

## 2026 IAME SUMMER CUP SPORTING REGULATIONS

V1 - 1 May 2026

**NAME OF SERIES** : IAME Series KSA  
**ORGANIZER** : IAME KSA

### **Article 1** SPORTING REGULATIONS

IAME KSA (the "Organizer") organizes IAME Series KSA (the "Event"). The Event is the property of IAME KSA. The title will be awarded to the winning drivers in each category. All parties concerned (ASNs, Promoters, Manufacturers, Organizers, Drivers, Entrants and Circuits) undertake to apply and respect the rules governing FIA KARTING and the Series.

### **Article 2** REGULATIONS

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

### **Article 3** ORGANIZATION

1. The Event shall be run in accordance with FIA International Sporting Code (the "Code") and its appendices, FIA and FIA Karting official Bulletins, FIA Karting Technical Regulations, General Prescriptions applicable to FIA Karting International Events, IAME Series KSA Technical Regulations 2026 and the Supplementary Regulations of the Event.

### **Article 4** SPECIFIC INFORMATION OF THE SERIES

1. Organization Office

Address	Al Sawari, King Saud Bridge, Jeddah - KSA	
Tel	+966509971717	
E-mail	info@iameseriesksa.com	
Web	<a href="http://www.iameseriesksa.com">www.iameseriesksa.com</a>	
2. Dates and Venues

Round 1	5 June 2026	JCC Karting
Round 2	6 June 2026	JCC Karting
3. In case of the risk of heavy rain, the organizers may run the event one day earlier or one day later than the scheduled date to ensure the safety of competitors and organizers transportation from the city to the circuit and back.
4. In case of heavy rain on the day of the event, the organizers may cancel the round to ensure the safety of competitors and organizers.
5. Proposing and Authorizing ASN: The Event is organized by IAME KSA and sanctioned by SAMF.
6. Entry Closing Dates: Registration to the Events will be closed 2 weeks before the day of the race.
7. Entrant's Application
  1. Mandatory Entrant License

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

In compliance with Articles 2.3.7 and 3.9.4 of the Code:  
Entrants and Drivers who wish to take part in a National or International competition organized abroad can only do so with the prior approval of their own ASN. This authorization shall be given by the ASN concerned in such form as they might deem convenient.
  3. Mandatory Driver Licenses (International Drivers other than Saudi Arabia)

Minimum Driver Licenses: National License & in compliance with FIA Karting Licenses & Code of Conduct.
8. Entry Restrictions
  1. Entries are taken on a first come, first served basis.
  2. Entries are only deemed as submitted once full payment has been received. The Organizer reserves the right to reject entries at its discretion.

3. Applications to participate in the event must be submitted by entrants or drivers to the office of the Organizer through the entry form available on <http://www.iameseriesksa.com/>
  4. The number of entries in the Event will be limited in each category. The Organizer reserves the right to accept more drivers according to the number of entries received.
  5. Drivers are not allowed to enter more than one Class or Category per event.
9. Entry Fees
1. Summer Cup Entry Fee (both rounds) : SAR 1,500 (vat inclusive).
  2. The entry fee includes access to the track on the Race Day only. Practice fee will be stated in the supplementary regulations.
  3. No entry fee will be reimbursed unless the entry was rejected or the event was cancelled.
  4. Late Entries, if accepted, will be subject to an additional charge of SAR 250
  5. Transponders are available to hire from the organizer for 150 SAR for the race weekend.
  6. Premixed fuel voucher will be available during documentation. 150 SAR for seniors & juniors, and 100 SAR for mini.

## **Article 5 CATEGORIES**

### 1. IAME Series - X30 Mini ("Mini Category")

- Minimum age : 8 years old  
Maximum age : 11 years old  
Engine : IAME X30 WATER SWIFT 60cc TaG  
Minimum weight : 110 Kg (driver & kart)  
Numbers : Article 3.7 of the FIA Karting Technical Regulations  
License : Drivers holding "SAMF" license are eligible to compete in X30 Mini class.

### 2. IAME Series - X30 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 last round)  
Engine : IAME X30 125cc RL TaG with Junior exhaust fitting (Junior version)  
Minimum weight : 145 Kg (driver & kart)  
Numbers : Article 3.7 of the FIA Karting Technical Regulations  
License : Drivers holding "Grade G" license are eligible to compete in X30 Junior class.

### 3. IAME Series - X30 Senior ("Senior Category")

- Minimum age : 15 years old (in the current year)  
Engine : IAME - X30 125cc RL TaG (125cc-direct drive-liquid cooled-TaG)  
Minimum weight : 158 Kg (driver & kart)  
Numbers : Article 3.7 of the FIA KARTING Technical Regulations  
License : Drivers holding "Grade E" license are eligible to compete in X30 Senior class.

### 4. Classes

1. If the number of drivers per category is less than (7) seven, the Organizer may cancel a category.
2. In the event of a low number of entries, the Organizer may combine the Junior and Senior categories for a joint race, while maintaining separate round and championship scoring for each category..

## **Article 6 PRIZES AND AWARDS**

1. Saudi Champion title, and trophy will be awarded to the overall 1<sup>st</sup> to 3<sup>rd</sup> placed classified drivers in each class in each category.
2. The winner of the each category will receive a free entry to the 2026 IAME Warriors Final (excluding tires, catering and track fees). The prize is limited to the entries holding a Saudi competition license, regardless of the driver's nationality.
3. A respective title, and trophy will be awarded to the 1<sup>st</sup> to 3<sup>rd</sup> placed classified drivers in each class in each category at every Round.
4. The Organizer may include additional prizes supplied by the Organizer, sponsors, or third-party providers.

