IAME SERIES BENELUX 2023



Sporting Regulations

iame series
BENELUX

CHAPTER 1: DEFINITIONS AND CLASSIFICATIONS – GROUPS AND CATEGORIES

See chapter Definitions and Classifications of the 2023 FIA-KARTING Karting Sport Annual.

Art. 1.1. Definitions

The definitions and classifications of the present regulations are those as taken from the 2023 FIA International Karting Regulations-FIA-KARTING Sport Annual.

Art. 1.2. Organization

The «2023 IAME Series Benelux» is composed of the 7 categories (and 11 ranking) and is organized by KC Mariembourg.

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

Art. 1.3. IAME Series Benelux Specific Information

Promoter:

IAME BELGIUM
Rue du Karting 13 - 5660 Mariembourg Belgium
Tel: +32 60 34 66 83 Fax: +32 60 34 40 18
Website: www.iame-belgium.com
Mail: info@iame-belgium.com

Contact Person: Thierry Lepinne

Organization Office:

Karting Club Mariembourg
Rue du Karting 13 - 5660 Mariembourg Belgium
Website: www.iameseriesbenelux.com
Mail: olivier@kcmariembourg.be

Contact Person: Olivier Cèbe

Art. 1.4. Categories

The categories listed in the IAME Series Benelux are:

- Mini Rookie
- Mini
- X30 Junior (+ Rookie ranking)
- X30 Senior (+ Rookie ranking)
- X30 Master (+ Gentleman ranking)
- X30 Senior Cup
- X30 Super Shifter (+ Master ranking)

Art. 1.5. Accessibility

• Mini Rookie: 7 yo in the year to 10 yo in the year.
Derogation possible if level insufficient
 Drivers ranked in the top 10 in 2022 must register in Mini
 Drivers participating in WSK (GR-3) or Euro-Serie X30 are not admitted
 drivers participating in the Winter Cup Valencia or in WSK GR3-U10 are tolerated
• Mini: 10 yo in the year to 12 yo in the year.
• X30 Junior: 12 yo in the year to 15 yo in the year regardless of the license.
• X30 Senior: 14 yo in the year to 29 yo in the year.
• X30 Senior Cup : 18 yo in the year to 29 yo in the year.
• X30 Master: 30 yo in the year to 39 yo in the year.
+ 40 yo and over for Gentleman Ranking
• X30 Super Shifter 175cc: from 15 yo in the year.
For Master ranking : + 30 yo and over or 21 yo in the year if the driver weighs at least 80 kg, equipment included (suit, helmet, shoes, gloves) for the Gentleman classification

In X30 Master, the winner in Gentleman (+ 40 yo) will be called to the podium if there are more than 3 registered in the event concerned.

In X30 Super Shifter, a Master classification will be made and will be accompanied by a podium. Master drivers are 30 and over or 21 and over if the driver weighs at least 80kg, including equipment (suit, helmet, shoes, gloves).

A ranking of the best "Rookie" in the X30 Junior category, 1st year in the category, will be made during each event and accompanied by the presentation of a trophy for the best.

A ranking of the best "Rookie" in the X30 Junior category, 1st year in the category, will be made during each event and accompanied by a podium.

The best lady of the weekend will be rewarded for each event (on the basis of the best ratio of place obtained / number of participants in the category).

Art. 1.6. Use of Social Media and Forums

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

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

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

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

The organizer reserves the right to refuse access to the Paddocks to any commercial structure that it deems inadequate or to any person who does not observe or has not observed conduct

appropriate to the spirit of the IAME Series Benelux or whose attitude could harm the image of karting in general, including on social networks.

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

We remind you that a license "Mechanic Karting" exists and that it allows its holder to benefit from an insurance.

CHAPTER 2: GENERAL AND PARTICULAR PRESCRIPTIONS

Art. 2. General prescriptions

The 2023 IAME Series Benelux is organized in accordance with the dispositions of the FIA International Sporting Code (CSI) and its appendices, the FIA International Karting Regulations - FIA 2023 Karting Yearbook, FIA Official Bulletins and the FIA-KARTING, the General Prescriptions applicable to the FIA-KARTING International Karting Competitions, the Sports Regulations and the Technical Regulations of the 2023 IAME Series Benelux as well as the Special Regulations of the Events concerned.

Anything that is not allowed in these codes, bulletins, general prescriptions and regulations or in any of their additives is prohibited.

Art. 3. Particular Prescriptions

Art. 3.1.

All parties concerned (FIA, FIA-KARTING, RACB Sport, Organization, Promoter, circuit operators, officials, competitors, team leaders, drivers and their entourage) undertake to ensure applying cautiously at any time the regulations of the 2023 IAME Series Benelux.

Any change to the regulations will be communicated as addendum or bulletins.

Art. 3.2. Circuits

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

Art. 3.3. Obligations of Organizer/Promoter

The Organizer/Promoter of the 2023 IAME Series Benelux undertakes to organize races for all the categories foreseen in Article 1.4 as long as a minimum number of 10 drivers is reached in each category.

The Organizer/Promoter will organize the event in compliance with the national sports code of RACB Sport.

Art. 3.4. Entrants, Drivers

All entrants must ensure that their karts respect the conditions of conformity of the Technical Regulations and reply to Safety Conditions throughout the whole duration of the event (the beginning of each event starts which the is administrative verifications).All persons involved in any way by a kart engaged or otherwise found in the Paddock area, the Assistance Park or on the circuit must comply with the regulations in force.

Each participating driver has the obligation, and this together and in solidarity with his entrant, to observe all the prescriptions of the FIA International Sporting Code and the present Regulation at any time of the event.

From the Friday of the event, the Organizer will be able to set up free practice sessions by category according to a timing of his choice. If this is the case, only the drivers dully registered to the event will be admitted. These will have to use the material compliant accordingly to their category.

Art. 4. Timing, Number of Engaged, Registering of Material, Verifications

Art. 4.1. Timing, Number of Engaged Drivers/competitors

The administrative checks and the registration of the material will take place at the beginning of the event according to the timing of the event. Each event will take place according to an identical timeline: the non-qualifying practice, the qualifying session, the qualifying heats and the final. The duration of the non-qualifying practice and the qualifying sessions will be 6 minutes.

The maximum number of registrants in each category may be limited depending on the possibilities of respecting the initial timing as much as possible.

If more than 36 drivers/competitors are engaged in the same category, qualifying heats will be organized.

If there are more than 44 registered drivers and participants in a category, the organizer will organize a "Final B" for the unskilled drivers. The classification of the final B will award points in the final ranking of the championship (See Article 12.6).

Art. 4.2. Administrative Checks

During the registration of the equipment and the administrative checks which will take place at the dates and places specified in the specific regulations of each event and in the official timetable, the drivers and the entrants will have to be at the disposal of the Officials in possession of the requested documents and information.

Drivers and entrants who not have respected the schedule of the verifications may not be allowed to participate in the event (decision of the College of the Sporting Commissars) or receive a penalty (Withdrawal of the two best times from the timed practice).

If a driver/competitor is unable to attend the various controls in person, he must appoint his representative by written proxy (see Article 11.2.3) and have it dully handed to the Officials at

the Administrative Verifications. During Administrative Verifications, valid entrant and driver licenses are to be submitted.

