

GENERAL DESCRIPTIONS

2) Sporting Prescriptions

2.1 - Application of the General Prescriptions All Supplementary Regulations of Competitions entered on the CIK-FIA International Sporting Calendar must comply with the International Sporting Code (hereafter referred to as «the Code») and its Appendices, to the Official Bulletins of the FIA and of the CIK-FIA and to these General Prescriptions («the Prescriptions»).

2.2 - Statute of Competitions All Competitions must be entered on the CIK-FIA International Sporting Calendar in the respect of the Code.

2.3 - Eligible karts

2.3.1 - Only karts complying with the CIK-FIA Karting Technical Regulations 2019, with the Recognition Regulations or, failing this, with any regulations of the ASN concerned submitted to the approval of the CIK-FIA, may be accepted in a Competition. The safety prescriptions of the CIK-FIA must always be applied (Article 3 of the Technical Regulations of the CIK-FIA, Safety of Karts and Equipment).

2.3.2 - it is mandatory to use the following equipment with a valid CIK-FIA homologation:

- chassis;
- bodywork elements (front panels, front fairings, front fairing mounting kits, side bodywork and rear wheel protections);
- tyres (for Junior classes – Option tyres / for Senior classes – Option or Prime tyres).

The list of CIK-FIA homologated equipment is available on the CIK website, www.cikfia.com. If the ASN organising the International Competition (except Superkart) concerned applies to use non-CIK homologated engines, the performance of the engines in Junior and Senior classes used in that Competition shall not exceed that of the CIK-FIA homologated engines concerned. Therefore, the ASN organising the International Competition concerned has to submit to the CIK-FIA office a technical data sheet with all technical information of the engines concerned.

2.3.3 Front Fairing & Front Fairing Mounting Kit

it is mandatory to use of a homologated front fairing and of the homologated front fairing mounting kit. As from the Qualifying Heats until the final phase, each Driver must enter the “Start” Servicing Park – Assembly Area with the front fairing detached from their kart. The Mechanic or the Driver himself must mount the front fairing in the “Start” Servicing Park – Assembly Area under the supervision of a Scrutineer. During Qualifying Heats and final phase, the front fairing can only be installed in the correct position in the Repair Area. As from the moment the “Last Lap” panel is presented to the Drivers, the Repair Area will be closed. Correct installation of the “Front Fairing” The front fairing (using the front fairing mounting kit) must be in the correct position as from the Qualifying Heats until the final phase, as described in Technical Drawing No. 2d. If the Scrutineers/Judges of Fact report, after Qualifying Heats and final phase races, that the front fairing on one or more karts was no longer in the correct position when the “black and white chequered flag” was waved and the kart(s) concerned crossed the finish line, a time penalty of 5 seconds will be automatically imposed in all cases by the Stewards on the Driver(s) concerned. This decision is not subject to appeal. The Competitors concerned shall not be invited to sign the decision documents. Should a Driver or a third party be found/proved to have intentionally put back in place a front fairing that was not correctly positioned during the last lap or after the “black and white chequered flag” was waved, the Driver

concerned will be disqualified from the Competition.

2.7 - Driver must be the holder of an International Entrant's/Driver's Licence (Article 9.1 of the Code) valid for Karting and for the current year, issued by the ASN affiliated to the FIA, as well as of the authorisation previously granted by that ASN if it is not the Organiser (Article 3.9 of the Code). Entrants' licences may not be delivered to persons who are still under age and do not have full legal capacity.

2.9 - General conditions

A. It is the Entrant's responsibility to ensure that all persons concerned by his entry observe all the requirements of the Code, the Technical Regulations and the Sporting Regulations. If an Entrant is unable to be present in person at the Competition, he must nominate his representative in writing. The person having charge of an entered kart during any part of a Competition is responsible jointly and severally with the Entrant for the respect of all the provisions of the Code and of the CIK-FIA Regulations.

B. Entrants must ensure that their karts comply with the conditions of eligibility and safety throughout practice and the race.

