heats and the races of the final phase, Drivers may use only the track, and must at all times observe the Code's provisions on driving on circuits. The circuit is defined by the white lines on both sides of the track, and Drivers may use the whole width between these lines. If all four wheels of a kart are outside these lines, the kart is considered to have left the track.
- **C.** A kart that stops during Free Practice, Qualifying Practice, the Qualifying Heats or the final-phase races must be removed from the track as rapidly as possible so as not to constitute a danger or impediment to other Drivers. If the Driver cannot remove the kart from a dangerous position by driving it, Marshals must help; however, if the kart restarts as a result of such help, it will be disqualified from the classification of that session or race. Except for medical or safety reasons, the Driver must stay close to their kart until the end of the relevant session. In a practice session run in two parts separated by an interval, all karts abandoned on the circuit during the first part must be returned to the Start Servicing Park during the interval and may participate in the second part.
- **D.** Repairs using tools are banned outside the Repair Area, and no tools or spare parts may be carried on board the kart. A Driver may receive help only in the Repair Area determined by the Supplementary Regulations or the Briefing.
- **E.** If refuelling is authorized, it may be carried out only in a designated area.
- **F.** Except as expressly provided by the Regulations or the Code, no one but the Driver is authorized to touch a stopped kart unless it is in the Repair Area.
- **G.** When the track is closed by Race Direction during and after Practice, and after the finish until all karts have arrived at the Finish Park or the Parc Fermé, no one may access the track except Marshals carrying out their duties and Drivers while driving.
- **H.** During Free Practice, Qualifying Practice, the Qualifying Heats and the final-phase races, a kart may be restarted only by the Driver, except when restarting from the Repair Area. The Driver may not receive outside help on the track except in the Repair Area, which they may reach only under their own power. Pushers are not allowed to help Drivers once they have crossed the line drawn at the exit of the Pre-Grid.

- **I.** A speed limit may be imposed in the pit lane and Repair Area during Practice, races and Formation Laps; breaches are subject to the penalty provided in the Regulations or Code.
- **J.** If a Driver has mechanical problems during Practice, the Qualifying Heats or the final-phase races, they must evacuate the track as soon as possible for safety reasons.
- **K.** A Driver involved in a collision must not leave the circuit without the Stewards' agreement.
- **L.** No Driver may leave the Repair Area without being invited to do so by Marshals.
- **M.** Official instructions are transmitted to Drivers by the signals provided for in the Code; Competitors must not use similar flags themselves.
- **N.** A Driver intending to leave the track, return to the Finish Park, or stop in the Repair Area must signal that intention in due time and ensure it can be done safely.
- **O.** During the Competition, at the order of the Clerk of the Course or Race Director, a Driver who breaches the Technical Regulations — except during the final lap — must stop in the Repair Area and remedy the breach before rejoining the track.
- **P.** The Organiser must have on the track, from the start of Free Practice until the end of the Competition, all safety devices provided for in Part 2 of the Circuit Regulations.
- **R.** In a declared "wet race," tyre choice is left to the Drivers' discretion; however, the Race Director or Clerk of the Course reserves the right to show the black flag if a Driver's kart is fitted with the wrong tyres and the Driver is judged too slow and dangerous for other Drivers. The use of slick tyres is therefore mandatory in any other case.
- **S.** Pushers may not help Drivers once they have crossed the line established at the exit of the Pre-Grid, drawn at a minimum of 15 m from the first pre-grid start box. The Official in charge of the Pre-Grid may at any time intervene to stop a pusher for safety reasons, such as incoming traffic. If a kart stops on track for any reason, the Driver has only one attempt to restart, after which the kart must be moved to a safe location. The restart attempt must be made outside the racing line, and:
  - On a straight section, the push-restart attempt must be made with the Driver positioned to the side of the kart opposite the racing line.
  - In a turn, the push-restart attempt must be made with the Driver positioned to the left of the kart for right-hand turns, and to the right for left-hand turns.

Failure to comply results in a penalty imposed by the Stewards, potentially including disqualification from the race in which the rule was violated, or other penalties under Article 12.4 of the Code; this penalty is not subject to appeal. The only exception is for karts equipped with an onboard electric starter and clutch, which may attempt to restart at any moment during a race or practice in a safe manner; any unsafe rejoining of the track will be reported to the Stewards. In all cases, rejoining the track must be done under the kart's own power, and the Driver may not leave their seat to push the kart to restart.

10. Signification of Flags

Flags used by the Race Director / Clerk of the Course at the start line

- **(a) National flag.** Normally used to start the race; the starting signal is given by lowering the flag, which for standing starts must not be raised above the head until all karts are stationary, and in no case for more than 10 seconds. Used in certain circumstances (e.g., light signals not functioning) and for Qualifying Practice.
- **(b) Red flag.** Waved at the start line when it has been decided to stop a practice session or the race; may also be used by the Clerk of the Course to close the circuit.
- **(c) Black and white chequered flag.** Waved to signify the end of a practice session or race.

- **(d) Black flag.** Informs the Driver concerned that they must stop at their pit or designated place on the next approach to the Parc Fermé entrance. If a Driver fails to comply, this flag should not be shown for more than four consecutive laps. The decision to show this flag rests solely with the Stewards, and the Competitor concerned is immediately informed.
- **(e) Black flag with an orange disc.** Informs the Driver that their kart has mechanical problems likely to endanger themselves or others, and that they must stop in the Repair Area on the next lap; once rectified, the kart may rejoin the race.
- **(f) Black and white flag divided diagonally.** Shown only once, as a warning that the Driver has been reported for unsportsmanlike behaviour. Flags (d), (e) and (f) should be shown motionless, accompanied by a black board with a white number identifying the Driver concerned, and may be displayed at locations other than the start line. The decision to show flags (e) and (f) normally rests with the Race Director or Clerk of the Course, but may be taken at the Stewards' request to impose a sporting sanction.
- **(g) Blue and red flag (double diagonal) with number.** The Driver concerned must stop before being lapped, or once lapped. Used only if provided for in the Championship, Cup or Trophy Sporting Regulations, or the Event's Supplementary Regulations.

Flags used at observation posts

- **(h) Yellow flag.** Signal of danger: single waved means reduce speed, do not overtake, be prepared to change direction — there is a hazard at the edge or on part of the track; double waved means reduce speed, do not overtake, be prepared to change direction or stop — there is a hazard wholly or partly blocking the track. Normally shown only at the marshal post immediately preceding the hazard; overtaking is not permitted between the first yellow flag and the green flag shown after the incident.
- **(i) Yellow flag with red stripes.** Shown motionless to inform Drivers of deteriorated grip due to oil or water beyond the flag point; displayed for at least 4 laps unless the surface returns to normal sooner. A green flag is not necessarily shown in the sector beyond.
- **(j) Blue flag.** Normally waved to indicate to a Driver that they are about to be overtaken.
- **(k) White flag.** Waved to indicate a much slower vehicle on the sector of track controlled by that flag point.
- **(l) Green flag.** Indicates the track is clear; waved at the observation post immediately after the incident that required yellow flags. May also signal the start of a warm-up lap or practice session, if deemed necessary by the Race Director or Clerk of the Course.

11. Instructions and Communications to Entrants

All classifications and results of practice, the Qualifying Heats and the final-phase races, as well as any decisions of the Officials, will be posted on the official posting board.

12. Practice

- **A.** The discipline applied in the Servicing Parks and on the track, and the safety measures, are the same for all practice sessions as for the Qualifying Heats and final-phase races.
- **B.** The Clerk of the Course or Race Director may interrupt Practice as often and for as long as necessary to clear the track or remove a kart. If, in the Stewards' opinion, a stop is deliberately caused by a Driver, the times achieved in that session may be cancelled, and the Driver may be refused authorization to participate in any other Practice session. For Free Practice only, the Race Director or Clerk of the Course, with the Stewards' agreement, may decide not to resume the session after such an interruption.

- **C.** Should one or more Practice sessions be interrupted in this way, no protest relating to the possible effects of the interruption on Driver qualification will be accepted.
- **D.** Every lap completed during Qualifying Practice is timed to determine starting positions.

13. Briefing

- **A.** The Entrants' and Drivers' Briefing is a meeting organized by the Clerk of the Course or Race Director for all Entrants and Drivers entered in the Competition.
- **B.** Its aim is to remind Entrants and Drivers of specific points in the Supplementary Regulations, of general and circuit-specific safety notions, and to give clarification on the interpretation of the Regulations.
- **C.** The Briefing time is set in the Competition timetable; that time marks the start of the Briefing, after which the entrance door and access are closed. The meeting is always held before Qualifying Practice or the first Qualifying Heat. Extra meetings may be organized if deemed necessary.
- **D.** Attendance by all concerned Entrants and Drivers is mandatory throughout the Briefing, under pain of sanction or possible disqualification from the Competition. Attendance sheets are signed separately by Drivers and Entrants.