Each competitor must also, for each kart engaged, be in possession of a fire extinguisher minimum 6 kg (type ABC). In case of common structure for several drivers, it is considered that

one (1) fire extinguisher for 4 drivers is sufficient. The finding of the non-possession of this fire extinguisher at any time of the event will be the subject of a sanction.

Any driver absent or late during the administrative checks, without notifying the organization, will be accepted for the event but will be withdrawn from the two best times of the timed practice.

Art. 4.3. Technical Verifications

The controls and technical verifications will be carried out by officials (Scrutineers and Technical Controllers) dully named in the specific regulations.

The Scrutineers can at any time of the event:

- Check the conformity of the kart and the driver's equipment;
- Require a kart to be dismantled by the driver/competitor or his preparator to ensure compliance conditions are fully met;
- Ask a driver/competitor to provide them a sample or piece that they may find it necessary to control.

Any kart which, after being passed by the Scrutineers, is dismantled, modified or amended 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. In addition, the Clerk of the Course may request that any kart involved in an accident be stopped and controlled by the Scrutineers.

At the end of qualifying sessions and races, before returning to the “Finish Servicing Park” and under pain of being penalized with a penalty provided for in the sporting code, the driver must be at the disposal of the Scrutineers/Technical Controllers, especially for the weighing of his kart. Before weighing, it is forbidden to intervene in any way on a kart. It is also forbidden to send the driver any object, ballast, drink or food.

The presentation of a kart at the registration of the material will be considered as an implicit declaration of conformity.

Art. 4.4. Material registering form

During the Administrative Controls, each entrant/driver will receive a “Registration of Material” form.

All the details relative to the material must be noted on this form before it being presented at the registration of material. An incomplete form will be refused by the Scrutineers. The race number, the driver’s name and his nationality must be in place on the kart before registration.

Art. 4.5. Technical Assistance

During the Heats, Pre-Finals and Finals, any intervention on the kart is prohibited outside the repair zone.

The driver can only have assistance in this repair area, indicated in the Particular Regulations or determined during the Briefing. Outside this repair area, no exterior help whatsoever is authorized. It is also explicitly forbidden to carry any tools and/or spare parts on board the kart.

Any on-board transmission/communication and/or recording/filming device is prohibited from the

Qualifying Sessions.
See Annex 1

Art. 5. Access to the track

Only the Officials list as published in the Supplementary Regulations of the Competition will have the right to access the track as well as the persons approved by the Organizer/Promoter.

Representatives of the press may be given access to the track only if they have expressly asked the Organizer/Promoter to do so and if the authorization has been granted to them. They must, amongst other, also respect the safety instructions dictated by the Officials and/or the Organizer/Promoter as well as prove that they are correctly and dully insured against the any risks they incur and/or may cause.

Media accreditation available on the website www.iameseriesbenelux.com.

Art. 6. Parc Fermé

See Article 2.13 of FIA-KARTING General Prescriptions.

Only the Scrutineers and the Sporting Stewards may enter the “Parc Fermé” as well as the organizing staff and the championship promoter. No intervention of any nature whatsoever may be carried out therein without the permission of the Scrutineers.

As soon as the chequered flag is presented (Finish), the regulation of the “Parc Fermé” will apply for the area between the Finish Line and Weighing. No mechanic may therefore stand in this area. It is forbidden to check the tires pressure before weighing.

The Organizer/Promoter must provide a sufficiently enough large and protected “Parc Fermé” to ensure that no unauthorized person may have access to it.

Art. 7. General Safety

See Article 2.14 of FIA-KARTING General Prescriptions

Art. 7.1.

It is strictly forbidden for drivers to drive their karts in the opposite direction to the race. During the non-qualifying practice, the qualifying sessions, the qualifying heats and the final, a kart which has stopped, is entitled to try to restart only if it is off course and does not constitute a danger or do not bother other drivers. If the kart does not restart immediately, it must be moved off the track as quickly as possible so that its presence does not constitute a danger or inconvenience to other drivers.

If the driver is unable to move his kart from a dangerous position by driving it, it is the duty of the nearest Track Marshals to assist him.

However, if the kart restarts due to such assistance, the driver will be disqualified from the classification of the session concerned (non-qualifying practice, qualifying session or race).

Except for medical or security reasons, it is mandatory for the driver to remain close to his kart until the end of the session concerned. In any circumstances, the driver may not return to the Servicing Park to pick up tools to repair his kart.

Art. 7.2.

A driver who removes his helmet during a session is considered as a driver who has abandoned and cannot restart again. When the track has been closed by the Clerk of the Course, during and after the session, and after the Finish until all the karts concerned, mobile or not, have been returned to the Parc Fermé, nobody is authorized to access at the track except the Sporting Stewards and Track Marshals in the execution of their mission as well as their driver when he drives.

Art. 7.3.

No driver may, during the meeting (during sessions in which he is concerned), leave the Repair Zone without having obtained the approval of the Scrutineer(s) concerned or the Responsible of the Parc Fermé.

Any driver who intends to leave the track and/or return to the Servicing Park and/or stop in the Repair Zone must clearly show his intention to the other competitors, in due course, by raising one (1) arm and make sure he can do the manoeuver without any danger.

Art. 7.4.

During the race and on the order of the Clerk of the Course, the driver who is in breach of the Technical Regulations, except in the last lap, must stop in the Repair Zone and remedy this non-compliance before returning on the track.

When drivers participate in non-qualifying practice, qualifying sessions, qualifying heats or races, they must in all circumstances wear their full equipment as defined by the Technical Regulations.

In case of non-compliance, the driver concerned will be refused the start of the session by the Clerk of the Course.

Any crashes resulting from a voluntary, deliberate and/or intentional change of direction or the ideal racing line, untimely or unwarranted braking, the fact of preventing a driver, located behind, from overtaking in any way whatsoever, will result in disqualification of the race or a penalty determined by the College of the Sporting Stewards.

The Clerk of the Course, if he deems it necessary, may also, at his discretion, show the "warning" flag. At the second presentation of the warning flag during the same weekend, a penalty of 5 seconds will be automatically applied. The driver having a dangerous driving and the fact to make serious mistakes or to demonstrate a lack of control of his vehicle can entail the disqualification of the race/the event on decision of the College of the Sporting Commissars.

Art. 7.5.

It is prohibited to circulate in the Paddock with motorbikes, scooters or any other motorized devices (thermal propulsion, electric or other).

Art. 7.6.

Drivers in the X30 Super Shifter category will have the opportunity to make start attempts (starts simulation), after the chequered flag, during the slow down lap, during non-qualifying practice and only at the places specified in the Particular Regulations or at the Briefing.

Art. 7.7.

In the case of a race in rainy weather conditions (conditions sign shown by the Clerk of the Course and WET RACE panel at the entry of assistance parc), the choice of tires is left to the driver's appreciation.

The Clerk of the Course reserves the right to use the black flag if he judges a driver too slow and/or dangerous for other drivers because of his choice of tires.

In fact, on the other hand, the usage of "slick" tires is mandatory in all other cases.

Art. 8. Medical Examination

The Clerk of the Course and or Chief Medical Officer may require a driver to submit to a medical examination at any time of the competition or for drug, alcohol or doping tests (see Appendix B Karting Sport Yearbook 2023 for details).

A necklace is mandatory for each driver in the Mini and Cadet categories.