C. All persons concerned in any way by an entered kart or present in any other capacity whatsoever in the Paddock, Servicing Parks or on the track must wear an appropriate pass at all times.

2.10 - Scrutineering and Sporting Checks

A. During the initial Scrutineering and Sporting Checks, which will take place on the dates and at the locations specified in the Supplementary Regulations of the Competition, each Driver and each Entrant must have all required documents and information available.

B. Unless a waiver is granted by the Stewards in particular circumstances, Drivers and Entrants who do not keep to the time limits imposed will not be allowed to take part in the Competition.

C. An Entrant, a Driver or any other person concerned by a kart may not be required to sign a discharge or any other document which has not previously been approved by the CIK-FIA.

D. The Clerk of the Course or the Chief Medical Officer may ask a Driver to undergo a medical examination at any time during a Competition.

F. At any time during a Competition, the Scrutineers may: a) check the eligibility of the kart or of the Driver's equipment, b) require a kart to be dismantled by the Entrant to make sure that the conditions of eligibility and conformity are fully satisfied, c) require an Entrant to supply them with such parts or samples as they may deem necessary.

G. Any kart which, after being passed by the Scrutineers, is dismantled, modified or mended in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for Scrutineering approval.

H. The Clerk of the Course may require that any kart involved in an accident be stopped and checked.

I. Checks and Scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organisation of the Servicing Parks and/or the Parc Fermé, and who alone are authorised to give instructions to the Entrants.

J. The Stewards will publish the findings of the Scrutineers concerning every karts controlled and will place them at the disposal of other Entrants on request. These findings will not include any specific figures except concerning fuel tests.

K. Submitting a kart to Scrutineering shall be considered as an implicit statement of conformity.

L. At the Sporting Checks, each Driver will receive an «Technical Passport». All details relating to the full driver equipment must be entered on this form before submission to Scrutineering. An incomplete «Technical Passport» will be rejected.

N. A Driver shall not be allowed to change his/her equipment after it has been made sporting check to event.

O. Systems for the measuring of the maximum engine revs and/or for the control of the clutch functioning may be used in categories where engine speed limits and/or limits regarding clutch functioning are prescribed. They shall be installed in the strict respect of the relevant instructions.

P. On decision of the Stewards, the Scrutineers will be authorised to interchange Entrants' ignition systems for the system supplied by the CIK or the ASN concerned. The substitution ignition system will have to be of the same make and same model as the one used by the Entrant concerned.

2.11 - Access to the track

Only the Officials provided for on the Officials' list in the Supplementary Regulations of the Competition will have access to the track. Representatives of the press may be given access to the track only if they have expressly asked the Organiser to do so and if the authorisation has been granted to them. They must also respect any safety instructions given by the Officials.

2.12 - Fuel

The fuel used must comply with the prescriptions of the Technical Regulations (Article 2.21 of the Technical Regulations General Prescriptions).

2.13 - Parc Fermé

A. Only those Officials charged with the checks may enter the Parc Fermé. No intervention whatsoever may be carried out therein without the authorisation of these Officials.

B. As soon as the chequered flag is displayed (Finish), the Parc Fermé regulations will apply for the area between the Finish Line and the entrance to the Parc Fermé.

2.14 - General safety

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; 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, except if he 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 may reach only by his 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 must evacuate the track as soon as possible for safety reasons.

K. If a Driver is involved in a collision, he 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 intention in due time and shall ensure that he 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 rejoining 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. It is forbidden to circulate with motorbikes, scooters or any other motorised devices in the Paddock. The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Areas (see Article 20 of the International Sporting Code) is strictly prohibited. Offenders will be penalised by a fine of minimum 250 €. In the event of repeated breach, the stewards may disqualify the driver concerned of the competition. In application of Article 12.2.3 of the Code, appeals against the stewards' decisions have no suspensive effect when in the course of the same Competition, a further breach is committed justifying the Disqualification of the same Competitor.