14. Starting Grid

- **A.** At the end of the final Qualifying Practice session, the list of qualified Drivers and the starting grids will be officially published.
- **B.** Only these Drivers are allowed to start the Qualifying Heats and/or the final phase.
- **C.** Any Competitor whose kart is unable to take the start, or who believes their kart will not be ready, must inform the Official in charge of the Pre-Grid, who will advise the Clerk of the Course or Race Director as soon as possible.
- **D.** Grids are drawn up by the fastest time achieved by each Driver in the Qualifying Practice session(s); ties are settled by the second-best time, and so on. Drivers start when they choose during the session. Any Driver crossing the line drawn at the exit of the Pre-Grid is considered to have started, and their lap time counts regardless of circumstances; any fully completed lap counts, and the best lap of the session is retained. With one qualifying series, the grid follows the fastest times overall. With two series, places alternate by series (1st: fastest of series 1; 2nd: fastest of series 2; 3rd: 2nd-fastest of series 1; 4th: 2nd-fastest of series 2, and so on); the same alternating principle applies with three or more series. A Driver with no recorded time starts at the back of the grid; if several Drivers are in that situation, their order is decided by drawing lots. A Driver who stops in the Repair Area or the Finish Park during Qualifying may not restart.
- **E.** The pole-position Driver of each grid may choose the side of pole position (left or right), provided they advise the Clerk of the Course or Race Director on reaching the Pre-Grid; this choice affects only the first row. Otherwise, the pole-position Driver starts from the position designated in the Supplementary Regulations.
- **F.** Access to the Pre-Grid ends five minutes before the scheduled race start; any kart not in position by then is not admitted, except under exceptional circumstances at the Officials' discretion. Karts on the Pre-Grid must be ready to race; no work or set-up is permitted there, except tyre pressure adjustment by letting air out only, using the Driver's or Mechanic's own gauge. A kart found not "ready to race" within the specified window before Pre-Grid access closes may be returned to the Start Servicing Park for repair. Exchanging dry/wet-weather equipment is forbidden once the kart has had its first access to the Pre-Grid; the chassis-type choice for changing weather conditions is then final. The only exception is tool-assisted work following a clearly demonstrated failure to start (e.g., a faulty spark plug), as noted by a Judge of Fact,

the Technical Delegate, or the Race Director; if sufficient time exists to rejoin the formation, the Driver starts from the back without regaining their original grid position. In categories with on-board starters, Mechanics must clear the Pre-Grid three minutes before the scheduled start; if a Driver cannot start after the green flag and requests Mechanic intervention, they may leave the Pre-Grid only on a Marshal's order and will start from the back of the formation. Where weather conditions may change, two chassis (dry and wet set-up) must be placed in the Start Servicing Park, and the Driver's selection of one for the Pre-Grid is final; no additional time is allowed for non-compliance. Chassis substitution is otherwise authorized only by Race Director decision under a "START DELAYED" procedure (extending the starting sequence by 5 minutes); a Driver without a second kart returns to the Start Servicing Park for repairs and may leave the Pre-Grid only once all other karts have departed, starting from the back of the formation.

• **G.** Any Driver present with their kart on the grid within the time limit (or later, under exceptional circumstances at the Officials' discretion) is considered a starter.

• **H. Starting grid procedure on the track.** In certain circumstances karts are placed on the grid on the track itself, as specified in the Competition timetable, replacing the procedure in point F:

– Where weather conditions may change, two chassis (dry and wet set-up) must be placed in the Start Servicing Park; the Driver's selection for the Pre-Grid is final, with no additional time for non-compliance.

– Fifteen minutes before the Formation Lap start, each Driver's kart, on a trolley pushed by their "A" Mechanic, leaves the Start Servicing Park for the starting grid; from this point karts must be race-ready, with no further adjustment except tyre pressure (letting air out only).

– Thirteen minutes before the start, an audible warning announces the Start Servicing Park exit will close one minute later; twelve minutes before, the exit closes and a second audible warning sounds.

– The Formation Lap launch is preceded by boards at 10, 5, 3 and 1 minute, and 30 seconds, each accompanied by an audible warning.

– For categories with on-board starters: at the 10-minute signal, with a "MECHANICS, CLEAR THE TRACK" board, all karts are laid down on the track and Mechanics leave the grid for the Repair Area with the trolleys; any kart not on the track at this time is moved to the Repair Area, from where it starts the Formation Lap under a Marshal's direction once the field has left the grid.

– Interviews may no longer take place once the three-minute board is shown; with it, a "CLEAR THE TRACK" board is also shown, and everyone except Drivers and Officials must leave the grid.

– At the "30-second" signal, the green flag is shown 30 seconds later at the front of the grid, indicating karts must begin the Formation Lap in starting-grid order, per the CIK-FIA General Prescriptions.

– A Driver requiring assistance after the "30-second" signal must indicate this to the Marshals; once the other karts have left the grid, the kart is pushed to the Repair Area, where the Mechanic may work on it, with Marshals displaying yellow flags to warn other Drivers on the Formation Lap. Any kart remaining on the grid after the Formation Lap starts is pushed to the Repair Area immediately.

– A Driver starting from the Repair Area after Mechanic intervention, where the Race Director judges there is insufficient time to join the formation, may do so only on the Race Director's order, starting from the back of the formation once the start is given; such a Driver is considered on the lead lap provided they leave the Repair Area before the leader completes the first racing lap. Should the Driver fail to leave within that window, a restart may be attempted only up to completion of the second racing lap by the last-positioned Driver, after which they are scored DNS; if they do join under this provision, they are scored a lap down on the leader. This provision applies to all phases except the Final Phase, in which a Driver may not restart.

– The only variation to this start procedure occurs when a "START DELAYED" board is shown on the Line, extending the procedure by 5 minutes and allowing Competitors to change karts; the procedure restarts at the 5-minute signal to allow the change, with Mechanics bringing substitute karts to the grid on trolleys and returning unselected karts to the Start Servicing Park. A Driver without a second kart returns to the Start Servicing Park for repairs and may leave the Pre-Grid only once all other karts have left for

the Formation Lap, starting from the back regardless of the number of Formation Laps.

15. Starting Procedure

- **A.** The start signal is given by means of lights.
- **B.** The type of start (rolling or standing) is indicated in the Competition Regulations; the grid is constituted of two lines of karts.
- **C.** The start is given by the Race Director (or, failing that, the Clerk of the Course or assigned Deputy) from a platform.
- **D.** Two 2-metre-wide lanes bordered by white lines are painted over a maximum of 110 metres leading to the Start Line, beginning no earlier than the end of the last corner before the Line; a yellow line is painted 25 m before the Start Line.
- **E.** Once the green flag indicates karts may start, Drivers are "at the orders" of the Clerk of the Course or Race Director and may no longer receive outside help. A Driver not in position in time, with their kart in working order, may leave the Pre-Grid only on the order of the Clerk of the Course, Race Director, or the Pre-Grid Officer.
- **F.** The number of Formation Laps is announced at the Briefing; overtaking during the Formation Lap is forbidden, under penalty of 5 seconds or disqualification from the Heat. A Driver who stops during the Formation Lap may not restart before being passed by the whole field, and must restart from the back of the formation; attempting to start ahead of the field hoping to be overtaken results in the black flag and disqualification from that race.
- **G.** Regaining one's position is forbidden by any route other than the race track itself. For rolling starts, a delayed Driver may regain their grid position only if it does not impede others, and only before the painted/coned Red Line indicated at the Briefing. For standing starts, a delayed Driver may regain their position only until the red starting lights are switched on.
- **H.** If the Clerk of the Course or Race Director considers a Driver immobilized due to another Driver's mistake, they may stop the Formation Lap and restart the procedure on the original grid, or allow the impeded Driver to regain their position.
- **I.** The Clerk of the Course or Race Director gives the start once satisfied with the formation.
- **J.** In the case of repeated false starts or incidents during the Formation Lap(s), the Clerk of the Course or Race Director, acting as a Judge of Fact, may stop the starting procedure with the red flag and inform the Stewards, who may impose a penalty under Article 21 of this Appendix. A new procedure begins either immediately or within 30 minutes, depending on circumstances, using the same starting grid as the initial procedure; all Drivers present in the starting area or repair area before the procedure was stopped are allowed to take the start of the new Formation Lap.
- **K.** Any attempt to jump or delay the start, and any kart leaving the lane before the lights are switched off, is sanctioned under Article 21 of this Appendix.
- **L.** Once the start has been given, racing conditions apply; regardless of a kart's position on the track, no assistance may be given except to park it in a safe location.