The Neck BraceLeatt and similar type of necklaces are prohibited!

CIK approved rib protectors are recommended.

The list of approvals for overall suits and helmets is available on the website www.iameseriesbenelux.com or www.fiakarting.com.

Art. 9. Flags and their Signification

a) Luminous lights or, in the case of unavoidable circumstances, the national flag: Signifying the start of a race. The starting procedure of a race will be explained during the briefing.

b) Red Flag and/or Red Lights: Must be waved on the starting line when it has been decided to stop a session. Simultaneously, a yellow flag should be waved at each observation post around the circuit. The red flag may be used by the Clerk of the Course or his Deputy to indicate that the track is closed. The drivers must immediately reduce their speed and slowly return to the Parc Fermé Finish. Any overtaking is prohibited. During the formation laps, in the case of a red flag, the drivers will stop under the starting lights.

c) Black and White Chequered Flag: Must be waved and signifies the end of a session.

d) Black Flag + Driver's number: Must be used to show the driver concerned that he must stop in the Parc Fermé Finish next time he approaches the entrance to the Parc Fermé. If for any reason, the driver does not respect this instruction, this flag must not be shown more than 3 consecutive laps, after which a sanction may be imposed.

e) Black Flag with Orange Disk (disk approx. 40cm diameter) + Driver's number: Must be used to show the driver concerned that his kart has some mechanical problems which represents a danger for himself and/or other drivers may be and that he must stop in the Repair Zone at his next passage. The kart may return to the race after the mechanical problems have been resolved.

f) Black and White Flag divided along the diagonal + Driver's number: Should only be presented to the pilot once. It constitutes a warning indicating to the driver concerned that he has been reported for unsportsmanlike driving. A second presentation of this flag will result in a penalty of 5 seconds. The Stewards of the Meeting may impose any additional sanctions.

g) Yellow Flag and/or Yellow Lights: It is a signal of danger. It will be presented to the drivers as per following: Waving flag: reduce speed, do not overtake and be ready to change direction. There is a danger on the side of or on part of the track.

Normally the Yellow Flags should only be shown at the Track Marshal's Post immediately before the incident/danger. Overtaking is prohibited between the first Yellow Flag and the Green Flag shown after the incident/obstacle.

h) Yellow Flag with Red Stripes: This flag is shown fixed and informs the drivers of a deterioration of grip (risk of skidding, for example, oil, puddles of water etc.) in the zone after the flag. This flag should be shown during at least four (4) consecutive laps unless the grip has returned to normal in the meantime. The Track Marshals at the post after the zone with bad grip are not obliged to show a Green Flag.

i) Blue Flag: Is presented to the drivers who are about to be overtaken or are at risk of being overtaken. In case of two (2) categories are mixed on the track (i.e. X30 Cadet/X30 Junior), the Blue Flag will be shown to the driver of one (1) category who is bothering the right flow of the race for the second category.

j) Blue Flag with Red Band in diagonal: Only shown in Finals, to the drivers who are about to be overtaken by the head of the race. These drivers must return to the “Parc Fermé Finish”.

k) White Flag: is used to indicate to the drivers there is a much slower vehicle on the sector of track controlled by that flag point

l) Green Flag and/or Green Lights: Must be used to indicate that the track is clear and should be waved at the Track Marshals Post immediately after the incident that having necessitated the use of one or more Yellow Flags.
The Green Flag may also be used, if deemed necessary by the Race Director or the Clerk of the Course, to signal the start of a warm-up lap or the start of a practice session.
For the qualifying sessions, the Green Flag must be waved simultaneously on the Starting Line and at the exit to the Assembly Area. It indicates to the drivers that the session has begun and that the timer is ticking.

Signs by flag which must be used by the Race Director or the Clerk of the Course on the Starting Line: a, b, c, d, e, f, g, h, i, j, k and l.

Signs by flag which must also be used at Track Marshals' posts: g and l .

Art. 10. Briefing

Art. 10.1. Definition

The Entrants’ and Drivers’ Briefing is a meeting organized by the Clerk of the Course or the Race Director for all Entrants and Drivers engaged in the Competition/Event.

Art. 10.2. Aim of the Briefing

•To remind the Entrants and Drivers of the specific points of the Supplementary Regulations concerning the Organization of the Competition/Event;

•To remind the Entrants and Drivers of the Safety notions, either general, or specific to the circuit in use;

•To give the Entrants and Drivers any clarification concerning the interpretation of the Regulations.

Art. 10.3. Presence

The presence of all the concerned Entrants and Drivers is mandatory throughout the Briefing, and at each Event/Event, under pain of a sanction or event of a possible disqualification from the Competition/Event. Any driver absent at the beginning of the briefing or during the briefing will be removed from his 2 best laps in qualifying practice. If a Driver does not attend twice at the Briefing during the same season, the Driver may be disqualified from the next event.

Art. 10.4. Time and Place

The time and place where the Briefing is taken place, are mentioned in the Supplementary Regulations of the Event and in the official timetable. The time is considered as of the beginning of the Briefing. The Briefing shall always be held place before the non-qualifying practice. Extra meetings may be organized if judged necessary by the Race Director/Clerk of the Course or the College of Sporting Commissars.

Art. 10.4. Particular case

In the event of special instructions imposed by the government, the briefing may be replaced by a video briefing, sent to all drivers and competitors, by e-mail and a permanent staff of the race director.

CHAPTER 3: LICENSES

Art. 11.1. Driver's License

The licenses are valid for the current calendar year and expire on 31st December of each year.

The driver/competitor/entrant is responsible at all times for the actions of his entourage (parents, mechanics, friends, guests etc.). They may be punished/sanctioned for people around them.

The drivers must hold a valid current license and the required authorizations (visas) issued by their NSA affiliated to the FIA-KARTING.
Each driver must confirm that he has read and understood in his name and that of any person concerned by his participation in the Event, the Code, the General Prescriptions, the Specific Prescriptions, the Appendix/Annexes, the Sporting and Technical Regulations and that he engages to fully observe and respect them.

2 types of license are delivered by the NSA:

- The National License allows its holder to participate in all the events listed on the NSA National Karting calendar of the license or to participate in a national race in another country with the NSA's Visa by whom the license has been delivered.

- The International License allows its holder to participate in all the events listed on the International Karting Calendar of the FIA-KARTING, in national karting events of his NSA and to other national meetings from another NSA accepting these drivers in their championships, with their NSA's Visa.

  KNAF drivers will be able to drive with a "Club" license only on KNAF Cup events.

  For further more information: see Annex B of the 2023 FIA-KARTING Karting Annual.

  The 2023 IAME Series Benelux is open to drivers holding a valid license following below table:

  - Mini – Mini Rookie : National Karting Mini
  - X30 Junior : FIA Karting G / F ou National Karting Junior
  - X30 Senior : FIA Karting E / F ou National Karting Senior
  - X30 Master : FIA Karting E ou National Karting Senior
  - X30 Super Shifter : FIA Karting E ou National Karting Senior

  A driver who held a Senior license may choose to drive in the Junior category if he has not reached the age of 15 years old during the year. This choice is definitive for the all championship and may not be changed. The same driver may only take part in one category.