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.

S. In the case of a «wet race» (conditions signalled by means of a panel by the Race Direction or the Race Director), the choice of tyres will be left to the appreciation of the Drivers, the Race Director or Clerk of the Course reserving the right to use the black flag if he deems that a Driver's kart is fitted with the wrong set of tyres and that the Driver is too slow and dangerous for other Drivers. The use of «slick» tyres is therefore mandatory in any other case.

2.15 - Signification of flags

Flag signals to be used by the Race Director, the Clerk of the Course or his deputy at the start line:

(a) National flag: This flag is normally used to start the race. The starting signal must be given by lowering the signal which, for standing start Competitions, must not be raised above the head until all karts are stationary and in no case for more than 10 seconds. This flag shall only be used in certain circumstances (e.g. in the case where the light signals no longer function) and for Qualifying Practice.

(b) Red flag: This flag must be waved at the start line when it has been decided to stop a practice session or the race. The red flag may also be used by the Clerk of the Course or his deputy to close the circuit.

(c) Black and white chequered flag: This flag must be waved. It signifies the end of a practice session or a race.

(d) Black flag: This flag should be used to inform the Driver concerned that he must stop at his pit or at the place designated in the Supplementary or Championship Regulations on the next approach to the Parc Fermé entrance. If a Driver fails to comply for any reason, this flag should not be shown for more than four consecutive laps. The decision to show this flag rests solely with the Stewards of the meeting. The Entrant concerned will immediately be informed of the decision.

(e) Black flag with an orange disc (40 cm in diameter): This flag should be used to inform the Driver concerned that his kart has mechanical problems likely to endanger himself or others and means that the

he must stop at the assembly area on the next lap. When the mechanical problems have been rectified, the kart may rejoin the race.

(f) Black and white flag divided diagonally: This flag should be shown only once and is a warning to the Driver concerned that he has been reported for unsportsmanlike behaviour. These last three flags (in d, e & f) should be shown motionless and accompanied by a black board with a white number which should be shown to the Driver of whose kart the number is displayed. These flags may also be displayed at places other than the start line should the Race Director or the Clerk of the Course deem this necessary. Normally the decision to show the last two flags (in e & f) rests with the Race Director or the Clerk of the Course; however, it may be taken on request of the Stewards of the meeting in order to impose a sporting sanction.

(g) Blue and red flag (double diagonal) with number: The Driver concerned must stop before being lapped or also when he has been lapped. This flag may only be used if it is provided for in the Championship, Cup or Trophy Sporting Regulations or in the Supplementary Regulations of the Competition. * Flag signals to be used at observation posts:

(h) Yellow flag: This is a signal of danger and should be shown to Drivers in two ways with the following meanings: - single waved: reduce your speed, do not overtake and be prepared to change direction. There is a hazard on the edge or on part of the track. - double waved: reduce your speed, do not overtake and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track. Yellow flags should normally be shown only at the marshals' post immediately preceding the hazard. Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.

(i) Yellow flag with red stripes: This flag should be shown motionless to inform Drivers that there is a deterioration of adhesion due to oil or water on the track in the area beyond the flag. This flag should be displayed for at least 4 laps unless the surface returns to normal beforehand. However, it is not necessary for marshals in the sector beyond the place where this flag is being shown to show a green flag.

(j) Blue flag: This flag should normally be waved, as an indication to a Driver that he is about to be overtaken.

(k) White flag: This flag should be waved and is used to indicate to the Driver that there is a much slower vehicle on the sector of track controlled by that flag point.

(l) Green flag: This flag should be used to indicate that the track is clear and should be waved at the observation post immediately after the incident that necessitated the use of one or more yellow flags. It 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.

2.16 - Instructions and communications to Entrants

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

2.17 - Practice

A. The discipline applied in the Servicing Parks and on the track as well as the safety measures will be the same for all practice sessions as those applied for Qualifying Heats and the races of the final phase.