Rolling starts for direct-drive karts with or without clutches

At the end of the Formation Lap, Drivers proceed forward at a reduced and constant speed toward the Starting Line, lined up in two lines of karts, each remaining within the marked lanes. A Driver crossing the lanes may be sanctioned by the Stewards with a time penalty of 3 seconds for partly crossing the lanes, and 5 seconds for completely leaving the corridor. As karts approach, the red lights come on; karts must hold position until the start signal is given. If satisfied with the formation, the Clerk of the Course or Race Director gives the start by switching off the red lights; if not satisfied, the orange light is switched on, requiring another Formation Lap.

Standing starts for karts with gearboxes (short circuits)

At the end of the Formation Lap, Drivers take their starting positions while the Clerk of the Course, Deputy, or Race Director stands on the Starting Line raising a red flag; all lights remain off until the last kart is in position. All karts must be aligned in their start box, front tyres touching the white line at the front of the box. Once all karts are immobile, a Marshal displays a green flag at the end of the grid; the Clerk of the Course, Deputy, Race Director and Marshal then evacuate the track together, placing the Drivers at the orders of the Clerk of the Course or Race Director, who launches the light sequence. The start is considered given when the red lights are switched off manually, within the next 2 seconds. Any kart movement during the starting procedure while the red lights are on — including any Driver hand-assisted movement once the first red light is illuminated — that is judged a false start carries a minimum 5-second penalty. If not satisfied with the procedure, the Race Director switches on the orange light, requiring an extra Formation Lap. A Driver unable to start must remain in the kart and raise an arm; an additional Formation Lap may then be granted, and any Driver still unable to start may get out and restart only under their own power once the whole field has passed, taking the start from the back of the formation without regaining their original position. No other Driver may occupy a vacated place. Start simulations are forbidden during the Formation Lap(s). If the starting procedure must be interrupted, the Clerk of the Course or Race Director shows a waved red flag, signalling Drivers to cut their engines.

16. Neutralization of a Qualifying Heat or a Race (Short Circuits)

- **a)** The Clerk of the Course or Race Director may decide to neutralize a Qualifying Heat or Race. This is used only if the track is obstructed, or Drivers/Officials are in immediate physical danger, but circumstances do not justify stopping the session entirely.
- **b)** When neutralization is ordered, all observation posts display a single waved yellow flag and a "SLOW" board (yellow board, black lettering), maintained until neutralization ends; flashing orange lights are switched on at the Line.
- **c)** All competing karts must line up behind the leading kart; overtaking is strictly forbidden, except when a kart slows due to a serious problem.
- **d)** During neutralization laps, the leading kart sets the pace at a moderate speed, and all other karts must remain in as tight a formation as possible.
- **e)** Karts may enter the Repair Area during neutralization but may rejoin the track only when authorized by a Marshal, proceeding at moderate speed until reaching the end of the line of karts behind the leader.
- **f)** When the Race Director or Clerk of the Course decides to end neutralization, the flashing orange lights are switched off (if available), signalling Drivers that the race resumes the next time the Line is crossed. On the last neutralization lap, the "SLOW" boards remain and yellow flags are shown motionless.
- **g)** The leading kart continues to set the pace at a moderate, constant speed; the Race Director or Clerk of the Course signals resumption with a waved green flag at the Line. Overtaking remains prohibited until karts have crossed the S/F Line at the end of the neutralization. On approaching the Line, Drivers may accelerate only after crossing the yellow line preceding it; yellow flags and "SLOW" boards are withdrawn and replaced with waved green flags for a maximum of one lap.
- **h)** Each lap completed during neutralization counts as a racing lap.
- **i)** If the race finishes during neutralization, karts take the chequered flag as usual; overtaking is permitted only if a kart slows due to a serious problem.

17. Resuming a Race with the "Slow" Process

If a Race is suspended under Article 21 [General Safety provisions on suspension], resumption is conducted with the "SLOW" process. At the Race Director's order, Drivers proceed in a neutralized situation for one or more laps, with Marshals' posts displaying "SLOW" boards and static yellow flags. If the formation is satisfactory, the Race Director or Clerk of the Course signals resumption with a waved green flag at the Line; overtaking remains prohibited until karts have crossed the Line. On approaching the Line, Drivers may accelerate only after crossing the yellow line preceding it; the yellow flags and "SLOW" boards are then withdrawn and replaced with waved green flags for a maximum of one lap.

18. Suspending a Practice or Race

Should it become necessary to suspend Practice or a Race because the circuit is blocked by an accident, or because weather or other conditions make continuing dangerous, the Race Director (if nominated) or the Clerk of the Course (or deputy) orders a red flag shown on the S/F Line, with red flags simultaneously shown at equipped marshal posts. Only the Race Director or Clerk of the Course (or deputy) may decide to suspend.

a) During Practice

All karts must immediately reduce speed and return slowly to the Servicing Park; abandoned karts on track are removed. Practice resumes as soon as possible to meet the original schedule.

b) During the Race

All Drivers must immediately reduce speed and be prepared to stop, proceeding as directed by the Race Director or Clerk of the Course back to the start-finish line on track. No mechanics or outside assistance is allowed until directed by the Race Director/Technical Delegate. Once permission is given, spare parts or a complete second chassis may be brought onto the track only via the official Service Park entrance gate or a designated passing area selected by the Race Director — never via fences or exit gates — and must be handed to the official Mechanic for that Driver; no outside help may enter the Parc Fermé at any time during the procedure, and any failure to comply is reported to the Stewards. The Race Director will announce a restart time (normally +15 minutes); Mechanics/Drivers must complete all work and have the kart ready on the ground in its grid position by the 5-minute call, or the kart/Driver cannot restart. Under normal conditions it is therefore unnecessary to bring a second chassis into the Parc Fermé for a red flag, and any repair timing must be strictly observed.

- **i) To the Repair Area:** changes and adjustments are allowed, including introducing replacement equipment that was placed in the Start Servicing Park before the original race start; refuelling is allowed. If a restart occurs after more than 2 laps but less than 75% of the race distance, and a Judge of Fact reports that the front fairing on one or more karts was no longer correctly positioned when the race was suspended, a 5-second time penalty is automatically imposed on the Driver(s) concerned in all such situations; this penalty is not subject to appeal.
- **ii) Stopping on the track at the place designated in the Briefing:** when instructed by the Race Director or Clerk of the Course (or deputy), no changes or adjustments may be made to the original equipment — except resetting the front fairing to its correct position under Scrutineers' supervision — and refuelling or chassis/engine changes are not permitted. All karts must be ready at the 5-minute board; karts not available at that time start from the pit lane once the race start is given.

The classification of the Race at the moment of suspension is the classification when the leading kart crossed the Line at the end of the lap prior to the lap during which the Race was stopped, with any front fairing penalty taken into account; this determines the single-file starting grid for any resumption (see Article 19).

Restart procedure

- **Less than two laps:** the original start is null and void; all competitors able to restart do so in their original grid positions under a normal start procedure, for the full original race distance.

- **More than 2 laps but less than 75% of the race distance** (rounded up to the next whole lap): if the Race can be resumed at the Race Director's (or Clerk of the Course's) discretion, Article 19 applies. The single-file grid follows the finishing order when the leading kart crossed the Line at the end of the lap prior to the stoppage; only karts in the Repair Area when the Race was stopped by the red flag may take the restart. If a restart of a final-phase race is not possible, half championship points are awarded for that race.
- **No restart — 75% or more of the race distance** (rounded up to the next whole lap): the race is called complete; its classification is taken at the end of the lap prior to the stop signal. For a final-phase race, full championship points are awarded.

19. Resuming a Race (Qualifying Heat or Race of the Final Phase)

After a suspension, the delay is kept as short as possible; once a resumption time is known, Drivers are informed, with at least 10 minutes' warning in all cases. Boards are shown at 10, 5, 3 and 1 minute, and 30 seconds before resumption, each with an audible warning. The Race or Heat resumes using the "SLOW" process (Article 17). The new race length equals the difference between the scheduled number of laps and the laps already covered. Drivers who crossed the Finish Line at the end of the lap prior to the stoppage are allowed to take the new start; resuming start positions follow the finishing order at the end of that lap, after applying any front fairing position penalties.