Art. 11.2 Entrant License

Art. 11.2.1. Team Entrant License

This license may be delivered to any commercial company against presentation of an attestation mentioning his company registration number. (contact the ASN)

Art. 11.2.2. Minor Driver's License

If the driver is a minor, the license request must be accompanied by a parental authorization, legalized at the Town Hall and a Waiver of Rights signed by the parental authority, the legal guardian or the authorization of trustees. These signatures must be legalized by their local Town Hall.

Art. 11.2.3. Procuration

Any holder of an entrant's license may delegate, with a written procuration, his quality of entrant to another person holder of an entrant's license or to his team/karting club. The driver must advice the Official in charge of controlling the licenses or a Sporting Steward. The procuration must be written as follows and be given at the Administrative Controls.
"I, the undersigned, (name, first name) _____, legal representative of (name & first name of minor) _____, entrant license number _____,give procuration to (name, first name) _____entrant license number _____ , to represent me as entrant for the whole of the Championship/for the Event _____ (cross out what is not applicable
Signed at _____, the ___/____/20___
Signature of the legal representative + Signature of the representative"

Art. 11.2.4. Passes to Parc Fermé

Each driver will receive during the administrative control two passes (bracelets or badge) for the service parks (1 driver + 1 mechanic). These passes are valid for the entire duration of the event.

The Team Manager of an authorized dealer Iame Belgium or Iame Netherlands can obtain an additional pass for the service parks and must send the request at the start of the season to the promoter / organiser. It must clearly mention the name of the person for whom the pass is intended and this name will be indicated on the pass. Since the passes are nominative, it is impossible to be represented by a third person, even if they are part of the same team. Each form of fraud will result in immediate withdrawal of the pass for the remainder of the season. If lost, the pass will not be renewed.

CHAPTER 4: CHAMPIONSHIP OPERATING MODE

Art. 12.1. Calendar

The event calendar of the 2023 IAME Series Benelux is fixed as follow

- Mariembourg (Bel) : 17-19/03/2023
- Ostricourt (Fra) : 12-14/05/2023
- Genk (Bel) : 21-23/07/2023
- Genk (Bel) : 18-20/08/2023
- Mariembourg (Bel) : 22-24/09/2023

In the event of special instructions imposed by the government, the number of events may change (Cancellation, postponement, etc.)

Art. 12.2. Distance

Each race will have a fixed duration (in minutes) It starts after the formation lap(s) once the first kart crosses the starting line and the starter gives the start. After completing the scheduled number of minutes, the lead driver will receive the “LAST LAP” notification.
From this moment the peloton enters the last lap and the driver in the lead at the end of it will receive the checkered flag and will be declared the winner (subject to penalty)

The qualifying heats (or races 1 and 2) will last:
Mini-Rookie + Mini = 9 minutes + 1 lap
Junior – Senior – Master – Senior Cup - Super-Shifter = 10 minutes + 1 lap

The Finals will last:
Mini-Rookie + Mini = 11 minutes + 1 lap
Junior – Senior – Master – Senior Cup – Super-Shifter = 14 minutes + 1 lap

The start/finish line consists of a single line crossing the track. The classification determining the podium of the day will be the classification of the final.

Art. 12.3. Generalities

The 2023 IAME Series Benelux is open for all categories to drivers holding a Belgian license (national or international) as well as to all other drivers holding an international license from another NSA affiliated to the FIA, or holder of a national license accompanied by a visa from a ASN member of the FIA-KARTING.

Art. 12.4. Categories

The categories of the 2023 IAME Series Benelux are:

- Mini Rookie
- Mini
- X30 Junior
- X30 Senior
- X30 Senior Cup
- X30 Master
- X30 Super Shifter

Art. 12.5. Entry Fee

Each driver has the possibility to register for the whole events of 2023 IAME Series Benelux or to register for one (1) single race event. The Official Entry Form should be fulfilled correctly, completely and legible. The entry form is available on the website www.iameseriesbenelux.com. No other entry form will be accepted. This registration is only validated by a bank transfer to the account number mentioned on the entry form. For bank transfers made from abroad, any costs incurred must be assumed by the driver. Only bank statements from the account shown on the entry form serve as proof of payment.

2023 Season Fees :

Mini / Mini Rookie / X30 Master / X30 Senior Cup :

- One (1) race event 240,00 EUR
- One (1) race event Late Entry Fine** 240 + 50 = 290,00 EUR
  - Season Pass (All 5 races) 1075€

N.B.: One (1) race event = Saturday + Sunday access right to track

**Late Entry Fine is applicable in case of late registration, ie from ten (10) days before the race event concerned Five (5) days before the event concerned, there will be no way to register for organizational reasons.

Refund: In case of no participation, no refund, partial or total of the entry fee will be made.

X30 Super Shifter:

- One (1) race event 225 €
- One (1) race event Late Entry Fine** 225 + 50 = 275,00 EUR
- Season Pass (all 5 races) 1100€

NB: 1 event = Sunday

** The increased fees are applicable in the event of late registration, i.e. from 8 days before the event concerned. 5 Days before the event concerned, there will no longer be any way to register for organizational reasons.

Refund: In the event of non-participation, no refund, either partial or total, of the entry fee will be made.

X30 Junior / X30 Senior

- One (1) race event 295,00 EUR
- One (1) race event Late Entry Fine** 295 + 50 = 345,00 EUR
  - Season pass (5 races) 1450 €

N.B.: One (1) race event = Saturday + Sunday access right to track

Friday's access track fee included

**Late Entry Fine is applicable in case of late registration, ie from ten (10) days before the race event concerned. Five (5) days before the event concerned, there will be no way to register for organizational reasons.

Refund: In case of no participation, no refund, partial or total of the entry fee will be made.

Art. 12.6. Classification of the 2023 IAME Series Benelux

The classification of the 2023 IAME Series Benelux, which will also be the one of the Belgian Karting Championship 2023, will be established as follows:

- 2 Results counted by race event

  First (1st) Result = intermediate classification after Qualifying Heats
  Second (2nd) Result = classification of the Final

- Addition of the ten (10) results (Points acquired after the intermediate classification of the qualifying heats and the final at each of the 5 race events)

- Each driver will have to deduct his 2 less good results at the end of the championship

- A nil result following disqualification cannot be deducted.

The title of Belgian Champion will be awarded to the driver who has obtained the highest total points in his category.

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

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

If two (2) races/heats/final of the same event are canceled due to force majeure, the Promoter may schedule another event.

For each intermediary classification and each final, the points will awarded to the drivers as per below:

ATTRIBUTION POINTS FOR 2023 IAME SERIES BENELUX					
Classifiés A	Après MQ	Finale A	Classifiés B	Après MQ	Finale B
1er	80	80	37ème	33	33
2	76	76	38	31	31
3	73	73	39	30	30
4	71	71	40	29	29
5	70	70	41	28	28
6	69	69	42	27	27
7	68	68	43	26	26
8	67	67	44	25	25

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

Classified A = the first 36 after the QH (1st to 36th)

Classified B = the next 36 after the QH (37th to 72th)

Any driver disqualified from the race, after decision of the College of Sporting Commissars/Stewards, gives a score of zero (0) points for this race of the championship. This result may not be deducted from the results at the end of the season unless a contrary decision of the College of Sporting Commissars/Stewards.