## **ARTICLE 7 ORGANIZER'S SUPPLEMENTARY PROVISIONS**

### 1. Tires

1. Starting from the first day of free practice sessions, only specified tires below are allowed in the Event.
2. Tires make and model as specified in the technical regulations for each category.

3. (2 front and 2 rear tires) - Starting from the warm up session.
  4. Race tires must be bought from the organizer.
  5. The Tires will be placed in a tire-pool, raffled and handed out accordingly and then the tires will be registered to the Competitor's number during hand over.
2. Petrol
1. The organizer will supply the fuel for the competitors on the race day.
  2. Drivers will have to purchase fuel ticket (article 4.9.7) during the documents check stated in the event schedule.
  3. Fuel will be 95 octane supplied by local pumps, premixed at 4% with Motul Grand Prix 2T.
  4. Each competitor must hand in his fuel tank empty to the organizers during scrutineering.
  5. The organizers will fill up the tank to the mark set by the competitor.
  6. After each run, the competitor must hand the fuel tank back to the organizers before leaving the parc-ferme area.
  7. The competitor will get back the fuel tank going in to the pregrid area.
  8. It is forbidden to add any liquid and/or power-boosting chemicals into the petrol.
  9. The volume of the fuel in the tank must be over or equal to 1.5 litres at all times. (except Mini)
  10. The Scrutineers, following the decision of the Stewards, have the right to change/replace any driver's petrol at their discretion, at any time during the official heats.
  11. Evaluation of the fuel at the racetrack will be made with one or all of the following test devices:
    - a. Dynatron DT- 47 Fuel Meter Test
    - b. Specific Gravity Test
    - c. Water Solubility Test
  12. If non-conformity is ascertained, further tests will be conducted at the cost of the Entrant/Driver. An invoice will be provided.

## **Article 8 GENERAL UNDERTAKINGS**

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 International Sporting Code (the "Code"), the Karting Technical Regulations (the "Technical Regulations"), the General Prescriptions applicable to the FIA Karting international Events and Championships, Cups and Trophies (the "General Prescriptions"), the Supplementary Regulations of the Event concerned and these Sporting Regulations.
2. The Organizer reserves the right to issue additional statements following the agreement of the ASN presenting the Challenge, concerning the rules and regulations (previously approved by the ASN proposing the series) from time to time. All such statements will be issued to registered competitors by way of competitors' bulletins at the race meeting, or posted to the email address indicated on the Event registration form, or reported on the official website of the event.

## **Article 9 GENERAL CONDITIONS**

1. Paddock Service Vehicles: Entrants are to note the space reserved for servicing vehicles. No private vehicles are authorized to be in this area.
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.
3. Paddock
  1. It is strictly forbidden to erect or unload any equipment until you have been allocated your place in the paddock.
  2. No driver may enter the track for official heats before or without having passed the Sporting & Technical Verifications.
  3. All karts must display the official race numbers beginning from the first non-qualifying practice session. (In compliance with Article 3.7 of the FIA Karting Technical Regulations).
  4. Only vehicles with authorized passes are allowed in the Paddock.
  5. Each Paddock space (8x6meters) shall be equipped with at least one 5 Kg fire extinguisher.
  6. It is strictly forbidden to smoke or use any device risking provoking fire in the Paddock area. It is forbidden to cook in the Paddock, except with special authorization from the Organizer. In all cases, these installations shall be electrical, isolated and equipped with at least one (1) 5 kg fire extinguisher. Smoking is only allowed in designated areas.
  7. Usage of motorized vehicles such as mini-motors within the Paddock is forbidden. Violators face risk of exclusion.
  8. Ground carpets required to be used throughout the entire race week.
  9. Refuelling is only allowed in your allocated paddock space.
  10. Floor mats or suitable equivalent floor covering beneath karts in your allocated paddock space is obligatory.
  11. Engine warm up in the Paddock area must not exceed 30 seconds.

## **Article 10**      **PARC FERMÉ**

1. Only one (1) driver per kart and one (1) mechanic is allowed in the “Parc Fermé”.

## **Article 11**      **RACING NUMBERS AND DRIVER NAME**

1. Racing Number  
Mini           :       04 to 99  
Junior         :       200 to 299         (numbers 201 / 202 / 203 reserved for 2025 top 3)  
Senior         :       300 to 399         (numbers 301 / 302 / 303 reserved for 2025 top 3)
2. Driver Name and Nationality (Optional):  
Display of Driver Name is optional. Should the driver wish to display his/her name and nationality on the kart, the Driver’s name and the flag of his nationality (The flag displayed must be as per the nationality of the License) shall be in the fore part of the lateral bodywork. The minimum height of the flag and the letters of the name shall be 3 cm.
3. The Driver is responsible for ensuring that the required numbers are clearly visible to Officials, Timekeepers and Marshals at all times.
4. Karts not in conformity with article 11.1, 11.2 and 11.3 may be not allowed to participate in the Event.