20. Finish

- **A.** The end-of-race signal is given on the S/F Line as soon as the leading kart has covered either the full race distance or the greatest distance within the scheduled race time.
- **B.** Should the end-of-race signal (for reasons other than Article 18a) be given before the leading kart completes the scheduled laps or time, the race is deemed to have finished when the leading kart last crossed the Line before the signal. If the signal is delayed for any reason, the race is deemed finished at the point it would normally have ended without the delay.
- **C.** After the end-of-race signal, all karts must go directly to the Parc Fermé via the normal course of the track, without unnecessary delay, doughnuts, stopping, or assistance (except Marshals, if necessary). Any classified kart unable to reach the Parc Fermé under its own power is placed under the Marshals' exclusive control for safe transport there.
- **D.** For a finish to be valid, a Driver must cross the Finish Line seated at the wheel of their kart.
- **E.** In the case of a dead heat at the Finish Line, revealed by timekeeping or a photo-finish system (which prevails over timekeeping and/or a Finish Line Judge's report, if appointed), ties are decided by the fastest lap time recorded by each Driver during the race concerned.

21. Incidents

An "Incident" means a fact or series of facts involving one or more Drivers (reported to the Stewards by the Clerk of the Course or Race Director, or noted by the Stewards), who have:

- provoked the stopping of a Race;
- violated the Sporting Regulations, this Appendix, or the Code;
- jumped the start;
- started from an incorrect position (e.g., ahead of the pole-sitter during a rolling start);
- not respected flag signalling;
- caused one or more karts to take a false start;

- caused a collision;
- forced another Driver out of the track;
- had the front fairing in an incorrect position;
- illegally prevented a legitimate passing manoeuvre;
- illegally impeded another Driver during a passing manoeuvre;
- not respected the Briefing Notes;
- not respected the Race Director's Event Notes; or
- not respected the Stewards' decisions.
- **a)** It is the Stewards' responsibility to decide whether one or more Drivers are involved in an Incident; the Driver(s) concerned must not leave the circuit without the Stewards' agreement.
- **b)** If a Driver is involved in an Incident and informed of this by the Stewards within thirty minutes after the end of the Race, they must not leave the circuit without the Stewards' agreement.
- **c)** The Stewards may use any video or electronic system to assist their decision. The Stewards will impose a 5-second time penalty on any Driver causing an Incident; if the Incident occurred during a Qualifying Practice session, the Driver's three fastest times in that session are cancelled. Depending on the severity of the infringement, the Stewards may instead apply a sanction from the penalty scale in Article 12.4 of the Code, unless the offence relates to the position of the front fairing. Time penalties for false starts — including overtaking after the red line on the Formation Lap, crossing the corridor lines during the starting procedure, and irregular grid position — are automatically imposed by the Stewards without a hearing.

22. Protests and Appeals

Please refer to the ATCE National Sporting Code, Section 10, for the Protest and Appeals process.

23. Application and Interpretation of this Appendix

In the case of a dispute concerning the interpretation of this Appendix, only the Organizers' ASN is qualified to take a decision, without prejudice to the right of appeal in accordance with the Code.

24. Fair and Impartial Media Coverage of the Competition

The Organizer of a Competition must ensure that the party entitled to exploit broadcasting rights arranges for the Competition to be covered fairly and impartially, and that the Competition's results are not altered.

25. International Sporting Code ("Code")

The FIA International Sporting Code and its appendices are published on the FIA Karting website, www.fiakarting.com.

26. Technical Regulations

26.1 Classification — Categories and Groups

Karts used in competition are divided into the following Groups and Categories:

- **Group 1:** Junior, Senior, Senior 170

- **Group 2:** Mini

26.2 Definitions

The definitions and abbreviations below supplement those in the International Sporting Code, and are used generally throughout these Regulations and Appendices: FIA — Fédération Internationale de l'Automobile; CIK-FIA — Commission Internationale de Karting, the FIA Karting Championship organised by the CIK-FIA; ASN — the National Federation or Club recognised by the FIA as holder of sporting power in a country (ATCE, in Egypt); AF — Approval Form; HF — Homologation Form; HR — Homologation Regulations; SR — Sporting Regulations; TD — Technical Drawing; TR — Technical Regulations.

26.2.1 Definition of a kart

A kart is a single-seater land vehicle with bodywork elements but without a roof, cockpit or suspension. It has four non-aligned wheels in contact with the ground: the two front wheels control steering, while the two rear wheels (connected by a one-piece axle) propel the kart. Only the tyres may contact the ground when the Driver is on board. The main parts of a kart are the chassis (including bodywork), the wheels and the engine; the driving position is on the seat, feet forward.

26.2.2 Kart safety

Karts may race only if they comply with the TR and meet required safety standards. All parts and components described in the TR must be designed and maintained so as not to present a danger to the Driver, other competitors, or anybody else.

26.2.3 Chassis

The overall structure of a kart comprises its mechanical components and bodywork, including any part interdependent with that overall structure.

- **26.2.3.1 Chassis frame.** The main supporting part of the kart, made of one welded piece, serving as the connecting base for the main and auxiliary chassis parts and components.
- **26.2.3.2 Wheel.** Defined by the rim with a mounted pneumatic tyre.

26.2.4 Engine

- **26.2.4.1 Cylinder capacity.** Determined by the bore and stroke of the engine's cylinder; the swept volume (V) between top and bottom dead centre is expressed in cubic centimetres (cm^3), using pi = 3.1416. Calculation: $V = 0.7854 \times d^2 \times l \times n$, where d = bore, l = stroke, n = number of cylinders.
- **26.2.4.2 Ducts or passages.** Cylindrical or cylindrical-conical elements allowing the passage of gases, regardless of length or position. The number of ducts/passages is the greater of: the cylindrical/cylindrical-conical elements transmitting gases from the pump casing to the top of the piston, or those transmitting gases from outside the cylinder to the inlet ports, or from the exhaust ports to outside the cylinder.
- **26.2.4.3 Inlet or exhaust port.** The intersection between the cylinder periphery and the inlet or exhaust duct, opened or closed by the piston's passage.
- **26.2.4.4 Power valve.** Any system able to alter normal exhaust port timing or the normal flow of exhaust gases, anywhere between the piston and final exhaust exit, while the engine runs.
- **26.2.4.5 Decompression valve.** A passive mechanical system whose sole purpose is to limit engine compression during starting; once started, the valve must close, remaining stationary and inactive while the kart is on track with the engine running. It may never reduce the combustion chamber volume below the minimum allowed.
- **26.2.4.6 Radiator.** A dedicated heat exchanger that cools liquid using air.

26.2.5 Components and materials

- **26.2.5.1 Mechanical component.** Any component necessary for propulsion, steering or braking, plus any mobile or fixed accessory required for their normal operation.
- **26.2.5.2 Original or series part.** Any part made by the manufacturer of the equipment originally mounted on the kart or engine.
- **26.2.5.3 Composite.** A material composed of several distinct components that, combined, provide properties none of the individual components possess alone.

26.2.6 Data processing

- **26.2.6.1 Logging or acquisition.** Any system, with or without memory, installed on a kart that allows the Driver to read, indicate, obtain or transmit data.
- **26.2.6.2 Telemetry.** Transmission of data between a kart and another entity.
- **26.2.6.3 Communication.** Any communication system (radio, mobile phone, etc.) used to transmit data or voice between a Driver on track and another entity or person.
- **26.2.6.4 Signalisation.** Data provided to a Driver by optical or acoustic means.

26.2.7 Measurements

- **26.2.7.1 Maximum.** Highest limit, without tolerance.
- **26.2.7.2 Minimum.** Lowest limit, without tolerance.
- **26.2.7.3 System of measurement.** Units (including derived units) follow the International System: length in metres (m), mass in kilogrammes (kg), time in seconds (s), temperature in degrees Celsius (°C), angle in degrees (°), and noise level in decibels (dB).

26.2.8 Orientation

All references to the orientation of the chassis, bodywork, engine, etc., are based on the kart's forward driving direction.

26.2.9 Driver aids

Driver aids are any technologies or measures that assist the Driver in driving.

26.3 General Prescriptions

26.3.1 General acceptance

The TR apply to all categories and classes. The kart, and any modification made to it, must comply with the definitions and TR given here and/or with the specific regulations of the category entered. Anything not allowed in the TR is forbidden.

26.3.2 Modifications

Any modification is forbidden unless explicitly allowed by the TR or decided by the CIK-FIA for safety reasons. A modification is any operation that changes the initial aspect, dimensions, drawings or photographs of an original homologated part described in the HF, or any other part regulated by the TR. Any assembly or modification that alters a regulatory dimension, or impedes its control, is presumed fraudulent and is therefore not allowed.