B. No Driver may take the start of a Race without having participated in at least one Free Practice session.

C. The Clerk of the Course or the Race Director may interrupt Practice as often and for as long as he deems it necessary for the clearance of the track or the removal of a kart. Further, if, in the Stewards' opinion, the stop is deliberately caused by a Driver, the times he has achieved in that session may be cancelled and he may be refused the authorisation to participate in any other Practice session. In the case of Free Practice only, the Race Director or the Clerk of the Course, with the Stewards' agreement, may decide not to resume the Practice session after such an interruption.

D. Should one or several Practice sessions be interrupted in such manner, no protest relating to the possible effects of this interruption on the qualification of Drivers would be accepted.

E. Every lap completed during the Qualifying Practice sessions will be timed to determine the position of Drivers at the start.

2.18 - Briefing

A. Definition: The Entrants' and Drivers' Briefing is a meeting organised by the Clerk of the Course or the Race Director for all Entrants and Drivers entered in the Competition.

B. Aim of the Briefing: to remind Entrants and Drivers of the specific points of the Supplementary Regulations concerning the organisation of the Competition; to remind them of the safety notions, either general, or specific to the circuit used; to give any clarification concerning the interpretation of the Regulations.

C. The time of the Briefing is mentioned in the programme of the Competition. The time is considered as that of the beginning of the Briefing and the entrance door and access to the Briefing will be closed. The meeting shall always be held before Qualifying Practice or the first Qualifying Heat. Extra meetings may be organised if this is deemed necessary.

D. The presence of all concerned Entrants and Drivers is mandatory throughout the Briefing under pain of a sanction or even of a possible disqualification from the Competition. Two Attendance Sheets shall be signed, one by Drivers and the other by Entrants.

2.19 - Starting grid

A. At the end of the final Qualifying Practice session, the list of qualified Drivers as well as the starting grids will be officially published.

B. Only these Drivers will be allowed to take the start of the Qualifying Heats and/or of the final phase.

C. Any Entrant 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 Assembly Area, who will advise the Clerk of the Course or the Race Director as soon as he has the opportunity.

D. 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.

E. 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

Assembly Area. 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.

F. i) Access to the Assembly Area will end five minutes before the time scheduled for the start of the Race. Any kart which has not taken its position on the Assembly Area at that moment shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the Panel of Stewards. 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 tyre pressures, which can be adjusted by the Driver or his/her Mechanic and by using his/her own means.

ii) In the categories where engines are equipped with an on-board starter, the Mechanics will have to clear the Assembly Area three minutes before the time scheduled for the start of the Race. If a Driver is unable to start from the Assembly Area after the display of the green flag and if he requests the intervention of a Mechanic, he will be authorised to leave the Assembly Area only on the orders of a Marshal and he will take the start from the back of the formation, irrespective of the number of Formation Laps. In case of changing weather conditions, the two chassis must be ready for use and set up in two different configurations, one of the "dry weather" type, the other of the "wet weather" type. In order to be authorised, the two chassis must be placed in the "Start" Servicing Park. Each Driver will select one of the two chassis to take it to the Assembly Area and this choice will be final. No additional time will be allowed to a Driver who has not respected these instructions.

iii) However, the substitution of the selected chassis will be authorised by decision of the Race Director, in the Competition that "START DELAYED" is announced, which will entail lengthening the starting procedure by 5 minutes. Any Driver who does not dispose (or no longer disposes) of a second kart shall return to the «Start» Servicing Park in order to carry out the necessary mechanical interventions; he will be invited to leave the Assembly Area only once all the other karts have left the Assembly Area to start their Formation Lap, and he will have to stay at the back of the formation. In the categories where engines are equipped with an on-board starter, the Mechanics will have to clear the Assembly Area two minutes before the time scheduled for the start of the Race.

G. Any Driver who is present, with his/her kart, on the grid within the time limit will be considered as a starter.

H. Starting grid procedure on the track:

1) In certain circumstances, the karts will have to be placed on the grid on the track. This scenario will be specified in the time schedule of the Competition. Instead of the provisions of point F, it is the specific procedure below which is applied.