## **Article 12**      **THE SUMMER CUP - PRINCIPLE AND RUNNING**

1. The Summer Cup will consist of (2) two rounds held on different dates.
2. Each round (the “Round”) of the Series will be run over 8 segments:
  - Signing On / Documents Check
  - Scrutineering
  - Briefing
  - Warm up
  - Qualifying Practice
  - Heat 1
  - Heat 2
  - Final
3. Race distances will be stated in the Event’s Supplementary Regulations or Event Schedule.
4. All Drivers must have passed the sporting checks and have numbers and names (optional) displayed on their karts before taking part in any segment of the Event.
5. A transponder is mandatory beginning from the first session of Warm Up until the end of the Final. It must be fixed on the lower part of the back of the kart seat.
6. Warm Up: Race tires must be mounted starting from the Warm Up session.
7. Qualifying
  1. Each group will be allowed out for a 6-minute qualifying session. Each lap is timed and the fastest time during the Driver’s session will determine his/her starting grid position in Heats 1 and 2. Any ties will be decided by the second best time and so on.
  2. If a Driver stops in the Paddock Area during the Qualifying, the stop will be definitive. He/she will not be allowed to re-join the Qualifying.
  3. Drivers are to individually report to the scale for checking of weight immediately after they finish a Qualifying session or after their early stop as per article 12.7.2 and in accordance with article 2.5 of the FIA Karting International Sporting Code, whichever is earlier. Drivers may only leave through the “Paddock Area”.
8. Heats
  1. The winner of each Heat is the driver who has completed the stipulated number of laps in the shortest time. All drivers behind are considered as finishers without taking into consideration the number of laps completed. Non-finishers who have completed the same number of laps will be classified according to the order in which they crossed the finish line.
  2. Drivers will be awarded points for Heats 1 and 2 according to their finishing positions.
  3. The total number of points collected from Heats 1 & 2 will determine the starting position for the Final.
  4. The points collected in Heats 1 & 2 will count towards the overall championship standings.
9. Final
  1. The starting grid position in Final is determined by the classification in the Heats. The finishing order of the Final will be the final results for the Round.
  2. The winner of the Final is the driver who has completed the stipulated number of laps in the shortest time. All drivers behind are considered as finishers without taking into consideration the number of laps completed. Non-finishers who have completed the same number of laps will be classified according to the order in which they crossed the finish line.

### Article 13 THE SERIES - PRINCIPLE AND RUNNING

3. Drivers will be awarded points for Heats 1 and 2 according to their finishing positions as follows:

1st	2nd	3rd	4th	5th	6th	7th	8th	to the last finisher
25	20	17	15	14	13	12	11	-1 point

4. Drivers will be awarded points for the Final according to their finishing positions as follows:

1st	2nd	3rd	4th	5th	6th	7th	8th	to the last finisher
50	40	34	30	28	26	24	22	-2 point

5. In the case of a DNF (Did Not Finish), competitors will be classified according to the number of laps completed.
6. In the case of a DNS (Did Not Start) in a the heats or Final, competitors will be reclassified after the last classified competitor. DNS scores 3 points less and down the order with other DNS as per their last classification heat position.
7. In case of Heats or Final cancellation due to "Force Majeure", no points will be given for that particular session.
8. In the event of exclusion from the event through scrutinizing or Juridical Action, no points will be given.
9. Drivers who are excluded by a black flag and/or misbehaved in the paddock area during/after any session will be authorized to participate in the following Race at the discretion of the Stewards. Drivers excluded for technical non-compliance will be admitted to the following Race at the discretion of the Stewards upon advice from the Scrutineers. All other qualified Drivers will be allowed to take the start.
10. The total of all Heats and Finals results from all Rounds will be computed cumulatively (the "Championship Points") for the final overall classification of the Championship.
11. Only MENA licensed, Saudi Nationals and Saudi full time resident drivers will be awarded Championship Points.
12. Driver with the highest number of points after both rounds wins the Title.
13. Dead heats between Drivers: If two or more Drivers finish the season with the same number of points, the highest place in the Championship held over a series of Competitions (in either case) will be awarded to:
  - a. The holder of the greatest number of first places in the Final Races
  - b. If the number of first places is the same, the holder of the greatest number of second places in the Final races
  - c. If the number of second places is the same, the holder of the greatest number of third places in the Final races, and so on until a winner emerges.
  - d. If there is still a dead heat, the better position in the Final Race of the last Competition will be decisive

### Article 14 STARTING GRIDS

Article 2.19 of the General Prescriptions

1. At the end of the final Qualifying Practice session, the list of qualified Drivers as well as the starting grids will be officially published.
2. Only these Drivers will be allowed to take the start of the Qualifying Heats and/or of the final phase.
3. Any Competitor whose kart(s) is (are) unable to take the start for any reason whatsoever or who has good reasons to believe that his/her kart(s) will not be ready to take the start must inform the Official in charge of the "Pre-Grid", who will advise the Clerk of the Course or the Race Director as soon as he has the opportunity.
4. The grids will be drawn up in accordance with the fastest time achieved by each Driver, taking into account the Qualifying Practice session(s). Should one or several Drivers achieve the same time, the tie will be settled on the basis of their second best time, and so on. During the session, Drivers will take the start when they choose. Any Driver having crossed the line drawn at the exit of the "Pre-Grid" will be considered as having started, and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is counted. The time retained is that of the best lap covered during the session. Any ties will be decided by the 2<sup>nd</sup> best time set by each Driver, and so on in the case of further ties. The final classification of Qualifying Practice will be drawn up as follows:  
The grid will be drawn up in the order of the fastest time achieved by each Driver.
5. If no time is taken into account for a Driver, he shall take the start at the end of the grid. If several Drivers are in that situation, their starting positions shall be decided by drawing lots.
6. If a Driver stops in the "Repair Area" or in the "Finish Park", it will be final. He/she will not be allowed to restart.
7. The pole position Driver of each grid will have the choice of the pole position (on the left or right side of the track), providing that he advises the Clerk of the Course or the Race Director as soon as he reaches the "Pre-Grid". This choice will only modify the first row, to the exclusion of the others. Failing this, the pole position Driver of each grid will take the start of the Race from the grid position designated in the Supplementary Regulations of the Competition or if it is a new circuit, on that which was designated as such by the CIK-FIA.
8. PreGrid:

- a. Access to the "Pre-Grid" will end five minutes before the time scheduled for the start of the Race. Any kart which has not taken its position on the "Pre-Grid" at that moment shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the Panel of Stewards.
- b. The karts placed on the "Pre-Grid" must be ready to race; it is strictly forbidden to carry out any work and/or set-up on the kart on the "Pre-Grid", with the exception of tire pressures, which can be adjusted by the Driver or his/her Mechanic using his/her own tire pressure gauge by letting air out only.
- c. If, for whatever reason, a kart is present on the "Pre-Grid" and is found not to be "ready to race" within a specified time window before access to the "Pre-Grid" is closed (five minutes before the time scheduled for the start of the Race), the kart is permitted to be returned to the "Start Servicing Park" so that repairs can be carried out by the Driver's Mechanic.
- d. In all cases, any kart that has not taken its position on the "Pre-Grid" within the five minutes preceding the time scheduled for the start of the Race will have its access to the "Pre-Grid" denied.
9. The only exception allowed to of the General Prescriptions will be any work carried out on a kart following a failure to start from the pre-grid (e.g.: Faulty spark plug requiring a change). The tool - assisted work will only be allowed following a clearly demonstrated failure to start, noted by a Judge of Fact, the Technical Delegate or the Race Director(s). If sufficient time to rejoin the formation is deemed to exist, The Driver concerned will take the start from the back of the formation and will not be allowed to regain his/ her original grid position, irrespective of the number of Formation Laps, upon order of the Race Director. If the Race Director believes no sufficient time to join the formation is available prior to the start being given, refer to the General Prescriptions.
10. Any Driver who is present, with his/her kart, on the grid within the time limit will be considered as a starter.
11. With the three-minute board, the "CLEAR THE TRACK" board will be shown: everybody except Drivers and Officials must leave the grid.
12. "30-second" signal: 30 seconds after this signal, the green flag will be shown at the front of the grid to indicate that the karts must begin a Formation Lap, keeping to the order of the starting grid and in conformity with the CIK-FIA General Prescriptions.
13. Should a Driver require assistance after the "30-second" signal, he or she must indicate this to the Marshals and, once the other karts have left the grid, it will be pushed to the "Repair Area", and the Mechanic may work on the kart. In this case, Marshals with yellow flags will stand beside the kart (or karts) concerned to warn the drivers on the Formation Lap. Marshals will be instructed to push any kart remaining on the grid after the start of the Formation Lap to the "Repair Area" immediately.
- a. If a Driver starts from the "Repair Area" after the intervention of a Mechanic, and If the Race Director believes no sufficient time to join the formation is available prior to the start being given, he will be authorised to do so only on the orders of the Race Director, and he will take the start from the back of the formation, following the start being given according to the starting procedure defined within this Article. Any driver starting from the "Repair Area" will be considered to be on the lead lap, assuming he/she is able to leave the "Repair Area" before the leader crosses the Start/Finish line for the completion of the first racing lap.
- b. Should the Driver fail to leave the "Repair Area" to join the track within this time frame, he will only be allowed to attempt a restart within the completion of the second racing lap by the last – positioned Driver, after which no restart attempt will be allowed, and the driver will be scored as "DNS". Should the Driver be able to join the track under the provision of this Article, he will be scored as being a lap down on the leader.
- c. The provisions of Article 13 a & b are applicable to all phases of the Competition, except for the Final Phase, in which a Driver will not be allowed to restart.

## **Article 15 STARTING PROCEDURE**

Article 2.20a of the General Prescriptions

### **1. Rolling starts for direct drive karts with clutches:**

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

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

## **Article 16 CODE OF DRIVING CONDUCT ON KARTING CIRCUITS**

In accordance with Art. 3.6 of the FIA Karting Code of Conduct

### **1. Observance of signals**

The instructions detailed in Article 2.15 of the General Prescriptions and in Article 2.3 of the Circuit Regulations (Part II) are deemed to be part of this Code of Driving Conduct. All Drivers must abide by them.