26.3.3 Adding of material or parts

Reusing removed materials is not allowed. Rebuilding chassis frame geometry following an accident is allowed by adding necessary repair materials (e.g., additional metal for welding). Repairing worn-out or damaged parts by adding or fixing materials is not allowed, unless otherwise stated in the TR.

26.3.4 Responsibility

It is the duty of every Driver/Competitor to prove to the Scrutineers and Stewards that their kart complies with the SR of the event and the TR.

26.3.5 Scrutineering

During scrutineering, all material allowed per the event SR is marked and registered. The chassis must be presented fully configured, with chassis assembled, bodywork and extra components fitted. Engines are marked at the lower sump and cylinder levels. Competitors must be able to show the relevant HF or AF for any homologated or approved equipment used.

26.3.6 Mass

The masses indicated for each class are minimum values, which must be verifiable at any time during an event. The Driver must be fully equipped for driving conditions (helmet, gloves, shoes). The mass measured at the scales, whatever their accuracy, is deemed official. Any infraction found during a random control or after a race results in the Driver's exclusion from the relevant qualifying practice, heat or race.

26.3.7 Racing numbers and number plates

Racing numbers must be black, in Arial font, on a yellow background. For short circuits, they must be at least 15 cm high with a 2 cm stroke width, bordered by at least 1 cm of yellow background. They must be fitted before scrutineering, on the front panel, rear wheel protection or rear number plate, and on both sides toward the rear of the bodywork. The Driver is responsible for ensuring the required numbers are clearly visible to Timekeepers and Officials. Number plates must be flexible opaque plastic, visible at all times, and fixed without possibility of removal.

26.3.8 Data logging

Data logging is allowed but must conform to the category in which the kart is entered. All non-permitted sensors must be removed during the official event.

26.3.9 Telemetry

A Bluetooth or Wi-Fi telemetry system is allowed for transferring data from the logger to a computer, provided it is integrated in the logger. Data transfer is only allowed when the engine is not running.

26.3.10 Battery

Only sealed, leakproof, maintenance-free batteries are allowed; manufacturer user instructions must be respected, and "CE" markings on lithium batteries must be checked.

26.3.11 Transponder

Only the transponder provided by the Series or Event organiser may be used, unless stated otherwise in the SR. The transponder must be placed on the back of the seat, as vertical as possible, antenna facing the ground in the lowest position possible.

26.3.12 Connections between kart and driver

Any mechanical (cable or tube) or electronic connections between the kart, or a system mounted on it, and the Driver are not allowed.

26.3.13 Driving aids

Unless authorised by the TR, driving aids of any kind — mechanical or electronic — are not allowed.

26.4 General Chassis Regulations

26.4.1 Chassis

The chassis comprises the chassis frame and its main and auxiliary parts.

- **26.4.1.1 Chassis frame.** The main supporting part of the kart, serving as a base for the chassis main parts and incorporating the auxiliary parts. It must be manufactured to absorb the forces produced when the kart is in motion; flexibility and suspension come from the elastic properties of the tubular construction and material. The chassis frame is made of cylindrical-section steel tubes, includes the front and rear axle supports, and is welded in one piece so it cannot be dismounted.

- **26.4.1.2 Chassis frame material.** The structural steel or steel alloy must meet ISO 4948 classifications and ISO 4949 designations. Only alloy steels with at least one alloy element of mass content ≤5% are allowed. The steel must pass the contact force test: a control magnet (per Appendix 4) with an axial magnetic field must remain stuck to the chassis frame tube surface (cleared of any finishing treatment beforehand). At the Scrutineers' or ASN's decision, or following a protest, a fluorescence-based chemical analysis may also be carried out, and its results prevail over the contact force test.
- **26.4.1.3 Modifications.** The chassis frame may be modified within the dimensions described in the HF and TR; tube bends may only be moved on the tube where shown in the HF.

26.4.2 Chassis parts and components

- **26.4.2.1 Chassis main parts.** These transmit track forces to the chassis frame through the tyres: the wheels with hubs, the rear axle, the steering knuckle, and the king pin.
- **26.4.2.2 Main parts requirements.** Chassis main parts must be securely attached to each other or to the chassis frame; rigid construction is mandatory, with no articulations or flexible joints allowed (articulated connections are permitted only for the steering knuckle, via the king pin, and the steering).
- **26.4.2.3 Chassis auxiliary parts.** All elements not part of the main chassis that contribute to the kart's proper functioning, subject to TR compliance: the attachments, connections and attachment points welded to the frame for the steering, pedals, seat (with four seat supports), bumpers, radiator, brakes, intake silencer, engine, exhaust and exhaust silencer. Auxiliary parts also include inner reinforcement of the chassis main tubes (maximum 250 mm length) between the axle bracket and engine support.
- **26.4.2.4 Auxiliary parts requirements.** Auxiliary parts must be welded to the chassis, must not detach while the kart is in motion, and must not present a risk to the Driver or other competitors.
- **26.4.2.5 Chassis components.** Elements fixed to the chassis that contribute to proper functioning, subject to TR compliance: throttle and brake pedals, pedal kits, steering column holder, anti-roll bar, extra seat stays, radiator holder, intake silencer bracket, exhaust and exhaust silencer holder, engine bracket, and chassis skid plates (which may only protect the tubes and may be plastic or composite).
- **26.4.2.6 Components requirements.** Chassis components must be securely attached, must not detach while the kart is in motion, and must not present a risk to the Driver or other competitors. Flexible connections are permitted.

26.4.3 Rear axle

The rear axle diameter must comply with the category entered, and in all categories the rear axle must be made of magnetic steel. Each rear axle must have a rounded edge or chamfer (maximum diameter equal to the axle thickness, no sharp edges) on both inside and outside. In KZ, the rear axle must have only four keyways — one each for the left and right hub, one for the brake disc, and one for the rear axle sprocket (axles with pinned keys and no keyways are exempt). The rear axle need not come from the same manufacturer as the chassis, and must bear a CIK-FIA identification sticker specific to the manufacturer. The axle wall thickness must comply with the following criteria at all points (except keyways):

Max. external diameter (mm)	Min. wall thickness (mm)
50	1.9
49	2.0
48	2.0
47	2.1
46	2.2
45	2.3
44	2.4

43	2.5
42	2.6
41	2.8
40	2.9
39	3.1
38	3.2
37	3.4
36	3.6
35	3.8
34	4.0
33	4.2
32	4.4
31	4.7
30	4.9
29	5.2
>28	Full (solid)

- **26.4.3.1 Requirements.** Auxiliary parts must be securely attached, must not detach while the kart is in motion, and must not present a risk to the Driver or other competitors. Flexible connections are permitted.

26.4.4 Pedals / pedal kits

Whatever their position, pedals must never protrude in front of the chassis, including the bumper. The brake pedal must sit in front of the master cylinder; the accelerator pedal must have a return spring, and a mechanical link between the accelerator pedal and carburettor is mandatory. Pedal kits relocating the Driver's feet may only be used if supplied by the chassis manufacturer.

26.4.5 Steering system

The steering system consists of a steering wheel, steering wheel hub, steering column, steering column bracket, and two steering arms connected to the steering knuckles. A spacer may be used between the steering wheel and hub; although an articulated connection, the steering system must move on only one axis when the kart is in motion (all other axes are accepted only within normal mechanical play). All parts must be securely attached with screws using fixings offering maximum safety (split pins, self-locking nuts).

- **26.4.5.1 Steering wheel.** Must be a continuous rim with no obtuse angles (180–360°) in its basic shape; the upper and lower thirds of the circumference may be straight or a different radius. Rims are manufactured with a metallic structure of steel or aluminium. The hub must be securely attached to the column with at least one M6 screw (minimum grade 8.8) and a self-locking nut.
- **26.4.5.2 Steering column.** Must be mounted to the chassis with a bracket and articulated joint, fixed with a safety clip system for the lower bearing restraint nut and/or two collars between the column bracket. Minimum diameter 18 mm, minimum wall thickness 1.8 mm, made of magnetic steel. The column and knuckles need not be from the same manufacturer as the chassis.
- **26.4.5.3 Steering arms.** May be made adjustable with rose joints at each end; must be aluminium or steel, securely attached with self-locking nuts and bolts.
- **26.4.5.4 Steering wheel devices.** No device (display, fuel cock, etc.) mounted on the steering wheel may protrude more than 20 mm from the plane of the front of the steering wheel, or have sharp edges (see TD

n° 1.2).