A disqualification from a qualifying round, after a decision by the college of stewards, gives a result of 0 points for this race. This result, added to that of the other heats, can be deducted from the results at the end of the year unless the stewards decide otherwise.

A disqualification of an event results a score of zero (0) points for all the races of this event.

A non-start also results in zero (0) points for that race of the championship. This result may however, be deducted at the end of the season, as is the disqualification for non-compliant weights.

Art. 12.7. Draw

At the end of the season, to decide between two (2) drivers having scored equal total points in the final ranking of the championship, it will first be taken into account, the number of first places obtained during the whole championship races. Then, the number of second places, third places, etc. will be taken into account. If this procedure does not allow to decide the winning driver, the driver with the fastest time during the last qualifying session shall be declared as the winner.

CHAPTER 5: RACE EVENT OPERATING MODE

Art. 13. Generalities

The meeting will consist of at least non-qualifying practice, qualifying sessions, of warm-ups, of qualifying heats and a final phase.

a) Non-qualifying practice: the timing of the meeting must allow for one or many non-qualifyings practice for each category. Only drivers having satisfied to the Sportive Controls will be admitted.
b) Qualifying Session: see Article 18.B of FIA-KARTING Specific Prescriptions.
c) Qualifying Heats: see Article 18.C of the FIA-KARTING Specific Prescriptions
d) Final A: maximum 36 drivers may take part in the final. The drivers who's having been gained one (1) of the thirty-six (36^{th}) good positions throughout the Qualifying Heats.
   B final: the drivers classified from 37th to 72nd place at the end of the qualifying heats will compete in the B final (the B final is organized if there is a minimum of 46 registered drivers and participants).

   The starting grid order of the Qualifying Heats is determined by the result of the Qualifying Sessions.

   The starting grid order of the Final will be determined by the intermediate classification after the Qualifying Heats.

Art. 14. Non-Qualifying Practice

The track must be available for Non-Qualifying Practice before each competition during a period of minimum eight (8) minutes for each category. The material used during this Non-Qualifying Practice must correspond to the material noted on the "registration of material" form.

The start of the competition is official from the official non-qualifying practice. From that moment, the drivers will have to use their checked equipment (Chassis, engine, driver equipment) until the end of the competition.

Art. 15. Qualifying Sessions

Drivers who have satisfied the registration of the equipment can take part in a Qualifying Session of at least 6 minutes per category. During each session, the driver will start a maximum of two minutes after the start of the session. Any driver having crossed the line drawn at the exit of the Assembly Area will be considered as having started. His times (chrono) will be taken into account whatever the circumstances. All the complete laps are timed and the time retained is the best

(fastest) lap made during the session. In case of a draw between two (2) drivers, the second "best time" will be decisive, and so on in case of a new ex-aequo.

If more than thirty-six (36) drivers are registered for the same category or by decision of the organizer for security reasons, 2 distinct groups (or more) will be determined for the Qualifying Sessions, either by draw, or even odd driver's number, or following the rankings recorded in Non-Qualifying Practice. The classification of the Qualifying Sessions will be determined as follow: the fastest driver of the groups will be ranked as first (1st), the fastest driver of the other group will be ranked as the second (2nd). Then, the second (2nd) driver of the fastest group will be ranked as third (3rd), the second (2nd) driver of the other group will be ranked 4th and so on.

Art. 15.1. Classification

The classification of the Official Qualifying Sessions determines the starting grid order for each Qualifying Heats. The starting grid order for the Final will be decided by the Official Intermediary Classification after the Qualifying Heats.

Art. 15.2. Help

It is prohibited for anyone to help a driver after the line drawn at the exit of the Assembly Area. Any stop of a driver in the Repair Zone or in the Servicing Park Finish will be final during the Qualifying Sessions. In no case will he be allowed to restart.

Art. 16. Qualifying heats & Final

Art. 16.1 Qualifying heats

Divide the number of drivers into X series consisting of 18 drivers (or less) divided up according to the process below:

• If the number of registered drivers is 36 or less, the drivers will play 3 qualifying heats.
• If the number of registered drivers is greater than 36, a number of series with a maximum number of drivers equal to half the capacity of the track will be created: A, B, C, etc.

In the frame of the qualifying heats, all the series will meet according to the following diagram: A against B; Against C; B against C .., etc.

The results obtained by each driver in each of the qualifying heats are added together and allow to establish the classification of the qualifying heats.

Points will be awarded as follows:
0 points at 1st
2 points in the 2nd
3 points in the 3rd
4 points in the 4th
5 points in the 5th
and so on with increasing progression from one point per ranking place to the last ranked.

The possible ex-aequo will be decided according to the classification of the timed practice.

Art. 16.2 Final

During each race event of the 2023 IAME Series Benelux, a final will be organized for each category.

A driver who does not finish a race will be classified according to the number of laps he has completed.

Art. 17. Starting Grid

See Article 2.19 of the FIA-KARTING General Prescriptions.

Art. 17.1 Generalities

In the case of “forces majeures” or unavoidable circumstances beyond the control of the Organizer, the College of Sporting Commissars/Stewards may replace the Qualifying Sessions by a draw. After each Qualifying Sessions, the starting grid order will be posted on the official posting board. The situation of this board is mentioned in the Particular Regulations of the race event. Only the drivers listed will be authorized to take part in the races (finals).

Any driver whose kart is unable to start for any reason, or who has good reason to believe that his kart will not be ready to start, must inform the Assembly Area Responsible, who will warn the Starter and/or Race Director/Clerk of the Course.

Art. 17.2. Access

The access to the grid is permitted until five (5) minutes before the planned schedule in the Timing for a Qualifying Heat or the Final. Any kart which has not taken its place on the grid by this time will no longer be allowed to do so, except under exceptional circumstances left to the appreciation of the Race director/Clerk of the Course. Any driver present, with his kart, on the grid in time will be considered to be a starter.

It is the responsibility of the drivers to have successfully passed the controls of tires (Scanning) and of the front spoiler (in the concerned categories) allowing them to access the pre-grid on time.

The times indicated are those of the start of the heat.

Art. 18 Start

See Article 2.20 of the FIA-KARTING General Prescriptions.

The Sporting Stewards may use any system, photo, video or electronic device susceptible of helping them to come to a decision. The Sporting Stewards' decisions may prevail over those of a Judge of Fact. Any infringement of the Code or of the Sporting Regulations concerning the starting procedure may lead to a penalty, or even moreover the disqualification from the heat or the exclusion from the whole race even for the driver concerned.

Art. 18.1. Rolling Start

The start will be given by the use of electric lights or in the case of “forces majeures” by the National flag. The start may only be rolling or standing, the grid consisting of two lines of karts. The type of start must be stipulated in the Particular Regulations of the race event. The starting procedure will be explained during the briefing.

As soon as the Starter/Race Director indicates by the use of a green flag that the karts may begin their formation lap, the drivers are under Starter's orders and the starting procedure has begun. They may no longer have any external help. Any driver who was not ready on time, with his kart,

to be under the Starter's orders may not leave the Assembly Area without the permission of the Starter.

The karts will cover a minimum of one (1) formation lap before the start is given. During this formation lap, it is forbidden to zig-zag and overtake another driver after the red line, under risk of receiving a penalty from the Sporting Commission. If a driver stops during the formation lap, he may not try to restart before being overtaken by all the rest of the participants. In the case of a driver trying to restart all the same before the end of the formation, the Black Flag will be shown to him and he will be excluded from the race concerned. It is forbidden to zig-zag or brake inadvertently during the warm-up lap.