2) In case of changing weather conditions, the two chassis must be ready for use and set up in two different configurations, one of the "dry weather" type, the other of the "wet weather" type. In order to be authorised, the two chassis must be placed in the "Start" Servicing Park. Each Driver will select one of the two chassis to take it to the Assembly Area and this choice will be final. No additional time will be allowed to a Driver who has not respected these instructions.

3) 15 minutes before the starting time for the Formation Lap, each Driver with his kart placed on a trolley and pushed by his "A" Mechanic will leave the "Start" Servicing Park to take up their positions on the starting grid for the race. From this point, karts must be ready to race; any further work and/ or adjustment (with the exception of tyre pressures) to the kart are strictly forbidden.

4) 10 minutes before the starting time for the Formation Lap, an audible warning will be sounded.

5) The launching of the Formation Lap will be preceded by the showing of boards announcing: 10 minutes, 5 minutes, 3 minutes, 1 minute. Each of these boards will be accompanied by an audible warning.

6) In the categories where engines are equipped with an on-board starter only: When the 10 minute signal is shown, all karts must be laid down on the track. At this time, the Mechanics will leave the grid to go to the Assembly Area with the trolleys of the karts. Any kart which does not happen to be on the track at this time must immediately be moved to the assembly area, from where it will take the start. In that case, a Marshal holding a yellow flag will order the kart(s) concerned to leave the Assembly Area when all the other karts have left the grid to start the Formation Lap.

7) Interviews may no longer take place once the three-minute board has been shown. With the three-minute board, the board will be shown: everybody except Drivers and Officials must leave the grid.

9) 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 Assembly 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 Assembly Area immediately. If a Driver starts from the Assembly Area after the intervention of a Mechanic, he will be authorised to do so only on the orders of a Marshal, and he will take the start from the back of the formation, irrespective of the number of Formation Laps.

10) The only variation in the above start procedure will take place when the "START DELAYED" board is shown on the Line, which will entail lengthening the procedure by 5 minutes. In this case, the Competitors will have the possibility of changing karts. The starting procedure will begin again at the 5-minute signal, in order to allow the karts to be changed. The Mechanics will then have the possibility of bringing to the grid the substitution karts placed on trolleys, will be allowed to proceed to the change of karts and will have to return directly to the «Start» Servicing Park with the karts which were not selected for the race. Any Driver who does not dispose (or no longer disposes) of a second kart shall return to the «Start» Servicing Park in order to carry out the necessary mechanical interventions; he will be invited to leave the Assembly Area only once all the other karts have left the grid to start their Formation Lap, and he will take the start from the back of the formation, irrespective of the number of Formation Laps.

2.20a - Starting procedure

A. The start signal shall be given by means of lights.

B. The type of start must be indicated in the Supplementary Regulations of the Competition. It may only be «rolling» or «standing», the grid being constituted of two lines of karts. «Le Mans» type starts are forbidden (except waiver granted by the CIK-FIA).

C. To give the start, the Race Director (or, failing that, the Clerk of the Course) shall be placed on a platform located at least 5 metres from the trackside and behind a permanent protecting barrier (Article 7.7.1 C of the Circuit Regulations, Part 1).

D. Two 2-metre wide lanes bordered by white lines will be painted over the maximum of 110 metres leading to the Start Line, beginning no earlier than the end of the last corner before the Line. A Yellow Line shall be painted 25 m prior to the Start Line.

E. As soon as the Clerk of the Course or the Race Director indicates with the green flag that the karts may take the start, the Drivers are «at the orders of the Clerk of the Course or of the Race Director» and may no longer receive any outside help. Any Driver who has not placed himself at the orders of the Clerk of the Course or of the Race Director in time with his kart in working order will be allowed to leave the Assembly Area only at the orders of the Clerk of the Course, of the Race Director or of the Officer in charge of the Assembly Area.