26.4.6 Floor tray

A floor tray of rigid material, stretching from the central strut to the front of the chassis frame, is mandatory, laterally edged by a tube or rim to prevent the Driver's feet sliding off. It may be perforated, provided holes are no more than 10 mm diameter and separated by at least four times their diameter; one hole up to 35 mm diameter is allowed for steering column access. The floor tray may be made of composite material.

26.4.7 Fuel tank

Any receptacle containing fuel flowing to the engine. The fuel tank must be securely fixed to the chassis and designed so that neither it nor its (flexible) pipes present a leakage danger during the competition; a quick chassis attachment is strongly recommended. The fuel tank must not be shaped to act as an aerodynamic device, and must supply the engine only under normal atmospheric pressure — apart from the fuel pump between tank and carburettor, no system may influence the tank's internal pressure. The fuel tank must be placed between the main chassis frame tubes, ahead of the seat and behind the front wheels' rotation axis.

26.4.8 Seat

The Driver's seat must be designed to prevent sideways or forward movement when cornering or braking; it may be made of composite material.

- **26.4.8.1 Reinforcement plates.** Required to support the upper part of the seat: minimum thickness 1.5 mm, minimum surface 13 cm², minimum diameter 40 mm.
- **26.4.8.2 Seat stays.** All seat stays must be bolted at each end; if not used, they must be removed from the chassis frame and seat.

26.4.9 Bumpers

Front, side and rear protections are compulsory, made of magnetic steel round tubing, complying with the category entered and homologated with the bodywork.

26.4.10 Bodywork

Bodywork comprises all kart parts in contact with air other than the mechanical parts, the fuel tank and the number plate.

- **26.4.10.1 Bodywork elements.** Must comply with the category entered; depending on class, it consists of one front fairing, one front fairing mounting kit, one front panel, two side bodyworks, and one rear wheel protection/rear bumper.
- **26.4.10.2 Material.** Bodywork must be impeccably finished, not makeshift, with no sharp edges (minimum radius of any angle/corner: 5 mm). Plastic must not splinter or form sharp edges if broken; any colour is permitted.

26.4.11 Rear wheel protection

A homologated rear wheel protection matching the category entered is mandatory, made by injection blow moulding without foam filling, presenting no safety risk, and never located above the plane of the top of the rear wheels. Its surface must be uniform and smooth, with no cuttings or openings other than those homologated. It must be fastened to the homologated chassis at a minimum of two points, using supports homologated with the protection, mounted (possibly via a flexible system) on the two main chassis tubes respecting the homologated dimension F; only this support — not the protection itself or its mounting support — may be secured with a cable tie. Only the chassis manufacturer may modify the chassis to mount the rear wheel protection.

26.4.12 Brakes

The brake system must comply with the category entered.

- **26.4.12.1 Function.** Brake systems must be hydraulic, with steel or stainless-steel outer-covered brake lines. In direct-drive classes, the brake must act on the rear axle only, on both rear wheels simultaneously (a safeguard mechanically linking the acceleration and brake pedals via one cable and two pulleys, so both cannot be operated together, is allowed). In gearbox classes, the brake must act on front and rear axles via independent systems; should one fail, the other must guarantee proper braking.
- **26.4.12.2 Brake control.** The link between the pedal and pump(s) must be doubled for safety and always conform to the HF; a homologated cable must have a minimum diameter of 1.8 mm.
- **26.4.12.3 Brake discs.** Steel, stainless steel or cast iron discs are allowed; the disc surface may be modified by grinding, drilling or grooving only by the manufacturer, under its sole responsibility, and modified discs must comply with HF dimensions.
- **26.4.12.4 Brake disc protective pad.** An efficient rear brake disc protective pad (nylon, carbon fibre, Teflon, Kevlar, Delrin or equivalent hard plastic) is mandatory if the brake disc protrudes below or level with the nearest main chassis frame tubes to the ground; it must be placed laterally to the disc, in the chassis's longitudinal axis, or beneath the disc.
- **26.4.12.5 Rain covers for discs and callipers.** In wet conditions, callipers and discs may be fitted with professionally made rain covers attached to the stub axle.
- **26.4.12.6 Brake cooling.** The rear brake disc and calliper may be cooled with a professionally made brake cooling tube, securely attached, not extending past the seat or under the chassis.

26.4.13 Wheels

A wheel consists of a rim fitted with a pneumatic tyre, with or without an inner tube; "set of wheels" means two front and two rear wheels. Only the tyres may contact the ground with the Driver seated. Only tyres of the same make and type are allowed at any one time. Wheels must be inflated only with ambient air, maximum assembly pressure 4.0 bar. Wheel-to-hub/axle attachment must use M8 self-locking nuts and bolts; wheels may be balanced, with balancing weights attached only to the rims. Any artificial heating above ambient temperature or softening of the wheels or tyres is not allowed, nor is any system or valve to adjust, limit or monitor tyre pressure while the wheel is in use.

- **26.4.13.1 Wheel dimensions.**
  - Group 1 (5-inch wheel) — maximum outer diameter: 280 mm front / 300 mm rear; maximum width: 135 mm front / 215 mm rear.
  - Group 2 (5-inch wheel) — maximum outer diameter: 260 mm front / 290 mm rear; maximum width: 120 mm front / 150 mm rear.
  - These figures are maximum dimensions with a matching tyre fitted on the rim at 1.0 bar.

26.4.14 Rims

Only 5-inch rims complying with TD n° 1.1 are allowed. Tyre-to-rim coupling diameter: 126.2 mm (+0/-1 mm tolerance). Minimum tyre housing width: 10 mm. Minimum external diameter for 5-inch rims: 136.2 mm. Radius to facilitate tyre balance in its housing: 8 mm.

- **26.4.14.1 Bead retention.** In Group 1, front and rear wheels must have bead retention with at least three pegs on the outside part of the rim.

26.4.15 Tyres

As per the Series Regulations (see Article 7 of the Sporting Regulations).

26.4.16 Ballast

A kart's mass may be adjusted with one or more solid blocks attached to the chassis frame, to a chassis auxiliary part (except bumpers), or to the seat. Maximum mass of a single ballast: 5.0 kg (combined ballasts on the same attachment count as a single ballast). Ballast must be attached with tools and at least two bolts: minimum 6 mm diameter for 0–2.5 kg, minimum 8 mm diameter for >2.5–5 kg. If ballast is attached to a

chassis auxiliary part, all bolts linking that part to the chassis frame must match the ballast attachment's minimum diameter. Reinforcement plates are mandatory for ballast attached to the seat: minimum thickness 1 mm, minimum diameter 20 mm.

26.5 Homologation, Approvals and Controls

The HF, AF and HR are available on www.fiakarting.com.

26.5.1 Homologations and approvals

All material with a valid homologation is published on the FIA Karting webpage. Homologated parts must be used exactly as shown in the HF — this is the only combination possible. Only this homologated material may be used in races, whether registered in the FIA Karting International calendar or not; ASNs applying for CIK-FIA homologation must respect CIK-FIA regulations. Any CIK-FIA-homologated equipment or approved lubricant is also valid at national level. If an ASN allows equipment previously homologated by the CIK-FIA, this must be explicitly stated in that ASN's Technical Regulations.

26.5.2 Identification

A homologated product or its parts must be identifiable using the technical descriptions (photos, drawings, dimensions, etc.) in the HF, accounting for permitted modifications and prescribed limits in the TR. If in doubt, the CIK-FIA or ASN may, without explanation, require additional controls on any part used at the event, by the CIK-FIA or a laboratory of their choice.

26.5.3 Controls

The CIK-FIA, the ASN, the Technical Delegate and the Scrutineers may control everything at any time without notice, even items not shown in an HF or in the regulations.

26.6 Driver Safety Equipment

The Driver must at all times wear a homologated helmet and overall, plus gloves and shoes. Karting body protection is mandatory. Wearing a scarf, muff or any loose clothing around the neck — even inside the overalls — is not allowed. Long hair must be completely contained in the helmet, balaclava or overalls.

26.6.1 Helmets

- For Drivers under 15 years old: Snell-FIA CM (Snell-FIA CMS2016 and Snell-FIA CMR2016).
- For Drivers over 15 years old: Snell-Foundation K2015, K2020, SA2015 and SA2020; FIA 8859-2015, FIA 8859-2024, FIA 8860-2024-ABP, FIA 8860-2018, FIA 8860-2018-ABP, FIA 8860-2010, FIA 8878-2024; or Snell-FIA CM (CMS2016/CMR2016).