In the case of a rolling start, a driver left behind has the possibility to regain his position on the grid only if this manoeuvre does not hinder other drivers and in any case before crossing the red line on the first warm up lap that will be indicated by the Starter/Race Director/Clerk of the Course

during the Briefing. It is totally forbidden to regain his own place, and this in the two cases, to use any other route other than the official route used for the race, under risk of exclusion from the race (Black Flag). The Starter/Race Director who considers that a driver has been immobilized by the fault of another driver may stop the formation lap and recall for a new starting procedure with the original grid, or allow the driver concerned to regain his place on the starting grid.

If the Race Director/Clerk of the Course gives a second warm up lap, a driver who was unable to regain his place before the red line during the first warm up lap may try to do so in the second. However, even several warm up laps, regain his place after the red line remain prohibited, with the possibility of a sanction (Black Flag).

During the formation lap, it is forbidden to perform start simulations and to brake inopportunely. The speed should be constant and moderate. A driver moving too slowly may be penalised. Any attempt to postpone a departure may be sanctioned. It is forbidden to push another driver. Drivers will be able to accelerate at the start of the starting straight and leave the lanes as soon as the lights go out.
In the case of repeated jump starts or incidents during the formation laps(s), the Starter/Race Director, acting as a Judge of Fact, may stop the starting procedure using and showing the Red Flag.

The drivers must stop on the straight where the starting grid is. The Starter may inform the College of Sporting Commissars who will have the right to inflict a penalty to the guilty.

A new starting procedure will begin, either immediately, or within a delay of maximum thirty (30) minutes. The starting grid will remain the same as the initial grid. Any driver present in the Assembly Area or in the Repair Zone before the procedure was stopped, may take part in the new formation lap.

Any driver trying to anticipate or delay the start will be penalized.

As soon as the start has been given, the race conditions are in force and it is prohibited to give any external help to a kart, unless it is to help to park it in a safe place.

Art. 18.2. Standing Starts for karts with gear box

At the end of the formation lap, the drivers must take their place on the starting grid. The Race Director/Clerk of the Course will be on the starting line, Red Flag raised.

All the lights will remain switched off until all the karts have taken their place on the grid. When all the karts are immobilized on the grid, an Official/Track Marshal will raise a Green Flag at the

rear of the grid. The Race Director, his Assistant and the Track Marshal shall evacuate the track together and the drivers will be under Starter's orders.

The Starter will launch the Red Lights sequence (one by one). The start will be considered given when the lights, manually controlled by the Starter or Race Director, are switched off. If he is not satisfied with the starting procedure, the Starter will switch on the flashing yellow lights, which signifies that another formation lap must be done. If a driver is unable to start, he is obliged to remain in his kart and to signal this fact by raising his arms.

During the formation lap(s) it is forbidden to simulate starts.

During a standing start, a driver left behind must start up without any external help and he may no longer regain his original place on the starting grid. He must start from the last place available on the starting grid. The empty places on the starting grid must therefore remain empty.

Art. 19 Suspension/Neutralization of a qualifying heat or of a Race

See Article 2.21 of the FIA-KARTING General Prescriptions

The Race Director/Clerk of the Race may decide to neutralize a Qualifying Heat or a Race. This procedure will only be used in the case of obstructions on the track or if the drivers or the Officials are at risk of an immediate physical danger, in a case which does not, however, justify the interruption of a Qualifying Heat or a Race.

When the order is given to neutralize a qualifying heat or a race, all the observation posts will display waved Yellow Flags and a "SLOW" signs (yellow sign with the inscription "SLOW" in black), which will continue until the end of the neutralization. The yellow flashing lights will show at the start-finish line.

All the karts in the race must get into line behind the leader and it is absolutely forbidden to overtake. Overtaking is only authorized if a kart slows down because of serious problems.

The leading kart is responsible for the speed during the neutralization laps, a moderate speed and all the other karts must remain in formation, as close together as possible.

During the neutralization, the karts may go to the Repair Zone, but they may only return to the track when authorized by a Steward. A kart returning to the track will advance at a moderate speed until he has reaches the end of the line of karts following the leader.

When the Race Director or Clerk of the Course decides to end the neutralization procedure, the flashing yellow lights will be switched off, which will signify to the drivers that racing will begin again after passing the start line the next time round. During the last lap of neutralization, the "SLOW' signs will remain visible and the Yellow Flags will be shown fixed.

At this moment, the leading kart will still be responsible for the speed, still a moderate speed. The restart of the race will be indicated by the Race Director or the Clerk of the Course by the use of a Green Flag waved beside the start line. Until the karts have passed the line at the end of neutralization, all overtaking is forbidden.
Approaching the line where the Green Flag will be waved, the drivers may not accelerate before the yellow line which precedes the start-finish line. The yellow flags and "SLOW" signs will no

longer be displayed and they will be replaced by waving Green Flags. These flags will be displayed during one lap maximum.

Each lap covered during the neutralization counts as a lap of the race.

If the race ends during the neutralization, the karts will be presented with the chequered flag in the usual manner. Overtaking is only allowed if another kart has slowed down because of a serious problem.

Art. 20. Stop of the race

If the signal of suspension is given by the Red Flag:

- During Non-Qualifying Practice or Qualifying Sessions: all the karts must immediately reduce their speed and return to the entrance to the Servicing Park Finish and all the karts abandoned on the track shall be collected.
- During the Race: all the karts must immediately reduce their speed and return to the entrance to the Servicing Park Finish, knowing that:

  - The classification of the race will be that of the classification at the end of the lap preceding the one during which the Red Flag was shown.
  - That the karts and/or assistance vehicles are not to be found on the track.
  - That the track may be totally obstructed because of an accident.
  - That the weather conditions may have rendered the track dangerous.

Art. 21. New Start

See Article 2.23of the FIA-KARTING General Prescriptions.

Art. 22. Finishes

See Article 2.13 of the FIA-KARTING General Prescriptions.

Art. 22.1 Finishes

The sign that the race is finished will be given on the finishing line as soon as the leading kart has, either:

- Covered the whole distance of the race
- Covered the furthest distance during the duration of the race (see the Timing: in the Particular Regulations of the event).

If the end of the race is signaled before the leading kart has covered the scheduled number of laps or that the scheduled duration has passed, the race will be considered finished when the leading kart passes the finishing line for the last time before the signal had been given, in conformity with article 20.

If the signal of the end of the race is delayed, the race will be considered finished at the moment when, under normal conditions, the end of the race would have been decided if there had not been a delay.

For a finish to be judged valid, all drivers must have crossed the finishing line at the wheel of his kart and with a functioning motor.

Art. 22.2. Arrival Assistance park

After having received the sign of the end of the race, all the karts must return directly to the Servicing Park-Finish without stopping and without external help. (except of a Track Marshal, if necessary). Any classified kart unable to return to the assistance park-finish by it's own means will be placed under the exclusive control of the Track Marshals, who will make sure that the kart returns to the assistance park finish in all regularity (a particular attention will be paid to the front spoilers).