## 2. Overtaking

- a. A kart alone on the track may use the full width of the said track. However, as soon as it is caught by a kart which is about to lap it the Driver must allow the faster Driver past at the first possible opportunity. If the Driver who has been caught does not seem to notice that another Driver wants to overtake him, flag Marshals will display waved blue flags to indicate that the faster Driver wants to overtake. Any Driver who appears to ignore the blue flags will be reported to the Stewards of the meeting.
- b. Overtaking, according to the circumstances, may be carried out either on the right or the left. However, 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. Any Driver who appears guilty of any of the above offences will be reported to the Stewards of the meeting.
- c. Drivers must use the track at all times. For the avoidance of doubt:
  - I. The white lines defining the track edges are considered to be part of the track but kerbs are not.
  - II. A driver will be judged to have left the track if no part of the kart remains in contact with the track. Should a kart leave the track for any reason, and without prejudice to (4) below, the Driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage.
- d. Repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) will be reported to the Stewards of the meeting and may entail the disqualification of any Drivers concerned.
- e. Contacts / collisions (during the race, deceleration lap included): sanctions may be imposed on a Driver who pushes another Competitor.

## 3. Kart stopping during a race

- a. The Driver of any kart leaving the track because of being unable to maintain racing speed and should signal the intention to do so in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to a point of exit.
- b. Should a kart stop outside the pit lane or outside the Repair Area, it must be moved as soon as possible so that its presence does not constitute a danger or hinder other Drivers. If the Driver is unable to move the kart, it shall be the duty of the Marshals to assist. If such assistance results in the Driver re-joining the race, this must be done without committing any breach of the regulations and without gaining any advantage
- c. Replenishment of any kind is prohibited, save when the kart concerned is in an area specifically provided for this purpose.
- d. Apart from the Driver and duly appointed officials, nobody is allowed to touch a stopped kart except when in the pit lane or in the Repair Area.
- e. Except during a race suspension, any kart abandoned on the circuit by its Driver, even temporarily, shall be considered as withdrawn from the race.

## **Article 17 NEUTRALIZATION OF A QUALIFYING HEAT OR A RACE**

1. The Clerk of the Course may decide to neutralize a Qualifying Heat or a Race. This procedure will be used only if the track is obstructed, or if the Drivers or the Officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the Qualifying Heat or Race.
2. When the order is given to neutralize Qualifying Heat or Race, all observers' posts will display waved yellow flags, which shall be maintained until the neutralization is over.
3. All the competing karts must then line up behind the leading kart, and overtaking is strictly forbidden. Overtaking will be permitted only if a kart slows down because of a serious problem.
4. During the neutralization laps, the leading kart will dictate the pace, at a moderate speed, and all the other karts must remain in an as tight as possible formation.
5. The karts may enter the paddock zone during the neutralization, but they may re-join the track only when authorized to do so by a marshal. A kart re-joining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart.
6. When the Clerk of the Course decides to end the neutralization, he will have the flashing orange lights switched off, this will be the signal to the Drivers that the Race is to resume next time the Line is crossed. In the last neutralization lap, the yellow flags will be shown immobile.
7. At that moment, the leading kart will continue to set the pace, at a moderate speed. The Clerk of the Course, or his/her Deputy will signal the resumption of the Race by means of a waved green flag at the Line. Overtaking will remain prohibited until the karts have crossed the Line at the end of the neutralization of the Qualifying Heat or Race. On approaching the Line, where a green flag will be waived by the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line proceeding the Line. The yellow flags at the observers' posts will then be withdrawn and replaced with waved green flags. These flags will be displayed for a maximum of one lap.
8. Each lap completed during the neutralization will be counted as a racing lap.
9. If the race finishes during the neutralization, the karts will take the chequered flag as usual. Overtaking will be permitted only if a kart slows down because of a serious problem.

## **Article 18 STOPPING A RACE OR PRACTICE**

Article 2.21 of the FIA KARTING General Prescriptions.

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

race or practice may be taken only by the Race Director (if nominated) or Clerk of the Course (or, if he/she had to leave, by his deputy). If the signal to stop racing is given:

1. During Practice: All karts shall immediately reduce speed and go back slowly to the Servicing Park, and all karts abandoned on the track shall be removed; Practice will be resumed as soon as possible to meet the original Practice time;
2. During the Race: All karts will immediately reduce their speed and proceed as directed by the Race Director (if nominated) or the Clerk of the Course (or, if he/she had to leave, by his deputy):
  - a. To the Servicing Park: At this point changes and adjustments are allowed including the introduction of replacement equipment – provided that was placed within Parc Fermé prior to the original race start, refuelling is allowed. In case of restart procedure “more than 2 laps but less than 75% of the race distance”: If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the race was suspended, in all situations a time penalty of 5 seconds will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal.
  - b. Stop on the track at the place designated in the briefing: When instructed by the Race Director (if nominated) or the Clerk of the Course (or, if he/she had to leave, by his deputy) no changes or adjustments can be made to the original equipment (except to reset the front fairing in the correct position under the supervision of the Scrutineers) and refuelling or chassis/engine changes are not permitted. All karts must be ready at the 5 minutes board. Karts not available at this time will start from the pit lane once the race start has been given. The classification of the Race will be the classification when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped and any time penalty will be taken into account – and will determine the single file starting grid should the race be resumed (see Article 2.22).
3. Restart procedure:
  - a. LESS THAN TWO LAPS  
The original start will be deemed null and void and all competitors who are able to restart the race will do so in their original grid positions – a normal start procedure will be adopted. The length of the new race will be the full original race distance.
  - b. MORE THAN 2 LAPS BUT LESS THAN 75% OF THE RACE DISTANCE (Rounded up to the nearest higher whole number of laps).  
If the Race can be resumed (at the discretion of the Race Director (if nominated) or the Clerk of the Course (or, if he/she had to leave, by his deputy), Article 2.22 will apply. The single file grid will be determined by the finishing order when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped. Only karts in the Repair Area at the time when the Race was stopped by the Red flag, will be allowed to take the restart. Should a restart of a race in the final phase not be possible, half championship points will be awarded for this race.
  - c. 75% OR MORE OF THE DISTANCE OF THE RACE (Rounded up to the nearest higher whole number of laps). The race will be called complete – the classification of the Race will be the classification at the end of the lap prior to that during which the signal to stop the Race was given. In case of a race in the final phase, full championship points will be awarded for this race.