See the "Recognised standards for helmets technical list" on fiakarting.com (homologated equipment section). Helmets must have an efficient, unbreakable visor for the eye opening, featuring the manufacturer's logo and production date. Any change to the above list is published in a CIK-FIA bulletin. Per Appendix L of the International Sporting Code (Chapter III, Article 1.4), adding a device to a helmet — aerodynamic or otherwise — is allowed only if it was homologated with that helmet. Helmets meeting the Snell-FIA CM/CMH standards may continue to be used by Drivers after age 15 without limitation. For helmets with 8858-2010 Helmet M6 anchorages (HANS attachment points), the M6 anchorages cannot be used in karting for safety reasons.

26.6.2 Overalls

Fabric overalls must have either a "Level 2" CIK-FIA homologation per CIK-FIA standard 2013-1, or be Grade 1 or Grade 2 Karting Overalls complying with FIA Standard 8877-2022 (see fiakarting.com for complete lists). Leather overalls complying with FIM standards are allowed. For long-circuit events, leather overalls complying with FIM standards (motorbike-grade, 1.2 mm thickness) or Grade 2 Karting Overalls per FIA Standard 8877-2022 are mandatory.

Current FIA-homologated overalls (CIK-FIA N2013-1) remain accepted during their indicated useful life, but not beyond 31 December 2029. Overalls complying with FIA Standard 8877-2022 have been accepted since

19 October 2022 and become mandatory from 1 January 2030.

26.6.3 Gloves

Gloves must completely cover the hands and wrists, or comply with FIA Standard 8877-2022.

26.6.4 Shoes

Shoes must cover the feet and protect the ankles, or comply with FIA Standard 8877-2022.

26.6.5 Karting Body Protection

Body protection complying with FIA Standard 8870-2018, in the correct size for the Driver's height (or up to one size lower), is mandatory for all Drivers.

26.7 Group 1 Regulations (Junior, Senior, Senior 170)

26.7.1 Chassis

All Group 1 chassis must be homologated by the CIK-FIA; an HF is issued after homologation inspection and must accompany the chassis. Chassis homologation occurs every three years.

- **26.7.1.1 Chassis dimensions.** Wheelbase: 101–107 cm. Track: at least 2/3 of the wheelbase used. Overall width: 140 cm maximum. Height: 65 cm maximum from the ground, without the seat. The chassis must respect these dimensions at all times, and no part may protrude beyond the quadrangle formed by the front fairing, the wheels and the rear wheel protection.
- **26.7.1.2 Chassis requirements.** Anti-roll bars must only be connected to the chassis frame's main tubes. Extra seat stays are allowed between the rear axle brackets and the seat.
- **26.7.1.3 Chassis characteristics.** Modifications to the chassis frame (e.g., tube position) are only allowed within the dimensions described in the HF; tube bends may only be moved on the tube where shown in the HF.

26.7.2 Rear axle

Maximum 50 mm outside diameter. Tube inserts into the axle are only allowed in the rear axle bearing and wheel hub areas, with a maximum 2 cm overhang on each side.

26.7.3 Fuel tank capacity

8 litres minimum.

26.7.4 Bumpers

Front and side protections are compulsory, made of magnetic steel round tubing and homologated with the bodywork. If there is no rear bumper, a homologated rear wheel protection is mandatory.

- **26.7.4.1 Front bumper.** Consists of two elements: an upper bar (minimum 16 mm diameter) with two corner bends of one constant radius, straight length between bends 375–395 mm, fixed to two welded chassis attachments 550 mm apart, centred on the kart's longitudinal axis, at a height of 200–250 mm from the ground (measured to the tube top); and a lower bar (minimum 20 mm diameter) with two corner bends of one constant radius, straight length between bends 295–315 mm, fixed to two welded attachments 450 mm apart, centred on the longitudinal axis, with attachments parallel to the kart's axis allowing 50 mm bar insertion, at a height of 70–110 mm (measured to the tube top). Front overhang: 350 mm minimum. The two elements must be vertically aligned (per TD n° 2.0 and 2.2) and at right angles to the ground or floor tray/main chassis tubes; both bars are connected by the front bumper support. The front bumper must be independent of the pedal attachment and must allow mounting of the mandatory front fairing.
- **26.7.4.2 Side bumpers.** Each side consists of two elements of magnetic steel round tubing (20 mm diameter), centred on the kart's longitudinal axis, each composed of a lower and upper bar. Minimum straight length: 400 mm (lower) and 300 mm (upper). Overall width (measured to tube midpoint): lower bar 480–520 mm, upper bar 480–600 mm. Each bar is fixed to two welded tube attachments 500 ± 5 mm apart,

parallel to the ground, perpendicular to the chassis axis, allowing 50 mm bar insertion. Height of the upper bar: 160 mm minimum from the ground (measured to the tube top); see TD n° 2.0.

26.7.5 Bodywork

Bodywork must be homologated by the CIK-FIA together with its bumpers and attachments. Combining homologated bodywork elements is allowed, but the two side pods must be used together as a set. No bodywork element may be used as a fuel tank or for ballast attachment. Artificial heating or softening of the bodywork is not allowed.

- **26.7.5.1 Material.** Bodywork must be impeccably finished, not makeshift, with no sharp edges (minimum radius of any angle/corner: 5 mm). Plastic must not splinter or form sharp edges if broken; any colour is permitted.
- **26.7.5.2 Front fairing.** Must sit within the height of the front wheels, with no sharp edges, and must not retain water, gravel or other substances. Minimum width: 1,000 mm. Maximum width: overall rear width of the front wheel/axle unit. Maximum gap between front wheels and the back of the fairing: 180 mm. Front overhang: 680 mm maximum (see TD n° 2.1; mounting kit per TD n° 2.2).
- **26.7.5.3 Front panel.** Must not be located above the horizontal plane of the top of the steering wheel, must not impede normal pedal function or cover any part of the feet in normal driving position, and must allow at least a 50 mm gap to the steering wheel without protruding beyond the front fairing. Width: 250–300 mm. Its lower section must be securely attached (directly or indirectly) to the front of the chassis frame; its upper part must be securely attached to the steering column support with one or more independent bars. Space must be provided for racing numbers.
- **26.7.5.4 Side bodywork.** Surface must be uniform and smooth, with no holes other than those needed for attachment; it must not cover any part of the Driver in normal driving position, nor overlap the chassis frame seen from underneath. It must not retain water, gravel or other substances, must be securely attached to the side bumpers, and must provide space for racing numbers near the rear wheels. It must never sit above the plane of the top of the front and rear tyres, nor protrude more than 40 mm beyond the outer edge of the front and rear wheels (front wheels straight-ahead). Ground clearance: 25–60 mm. Gap to front wheels: 150 mm maximum; gap to rear wheels: 60 mm maximum. In wet conditions, side bodywork must not protrude beyond the outer edge of the rear wheels (see TD n° 2.1).
- **26.7.5.5 Rear wheel protection.** Must sit no higher than the rear wheels and, in all conditions, must be in line with their outside edge. Width: minimum 1,340 mm, maximum the overall rear width. Ground clearance: 25–60 mm, in at least three spaces of minimum 200 mm width located in the extension of the rear wheels and chassis centreline. Rear overhang: 400 mm maximum. Gap between the front of the rear wheel protection and the rear wheel surface: 15–50 mm. The two adjustable outer parts of the homologated rear wheel protection must have a colour clearly different from the main part (via dedicated sticker kit or production colouring). See TD n° 2.0 and 2.1.

26.7.6 Brakes

All Group 1 brakes must be homologated by the CIK-FIA: 2WP in Junior, Senior and Senior 170; 4WP in the KZ class.

26.7.7 Wheels

Only 5-inch rims are allowed.

26.7.8 Data logging

The following data may be logged: engine revs by induction on the spark plug HT cable; two temperatures; the speed of one wheel; an X/Y/Z accelerometer; and GPS data and lap times.

26.8 Group 2 Regulations (Mini)

26.8.1 Chassis

All Group 2 chassis must be homologated by the CIK-FIA; an HF is issued after homologation inspection and must accompany the chassis. Chassis homologation occurs every three years.

- **26.8.1.1 Chassis dimensions.** Wheelbase: 95 cm. Track: at least 2/3 of the wheelbase used. Overall width: 110 cm maximum. Height: 65 cm maximum from the ground, without the seat. The chassis must respect these dimensions at all times, and no part may protrude beyond the quadrangle formed by the front fairing, the wheels and the rear wheel protection.
- **26.8.1.2 Chassis characteristics.** Only six steel tubes, dimension 28 x 2 ± 0.1 mm, are allowed for the chassis frame. Four steel seat support tubes must be welded to the chassis frame. Maximum two rear axle bearings. Modifications to the chassis frame (e.g., tube position) are only allowed within the dimensions described in the HF; tube bends may only be moved on the tube where shown in the HF.