See Annex 1

Art. 23. Classification during a Race event and Prize Giving

The prize giving by category will take place at the end of the event, the Sunday evening. The place and time exact will be mentioned in the Particular Regulations of each event or in the official

timetable. During this prize giving ceremony, the first 3 drivers in each category will be rewarded. This will be the first 3 placed drivers in the final. To be able to receive this prize, they should be present at the ceremony.

Art. 24 Timekeeping

The timekeeping will be electronic. The presence of an AMB TranX160 ou AMB X2 functioning transponder is mandatory as of Non-Qualifying Practice, under risk of a 50€ fine. The driver is responsible for the functioning, the recharging and the mounting of the transponder (personal or rent) following the provided mounting plan, given by AMB. Any failure will result in the annulation of recorded times.

If a driver loses his transponder, he may under no circumstances dispute his times or his classification. The drivers may either use their own transponders or rent one from the Organization (25 € for each Race event). If a driver loses or mislays a rent transponder from the Organization, he will be billed for the cost price (280 € incl. VAT).

The rent transponders from the Organization will be distributed before the first session of Non-Qualifying Practice in each category.

Art. 25. Incidents

See Article 2.24 of the FIA-KARTING General Prescriptions.

Art. 25.1.

An incident implies a fact or series of facts involving one or more drivers (or any action by a driver brought to the notice of the Sporting Stewards by the Race Director or the Judge of Fact or noted by the Sporting Commission and reported to the Race director for inquiry), who have:

- Caused a stoppage during a race/session.

- Violated the FIA International Sporting Code or the FIA-KARTING General Prescriptions or the General Prescriptions of the present Sporting Regulations.
- Has made a jump start.
- Violated the respect of flags.
- Caused one or more karts to make a jump start.
- Caused an accident.
- Pushed another driver off the track.
- Illegitimately prevented a legitimate manoever or overtaking of another driver.
- Illegitimately hindered another driver during a manoever or overtaking.

Art. 26. Penalties

As part of the IAME Series Benelux 2023, the College of Sporting Commissars may consider any penalties / warnings incurred by a driver during the previous event (s) of the respective championship. The Organization will keep the list of penalties incurred by the drivers during all the championship events and will make them available to the president of the College of Sporting Stewards.

a) It will be up to the Stewards to decide if a driver (s) is / are involved in an incident; He (they) must not leave the circuit without the consent of the College of Sporting Commissars.
b) If a driver is involved in an incident and has been informed by the Stewards within 30 minutes after the end of the race, he must not leave the circuit without their consent.
c) The College of Sporting Commissars may use any video or electronic system that may assist them in making a decision. Videos provided by competitors have no regulatory value and will not be viewed.

The Sporting Commissars shall inflict a 10 second penalty on any driver who has caused an incident.
If the incident is caused during a qualifying practice session, they must proceed to the cancellation of their three best times achieved in the concerned session. However, taking into account its severity, the Sporting Commissars may decide, instead of the penalty in 10 seconds, a penalty among those provided in the scale of penalties in Article 12.3 of the International Sporting Code (see Article 26 1).

26.1 Scale of penalties

The penalties that can be inflicted are as follows:

a) a blame;
b) a fine;
c) carry out of activities of general interest;
d) a removal of the qualification lap (s) of a Driver;
e) a position (s) recoil on the grid;
f) the obligation for a Driver to start the Race from the pit lane;
g) a penalty in time or in turn;
h) the decline of range in the classification of the Competition;
i) the disqualification;
j) the suspension;
k) the exclusion.

The last 2 penalties can only be inflicted by the Sporting Tribunal or the National Appeals Tribunal.

26.1.2 The time penalty means a penalty in minutes and / or seconds.

26.1.3 Penalties may be applied in subsequent competitions of the same championship, cup, trophy, challenge or series.

26.1.4 Each of these penalties can only be inflicted after regular investigation.

26.1.5 For all FIA Championships, cups, trophies, challenges or series, the College of Sporting Commissars may decide the following penalties applicable to the Entrants and the Drivers: disqualification for one or more Competitions, fine, withdrawal of points for the Championship, cup, trophy, challenge or series.

26.1.5.a Points should not be waived separately for Drivers and Competitors, except in exceptional circumstances.

26.1.5.b These penalties may, where appropriate, be cumulated or suspended.

26.1.6 The Sporting Tribunal may also impose direct prohibitions to take part or play a role, directly or indirectly, in competitions, events or championships organized, directly or indirectly on behalf of or by the FIA, or subject to the rules and regulations. decisions of the FIA.

26.1.7 The RACB Sports Court may prohibit access to the circuits on which official competitions take place

Art. 27 Scrutineering

Art. 27.1.

The Organizer/Promoter of the meetings will provide the necessary personnel for the management of the Parks "start", "finish" and "fermé". On top of this, they must provide minimum 2 walkie-talkies to remain in contact with the Race Director: 1 for the Scrutineer and 1 for the President of the Sporting Commissars College. The Organizer/Promoter will also provide a room for the Scrutineers with two tables, an electricity supply and a TV screen which will show the results of the concerned session.

The dismantling of any part of the chassis or the engine during the technical control must be carried out by the driver's mechanic who must, in addition, have his own tools.

Art. 27.2.

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

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

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

Art. 27.3

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

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

Art. 27.4

If the material/part is declared as in non-conformity, this must remain at the disposal of the

Technical Commission and it will be sealed in the presence of the Driver. The refusal of this Scrutineering will automatically lead to, and without appeal, the suspension of the

Driver and the entrant for the whole of the Belgian Karting Championship. The driver is entirely responsible for the conformity of his material.

The Scrutineers may keep the dismantled material/removed part the length of time necessary for the Scrutineering. The non-conform parts will be kept until the end of the Belgian Karting Championship.

The whole of the material will be kept until the results are official. Following a reclamation, when a decision concerning the conformity of the engine or fuel has been made, the financial settlement of the dispute will take place as follows:

1. The complainant has reason:
    a) The complainant is completely refunded.
    b) The succumbant (faulty Entrant) will pay the cost of dismantling.
    c) The succumbant (faulty Entrant) must pay the RACB an amount equal to the guarantee.
    d) The succumbant (faulty Entrant) loses all the points earned during this meeting of the IAME Series Benelux 2023.
    e) The succumbant (faulty Entrant)) is excluded from the Belgian Karting Championship only in the case of non-conformity of the cubic capacity.
    f) The succumbant (faulty Entrant)) may be referred to the National Sporting Court.

2. The complainant does not have reason:
    a) The complainant pays the cost of dismantling.
    b) His guarantee will be paid to the RACB.
    c) If the Entrant is recognized innocent he will receive the costs of dismantling according to the table in Art. 27.3

Art. 28. Particular Dispositions

Art. 28.1 Front Careenage and mounting kit for front careenage

The use of a FIA-KARTING mounting kit 2023-2024 (003-BK-01) and a FIA-KARTING officially approved 2023-2023 front careenage (See the list on FIA Karting website) is mandatory except Mini and Mini Rookie class. The technical commission reserves the right to refuse a front careenage or it's components which are not of the required standards with the objective of a regular disconnecting of it in the case of a collision (compulsory conditions for the front careenage before FIA-KARTING 2015-2023).

The driver must arrive in the Starting Assistance Park with the front bumper unattached.