## **Article 19 RESTARTING A RACE (QUALIFYING HEAT OR RACE OF THE FINAL PHASE)**

Article 2.22 of the FIA KARTING General Prescriptions.

After a suspended situation, the delay will be kept as short as possible and as soon as a resuming time is known, Drivers will be informed. In all cases at least a 10 minutes’ warning will be given. Boards will be presented 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds before the resumption. Each signal will be accompanied by an audible warning. The Race or Heat will be resumed with the “SLOW” process and Article 2.20c will apply. The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered. The Drivers who have crossed the Finish Line at the end of the lap prior to that on which the race was stop- ped will be allowed to take the new start. Resuming start positions will be determined by the finishing order at the end of the lap before the one on which the race was suspended after applying penalties for the non-correct position of the front fairing.

## **Article 20 FINISH**

Article 2.23 of the FIA KARTING General Prescriptions.

1. The signal indicating the end of the race shall be given on the Line as soon as the leading kart has covered either the full race distance or the greatest distance during the time scheduled for the race.
2. Should, for any reason other than under Article 2.21 A, the signal indicating the end of the race be given before the leading kart completes the scheduled number of laps or before the prescribed time has elapsed, the race will be deemed to have finished when the leading kart last crossed the Line before the signal was given. Should the signal indicating the end of the race be delayed for any reason, the Race will be deemed to have finished when, under normal circumstances, the end of the race would have been decided if there had been no delay.
3. After having received the signal indicating the end of the race, all karts shall directly go to the Parc Fermé, using the normal course of the track, without any unnecessary delay, without performing doughnuts, without stopping and without any help (except that of Marshals if necessary). Any classified kart unable to reach the Parc Fermé by its own means will be placed under the exclusive control of Marshals, who will supervise the taking of the kart to the Parc Fermé in a regular manner.
4. For a finish to be considered valid, a Driver must have crossed the Finish Line seated at the wheel of his kart.
5. In the case of a dead heat on the Finish Line revealed by timekeeping or by a photo finish system (which shall prevail over timekeeping and/or a report from the Finish Line Judge, if such a Judge had been appointed), the rule for deciding between tying Drivers shall be the fastest lap time recorded by each Driver during the race concerned.”

## **Article 21 INCIDENTS**

Article 2.24 of the FIA KARTING General Prescriptions.

An «Incident» means a fact or a series of facts involving one or several Drivers (or any Driver's action reported to the Stewards by the Clerk of the Course or the Race Director or noted by the Stewards and reported to the Clerk of the Course or the Race Director for investigation), who:

- provoked the stopping of a Race in application of Article 12 of the Code;
  - violated these Sporting Regulations or the Code;
  - have jumped the start; started from an incorrect position (e.g. ahead of the pole sitter during a rolling start);
  - have not respected flag signalling;  
have caused one or several karts to take a false start;  
have caused a collision;
  - have forced another Driver out of the track
  - had the front fairing on the kart in the incorrect position; - have illegally prevented a legitimate passing manoeuvre by a Driver;  
have illegally impeded another Driver during a passing manoeuvre;  
have not respected the Briefing Notes;
  - have not respected the Race Director Event Notes;
  - have not respected the Stewards decisions.
1. It will be the responsibility of the Stewards to decide if one or several Driver(s) is/are involved in an Incident; he/she/they must not leave the circuit without the Stewards' agreement.
  2. If a Driver is involved in an Incident, and if he/she was informed of this by the Stewards within thirty minutes after the end of the Race, he must not leave the circuit without their agreement.
  3. The Stewards may use any video or electronic system likely to help them to take a decision.
  4. The Stewards shall inflict a 5-second time penalty on any Driver having caused an Incident. If the Incident was caused during a Qualifying Practice session, they shall proceed to the cancellation of the three fastest times which he achieved in the session concerned. However, depending on the gravity of the infringements in light of the facts, the Stewards may decide, instead of the 5-second time penalty, on a sanction among those provided for in the penalty scale of Article 12.4 of the Code, unless the offence relates to the position of the front fairing of the kart.

## **Article 22 ENTRANCE TO THE PIT OR PADDOCK AREA**

1. The so-called «deceleration zone» is a part of the pits area. The section of track leading to the pit lane shall be referred to as the «pit entry».
2. During the practice sessions and the race, access to the pits lane, to the Repair Area or to the "Finish Park" is allowed only through the pit entry. deceleration zone. The penalty for a breach of this rule shall be disqualification from the race.
3. Any Driver intending to leave the track or to enter the pit lane, pits or the "Finish Park" or the Repair Area shall signal his intention in good time and should make sure that it is safe to do so.
4. Except in cases of force majeure (accepted as such by the Stewards of the meeting), the crossing, in any direction, of the line separating the pit entry deceleration zone and the track is prohibited.
5. Except in cases of force majeure (accepted as such by the Stewards of the meeting), any line painted on the track at the pit exit or the Repair Area for the purpose of separating karts leaving the pits or the Repair Area from those on the track must not be crossed by any part of a kart leaving the pits.