26.8.2 Rear axle

30 mm outside diameter. Length: 960 ± 10 mm. Mass: 2,900 ± 100 g. The rear hub must grip the rear axle over a minimum length of 30 mm.

26.8.3 Fuel tank capacity

3 litres minimum.

26.8.4 Bumpers

Front and side protections are compulsory, made of magnetic steel round tubing and homologated with the bodywork.

- **26.8.4.1 Front bumper.** Consists of two elements: an upper bar (minimum 16 mm diameter) with two corner bends of one constant radius, straight length between bends 300 mm, fixed to two welded chassis attachments 500 mm apart, centred on the kart's longitudinal axis, at a height of 155–205 mm from the ground (measured to the tube top); and a lower bar (minimum 20 mm diameter) with two corner bends of one constant radius, straight length between bends 270 mm, fixed to two welded attachments 390 mm apart, centred on the longitudinal axis, with attachments parallel to the kart's axis allowing 50 mm bar insertion, at a height of 70–110 mm (measured to the tube top). Front overhang: 280 mm minimum. The two elements must be vertically aligned (per TD n° 3.0 and 3.2) and at right angles to the ground or floor tray/main chassis tubes; both bars are connected by the front bumper support. The front bumper must be independent of the pedal attachment and must allow mounting of the mandatory front fairing.
- **26.8.4.2 Side bumper.** Each side consists of two elements of steel round tubing (20 mm diameter), centred on the kart's longitudinal axis, each composed of a lower and upper bar. Minimum straight length: 280 mm (lower) and 180 mm (upper). Overall width (measured to tube midpoint): lower bar 360–400 mm, upper bar 360–480 mm. Each bar is fixed to two welded tube attachments 380 ± 5 mm apart, parallel to the ground, perpendicular to the chassis axis, allowing 50 mm bar insertion. Height of the upper bar: 160 mm minimum from the ground (measured to the tube top).

26.8.5 Bodywork

Bodywork must be homologated by the CIK-FIA together with its bumper and attachments. Combining homologated bodywork elements is allowed, but the two side pods must be used together as a set. No bodywork element may be used as a fuel tank or for ballast attachment (see TD n° 3.1). Artificial heating or softening of the bodywork is not allowed.

- **26.8.5.1 Material.** Bodywork must be impeccably finished, not makeshift, with no sharp edges (minimum radius of any angle/corner: 5 mm). Plastic must not splinter or form sharp edges if broken; any colour is permitted.
- **26.8.5.2 Front fairing.** Must sit within the height of the front wheels, with no sharp edges, and must not retain water, gravel or other substances. Minimum width: 850 mm. Maximum width: overall rear width of the front wheel/axle unit. Maximum gap between front wheels and the back of the fairing: 160 mm. Front overhang: 630 mm maximum (see TD n° 3.1; mounting kit per TD n° 3.2).

- **26.8.5.3 Front panel.** Must not be located above the horizontal plane of the top of the steering wheel, must not impede normal pedal function or cover any part of the feet in normal driving position, and must allow at least a 50 mm gap to the steering wheel without protruding beyond the front fairing. Width: 250–300 mm. Its lower section must be securely attached (directly or indirectly) to the front of the chassis frame; its upper part must be securely attached to the steering column support with one or more independent bars. Space must be provided for racing numbers.
- **26.8.5.4 Side bodywork.** Surface must be uniform and smooth, with no holes other than those needed for attachment; it must not cover any part of the Driver in normal driving position, nor overlap the chassis frame seen from underneath. It must not retain water, gravel or other substances, must be securely attached to the side bumpers, and must provide space for racing numbers near the rear wheels. It must never sit above the plane of the top of the front and rear tyres, nor protrude more than 30 mm beyond the outer edge of the front and rear wheels (front wheels straight-ahead). Ground clearance: 25–60 mm. Gap to front wheels: 130 mm maximum; gap to rear wheels: 60 mm maximum. In wet conditions, side bodywork must not protrude beyond the outer edge of the rear wheels (see TD n° 3.1).
- **26.8.5.5 Rear wheel protection.** Must be placed at the height of the rear wheels. Gap between the front of the rear protection and the rear wheel surface: 15–50 mm. Width: minimum 1,040 mm, maximum the overall rear width. Ground clearance: 25–60 mm, in at least three spaces of minimum 180 mm width located in the extension of the rear wheels and chassis centreline. Rear overhang: 370 mm maximum.

26.8.6 Brakes

All Group 2 brakes must be homologated by the CIK-FIA; only 2WP brakes are allowed in direct-drive classes.

26.8.7 Wheels

Only 5-inch rims are allowed.

26.8.8 Data logging

The following data may be logged: engine revs; two temperatures; the speed of one wheel; an X/Y/Z accelerometer; and GPS data and lap times.

27. Code of Driving Conduct

27.1 Observance of Signals

The instructions detailed in Article 10 (Signification of Flags) are deemed part of this Code of Driving Conduct. All Drivers must abide by them.

27.2 Overtaking During a Race

- **a)** A kart alone on the track may use its full width. As soon as it is caught by a kart about to lap it, the Driver must allow the faster Driver past at the first opportunity. If the Driver being caught does not appear to notice, flag Marshals will display waved blue flags to indicate that a faster Driver wants to overtake; any Driver who appears to ignore the blue flags will be reported to the Stewards.
- **b)** Overtaking may be carried out on the right or the left, depending on circumstances. Manoeuvres liable to hinder other Drivers — such as more than one change of direction to defend a position, deliberate crowding of karts beyond the edge of the track, or any other dangerous change of direction — are strictly prohibited; offending Drivers will be reported to the Stewards.
- **c)** Drivers must use the track at all times. White (or yellow) lines defining the track edges are part of the track, but kerbs are not. A Driver is judged to have left the track if no part of the kart remains in contact with it. A kart that leaves the track may rejoin, but only when safe to do so and without gaining any advantage.
- **d)** Repetition of serious mistakes, or apparent loss of control over the kart (such as leaving the track), will be reported to the Stewards and may entail disqualification.

- **e)** Contacts/collisions (during the race, including the deceleration lap) may result in sanctions against a Driver who pushes another Competitor.

27.3 Karts Stopping During a Race

- **a)** A Driver leaving the track because they cannot maintain racing speed must signal that intention in good time and is responsible for ensuring the manoeuvre is carried out safely, as near as possible to a point of exit.
- **b)** Should a kart stop outside the pit lane or Repair Area, it must be moved as soon as possible so its presence does not constitute a danger or hindrance; if the Driver cannot move it, Marshals must assist. If such assistance results in the Driver rejoining the race, this must be done without breaching the regulations or gaining any advantage.
- **c)** Replenishment of any kind is prohibited, except where the kart is in an area specifically provided for that purpose.
- **d)** Apart from the Driver and duly appointed Officials, nobody may touch a stopped kart except in the pit lane or Repair Area.
- **e)** Except during a race suspension, any kart abandoned on the circuit by its Driver — even temporarily — is considered withdrawn from the race.

27.4 Entrance to the Pit Lane (to the Repair Area or "Finish Park")

- **a)** The "deceleration zone" is part of the pits area; the section of track leading to the pit lane is the "pit entry."
- **b)** During practice sessions and the race, access to the pit lane, Repair Area or Finish Park is allowed only through the pit entry deceleration zone; the penalty for breaching this rule is disqualification from the race.
- **c)** A Driver intending to leave the track, or enter the pit lane, pits, Finish Park or Repair Area, must signal that intention in good time and ensure it can be done safely.
- **d)** Except in cases of force majeure (accepted as such by the Stewards), crossing the line separating the pit entry deceleration zone and the track, in any direction, is prohibited.
- **e)** Except in cases of force majeure (accepted as such by the Stewards), any line painted at the pit exit or Repair Area to separate karts leaving the pits or Repair Area from those on the track must not be crossed by any part of a kart leaving the pits.

28. Technical Drawings

Note: this consolidated edition reproduces all text-based regulations from the source document in full. The CIK-FIA technical drawings referenced throughout this Appendix (TD n° 1.1, 1.2, 2.0–2.2, 3.0–3.2, and Appendix 4) are diagrams maintained by the CIK-FIA and Race Line Motorsports' homologation records; they were not embedded as images in the source file and are therefore not reproduced here. Please refer to the official homologation forms (HF) on www.fiakarting.com, or contact the Organizer, for the corresponding technical drawings.