Art. 28.2. Penalty applicable for non-conformity of front careenage

The black flag with orange disk + race n° (Technical problem) is not systematically shown to drivers whose front careenage is not in the correct position.
A penalty of 5 seconds will be applied after verification of the facts by the Officials (Race Director,

Judge of Fact, Stewards and Scrutineers) at the passing of the finish line, while returning to the Assistance Park or before being weighed on the scales.

The penalty is incontestable and final. The Driver is notified of the penalty in the Finishing Assistance Park and each Driver concerned is invited to sign the report form. The report form is

sent to the Sporting Commissars College and the penalties are immediately applicable. The Drivers/Entrants having received a penalty will not be called to the Sporting Commissars College.

A driver who voluntarily provokes the unhooking of the front fairing of another competitor (fact established by an official or judge of fact) will be sanctioned by the Sporting Commissars College.

It is strictly forbidden for anyone to attempt to reattach or reattach the front fairing themselves, be it on the track, the pick-up truck or in the entrance zone to the scales under threat of exclusion from qualifying sessions, qualifying heats or the final.

Any modification established and proven of the officially approved FIA-KARTING fixing system or one of its components will lead to the exclusion of the driver from the meeting, and this without possibility of appeal.

Art. 28.3. Technical Drawing Nr. 2c and 2d

See 2023 Sport Karting Annual

Art. 29. Reclamation - Appeal - Fine

Reclamations can only be introduced by an entrant taking part in the event and in the category in which he is concerned. Under threat of nullity, they must be made in writing and be introduced within the 30 minutes following the posting of the non-official results on the official posting board for the final and within 10 minutes for the qualifying sessions and qualifying heats.

Under threat if nullity, the reclamations must be given to a Sporting Steward. The cost of a reclamation is 500€.

In the case of a reclamation for a technical point, all the dismantled parts will remain at the disposal of the Technical Commission until the end of the engaged procedure.

All the fines and rights for reclamations must be paid in cash to the Sporting Commission before any other participation in a race/session of this Event.

An eventual appeal must be accompanied by 1000€ (national appeal) An eventual international appeal must be accompanied by a right of appeal of 6000€.

Art. 30. Competences

During the IAME Series Benelux event, the Race Director(s), the Secretary of the Meeting and the Starter must be approved by RACB Sport beforehand. The other responsible will be chosen by the Organizer/Promoter.

The Sporting Commissars/Stewards and the Technical Commission will be designated by RACB Sport. All the Officials mentioned in the Particular Regulations must hold an official license.

The Promoter will provide one or more technical controllers to assist the Scrutineers designated by the RACB.

The number of Track Marshals in charge of security on the track and the name of the team will, for each meeting, be mentioned in the particular regulations and approved by the RACB.

Art. 31. Reports - Official Documents during the event

The posting of official documents as well as decisions made by the Sporting Commission and the results of each session/race must be done in an effective manner on the official posting board, the placing of which will be stipulated in the Particular Regulations of the manifestation. The date and time must also be mentioned on the official documents as well as the Sporting Stewards' signatures.

Art 32. Numbering

In the IAME Series Benelux, an identical numbering identical of the Iame Series International will be adopted, as follow:

- Mini 800 to 899
- Mini Rookie 900 to 999
- X30 Junior 100 to 199
- X30 Senior 200 to 399
- X30 Master 400 to 499
- X30 Senior Cup 600 to 699
- X30 Gentleman 500 to 599
- X30 Super Shifter 700 to 799

The number 1 is, each time, reserved for the champion of the past year if he remains in the category. Each driver will have a unique number that will keep all year.

Art 33.

Heating or engine tests are strictly prohibited in paddocks, car parks or the parc fermé. It is only allowed to check that the engine starts correctly (see also Article 26).

Art 34.

The organizer, the RACB Sport and the promoter of the events as well as the owners of the circuits decline any responsibility in case of theft of equipment during a test of the IAME Series

Benelux 2023. Each driver, competitor or team is responsible for all his equipment in the paddock, on the track or in any private space. The French text of this regulation shall prevail.

The internal rules of each circuit of the championship must be applied by all participants.

This Sporting Regulations has been approved the visa number S01-ISBNL/B22 (09/03/2023)

ANNEX 1

DISPOSITION
ASSISTANCE PARKS, PRE-GRID, PARC- FERME

DEFINITIONS

Assistance Park "Start"

Zone situated between the Paddock and the Pre-Grid with restricted access where the Driver and only one of his Mechanics may enter.

Assistance Park "Finish"

Zone situated between the Track and the Paddock with restricted access where the Driver and only one of his Mechanics may be present.

Pre-Grid

Zone where the karts are placed on the ground, on a defined position posted in advance, while awaiting the start of the warm up lap.

Parc Fermé

Closed Zone, situated next to the Assistance Park-Finish and where the material is parked during reglementary periods "and/or" while awaiting controls.

Only the Officials making the controls and the concerned Mechanics may enter.

NORMAL CONDITIONS

All starting of motors is prohibited in the Assistance Parks Start and Finish, Parc Fermé as well as on the Pre-Grid before the Motor sign is shown. After a justified request, after permission and under the control of the Scrutineers, the starting of a motor may be authorized in these different zones.

Team Managers and Motorists

The Team Managers and Motorists may enter the Assistance Parks Start and Finish as well as the Pre-Grid. They must wear and show their pass which will have been given to them **exclusively** by the Organizer. They may in no way intervene with a kart in the Assistance Parks Start and Finish as well as on the Pre-Grid, except at the request of a Scrutineer.

Assistance Park "Start"

Only the mounting and demounting of wheels, the adjustment of the width of the track and the adjustment of tire pressure are authorized.

Any intervention for the sake of security may only take place with the authorization of a Scrutineer.

Assistance Park "Finish"

Only the **control** of tire pressure is permitted after the weighing.

Any intervention must be made after receiving permission from a Scrutineer.

Pre-Grid

Only the **control** of tire pressure is permitted.
Any security-related intervention can only be done with the authorization of a technical steward. If the intervention is authorized, the pilot must then start in last position.

Pre-Grid Closing

The displayed time is the time of the closing of the Pre-Grid gate. **Each driver must have passed the gate before the posted time**, a hooter will announce that 5 minutes remain before the gate is closed.

Any driver presenting himself late will not be permitted to enter.

When the karts move off for the warm up lap, if a kart does not start, **any intervention, no matter what**, from the Mechanic means that the kart will start in last position.

The disrespect of these provisions will lead to the black flag being shown and the disqualification from the heat.

Parc-Fermé

All intervention is prohibited without the permission of a Scrutineer.

EXCEPTIONAL CONDITIONS

In the case of a sudden change of weather while the drivers are on the Pre-Grid, only the Race Director may decide to delay the start.

All the drivers will be allowed to return to the **Assistance Park Start** to enable them to change to a wet configuration, under the supervision of the Scrutineers.

Will therefore only be authorized:

- the demounting and remounting of wheels

- the adjustment of the width of front and rear tracks
- the control and adjustment of the tire pressure
- the replacement of the spark plug
- the turning of the air box OR the posing of rain protection

Any other intervention is formally **prohibited.**

These interventions may only be made by the **driver** and his **mechanic**. All other assistance is prohibited.

The **disrespect** of these provisions will lead to a ban on entering the pre-grid or being presented with the **black flag** and therefore being disqualified in the heat.