## **Article 23 SCALE, WEIGHING PROCEDURE**

1. The scale of the day will be located in the "Paddock Area". This scale is the only one which will be officially used and counted.
2. After each Qualifying Practice, Heats and Final, each kart crossing the line will be weighed simultaneously then separately. If the kart is unable to reach the Weighing Area by its own means it will be placed under the exclusive control of the Marshals, who will take it there or have it taken there, and the Driver shall report to the Weighing Area as soon as he/she returns to the pits so that his weight may be established.
3. If for reasons of "Force Majeure" the Driver is unable to report to the scales at the end of a Qualifying Practice, Qualifying Heats and Final race his/her kart will be weighed on its own and the Driver's weight registered after Qualifying Practice would be added to that of the kart.
4. No solid, liquid or gaseous matter or substance of any nature whatsoever may be added to a kart, placed on it or removed from it before weighing (except by a Scrutineer within the framework of his official duties).
5. Only Scrutineers and Officials may enter the weighing area. No intervention whatsoever is allowed in that area unless it has been authorized by these Officials.
6. Karts and Drivers are not allowed to leave the weighing area without the authorization of the Scrutineer.
7. Any infringement to these provisions relating to the weighing of karts may entail the exclusion of the driver and kart concerned.
8. The Organizer shall place the scales under a shelter at the entrance to the "Finish" Paddock Area and must provide for sufficient personnel to ensure the placing of the kart on the scales. Mechanics will be kept away from the karts until the weighing procedure of their karts is over.
9. If the weight of a Driver and of his/her kart is under that specified in the Technical Regulations, the result will be communicated in writing to the Entrant, and the kart and its Driver will be excluded from Qualifying Practice, the Qualifying Heats or the Final race.
10. It is forbidden to drink, pour water on the suit, and introduce any kind of liquid inside the Parc Fermé.

## **Article 24 ELIGIBLE KARTS AND EQUIPMENT**

1. Each Driver will be entitled to submit to Scrutineering the following equipment:
2. Number of chassis: 1 FIA KARTING homologated 2010 or newer.
3. Number of engines: 2 of the same model, They must be originals and strictly in accordance with the Technical Regulations and the technical data sheets of each category. Only engines Imported by IAME KSA (previously The Track Jeddah) & RAK Track are allowed.

## **Article 25 GENERAL SAFETY**

Article 2.2 of the FIA KARTING General Prescriptions

- A. It is strictly forbidden for Drivers to drive their karts in a direction opposite that of the race, unless this is strictly necessary to remove the kart from a dangerous situation.
- B. During Free Practice (according to the regulations of the championships concerned), Qualifying Practice, the Qualifying Heats and the races of the final phase, Drivers may use the track only and must at all times observe the dispositions of the Code relating to driving on circuits. The circuit is defined by the white lines on both sides of the track. Drivers are allowed to use the whole width of the track between these lines. If the four wheels of a kart are outside these lines, the kart is considered as having left the track.
- C. During Free Practice (according to the regulations of the championships concerned), Qualifying Practice, the Qualifying Heats and the races of the final phase, a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or be an impediment for other Drivers. If the Driver is unable to remove the kart from a dangerous position by driving it, it is the marshals' duty to help him/her; however, if the kart restarts as a result of such help, it will be disqualified from the classification of the Qualifying Practice or the race in which this help was provided. Except for medical or safety reasons, the Driver must stay close to his/her kart until the end of Free Practice, Qualifying Practice, the Qualifying Heat or the races of the final phase. In the case of a Practice session run over two parts separated by an interval, all karts abandoned on the circuit during the first part must be taken back to the Servicing Park during the interval and may participate in the second part of Practice.
- D. Any repairs with tools are banned outside the Repairs Area. It is forbidden to take any tools and/or spare parts on board the kart. The Driver can receive help only in the Repairs Area determined by the Supplementary Regulations or during the Briefing.
- E. If refuelling is authorised; it may be carried out only in an area provided for this purpose.
- F. Except in cases expressly provided for by the Regulations or by the Code, no one except the Driver is authorised to touch a stopped kart unless it is in the Repairs Area.
- G. When the track is closed by the Race Direction during and after Practice and after the finish until all concerned karts, whether they are mobile or not, have arrived at the «Finish» Servicing Park or at the Parc Fermé, no one is allowed to accede to the track, with the exception of marshals carrying out their duties and of Drivers when they are driving.
- H. During Free Practice (according to the regulations of the championships concerned), Qualifying Practice, the Qualifying Heats and the races of the final phase, the kart may be restarted only by the Driver himself or herself, except if he/she restarts from the Repairs Area. The Driver may not receive any outside help on the track during the running of a Competition, except in the Repairs Area, which he/she may reach only by his/her own means. Pushers are not allowed to help Drivers once they have crossed the line drawn at the exit of the Assembly Area.
- I. A speed limit may be imposed in the pit lane and in the Repairs Area during Practice, races and the Formation Laps. Any Driver braking this speed limit will be imposed a penalty provided for in the Regulations or the Code.
- J. If a Driver is faced with mechanical problems during Practice, the Qualifying Heats or the Races of the final phase, he/she must evacuate the track as soon as possible for safety reasons.
- K. If a Driver is involved in a collision, he/she must not leave the circuit without the Stewards' agreement.
- L. No Driver may leave the Repairs Area without having been invited to do so by Marshals.
- M. Official instructions will be transmitted to the Drivers by means of the signals provided for in the Code. Competitors must not use flags similar to these ones in any way whatsoever.
- N. Any Driver who intends to leave the track, to return to the Servicing Park or to stop in the Repairs Area shall demonstrate his/her intention in due time and shall ensure that he/she may do so safely.
- O. During the Competition and at the order of the Clerk of the Course or the Race Director, a Driver who breaches the Technical Regulations, except during the final lap, must stop in the Repairs Area and remedy the breach before re-joining the track.
- P. When they participate in Free Practice (according to the regulations of the championships concerned) or Qualifying Practice, in the Qualifying Heats or the Races of the final phase, Drivers must at all times wear the full equipment defined under Article 3 of the Technical Regulations.
- Q. *Not applicable.*
- R. The Organiser undertakes to have on the track all safety devices provided for meetings in the Circuit Regulations, Part 2, from the beginning of Free Practice until the end of the Competition.

## **Article 26 KART SAFETY**

Article 3.1 of the FIA KARTING Technical Regulations

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

## **Article 27 DRIVER'S SAFETY**

Article 7 of the FIA KARTING Technical Regulations:

The driver must at all times wear a homologated helmet, overalls and a karting body protection, as well as gloves, boots. Wearing a scarf, muff, or any loose clothes around the neck, even inside the overalls, is not allowed. Long hair must be completely contained in the helmet, the balaclava or the overalls.

1. Helmets: Helmets must comply with the following prescriptions:
  - a. For drivers under 15 years old:
    - Snell-FIA CM (Snell-FIA CMS2016 and Snell-FIA CMR2016)
    - Snell-FIA CMH (Snell-FIA CMS2007 and Snell-FIA CMR2007)
  - b. For drivers over 15 years old:
    - Snell-Foundation K2015, K2020, SA2015 and SA2020
    - FIA 8859-2015 (no longer accepted after 31.12.2035),
    - FIA 8878-2024 (accepted from 01.01.2024), FIA 8860-2010,
    - FIA 8860-2018 and FIA 8860-2018-ABP
    - Snell-FIA CM (Snell-FIA CMS2016 and Snell-FIA CMR2016)
    - Snell-FIA CMH (Snell-FIA CMS2007 and Snell-FIA CMR2007)

See Appendix "RECOGNISED STANDARDS FOR HELMETS IN KARTING" for markings. Helmets must have an efficient and unbreakable visor for the eye opening. Visors must feature the logo of the manufacturer and the production date. Any modification to the above list is published in a CIK-FIA bulletin.

In accordance with Appendix L of the International Sporting Code (Chapter III, Article 1.4), the addition of any device to a helmet, aerodynamic or otherwise, is allowed if it was homologated with the helmet concerned. Helmets that meet the Snell-FIA CM/CMH Standards may continue to be used by drivers after 15 years of age without limitation.

For helmets with 8858-2010 Helmet M6 anchorages (HANS attachment points), the M6 anchorages cannot be used in karting for safety reasons.

2. Overalls: Fabric overalls must have either:
  - a. a «Level 2» CIK-FIA homologation granted according to CIK-FIA Standard 2013-1 or
  - b. be Grade 1 or Grade 2 Karting Overalls complying with FIA Standard 8877-2022.

See [www.fiakarting.com](http://www.fiakarting.com) for the complete lists of homologated overalls.

Leather overalls complying with the Standards defined by the FIM are allowed. For competitions on long circuits, leather overalls complying with the FIM standards (motorbikes, 1.2 mm thickness) or Grade 2 Karting Overalls complying with FIA Standard 8877- 2022 are mandatory.

**NOTE** Current FIA-homologated overalls (Standard CIK-FIA N2013-1) are accepted during their useful life, which is indicated on the label of the overalls, but not beyond 31.12.2029.

3. Gloves: Gloves must completely cover the hands and wrists or must comply with FIA Standard 8877-2022.
4. Shoes: Shoes must cover the feet and protect the ankles or must comply with FIA Standard 8877-2022.

## **Article 28 BRIEFING**

Drivers & Entrants Briefing is mandatory for all Drivers and Entrants, exact time will be stated on the timetable for the event. It is the Drivers / Entrants duty to enquire about any further Driver's Briefing. This information will be posted on the official notice board and available at the Reception office. Drivers / Entrants not attending the briefing will be liable to a penalty as in the supplementary regulations.

## **Article 29 PROTESTS AND APPEALS**

1. Protests shall be submitted to the race director not later than 30 minutes after the announcing of the results.
2. Protests must be accompanied by a fee of 750.00 SAR to be paid in cash.
3. The protest fees are only refundable if the stewards gave positive decision to the protestor.
4. Protests can be only be presented by an entrant / driver who took part in the race to which the protest refers to.
5. Protests must be dealing with a single argument.
6. If the entrant / driver wish to appeal, a letter of intention to appeal should be submitted to the race director not later than 60 minutes after announcing the stewards' decision regarding the protest. Appeal fee is will be according to the ASN.