F. The number of Formation Laps shall be indicated at the Briefing. According to the instructions given at the Briefing, karts will cover approximately one Formation Lap before the start may be given. It is forbidden to overtake another Driver under pain of a penalty inflicted by the Stewards (10 seconds or disqualification from the Heat). If a Driver stops for any reason during the Formation Lap, he will not be allowed to try and start again before he has been passed by the whole field. He shall start again from the back of the formation. Should he try to start ahead of the field in the hope that the leading Drivers overtake him, he would be shown the black flag and be disqualified from that race.

G. In order to regain one's position, it is forbidden to use any course other than the track used during the race. In the case of rolling starts, a Driver who is delayed will have the possibility of regaining his grid position only if this manoeuvre does not impede other Drivers and in all cases before having reached the Red Line which will be materialised on the track, equipped with a timekeeping loop and indicated by the Race Director or the Clerk of the Course at the Briefing. In the case of standing starts, a Driver who is delayed will have the possibility of regaining his grid position until the red starting lights are switched on.

H. If he considers that a Driver has been immobilised as a result of another Driver's mistake, the Clerk of the Course or the Race Director may stop the Formation Lap and start again the Starting Procedure on the basis of the original grid or allow the impeded Driver to regain his position.

I. The Clerk of the Course or the Race Director will give the start as soon as he is satisfied with the formation.

J. In the case of repeated false starts or of incidents during the Formation Lap(s), the Clerk of the Course or the Race Director, acting as a Judge of Fact, may stop the starting procedure by means of the red flag and inform the Stewards, who will be entitled to inflict on the offending Drivers a penalty according to Article 2.24 of the General Prescriptions. A new procedure will begin either immediately or within 30 minutes, according to the circumstances. The starting grid will be the same as for the initial procedure. All the Drivers present in the starting area or in the repair area before the procedure was stopped will be allowed to take the start of the new Formation Lap.

K. Any attempts to jump the start or delay it and any karts leaving the lane before the lights are switched off shall be sanctioned according to Article 2.24 of the General Prescriptions.

L. As soon as the start has been given, racing conditions are applied and, irrelevant of the position of a kart on the track, it is forbidden to give it any assistance, except for parking it to a safe location.

Rolling starts

At the end of the Formation Lap, Drivers will proceed forward at a reduced and constant speed towards the Starting Line, lined up in two lines of karts, and 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. When the karts approach, the red lights will be on. Karts must maintain their position until the start signal is given. If he is satisfied with the formation, the Clerk of the Course or the Race Director will give the start by switching off the red lights. If he is not satisfied with the procedure, he will switch on the orange light, which means that another Formation Lap must be covered.

2.20b - Neutralisation of a Qualifying Heat or a Race

a) The Clerk of the Course or the Race Director may decide to neutralise a Qualifying Heat or a Race. This procedure will be used only if the Track is obstructed, or if the Drivers or Officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the Qualifying Heat or Race.

b) When the order is given to neutralise the Qualifying Heat or Race, all observation posts will display single waved yellow flag and a "SLOW" board (yellow board with the word "SLOW" written in black), which shall be maintained until the neutralisation is over. Flashing orange lights will be switched on at the Line.

c) 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.

d) During the neutralisation laps, the leading kart will dictate the pace, at a moderate speed, and all the other karts must remain in as tight a formation as possible.

e) The karts may enter the repair zone during the neutralisation, but they may rejoin the track only when authorised to do so by a marshal. A kart rejoining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart.

f) When the Race Director or the Clerk of the Course decides to end the neutralisation, 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 neutralisation lap, the "SLOW" boards will be maintained and the yellow flags will be shown immobile.

g) At that moment, the leading kart will continue to set the pace, at a moderate speed. The Race Director or the Clerk of the Course 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 neutralisation of the Qualifying Heat or Race. On approaching the Line, where a green flag will be waved by the Race Director or the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line preceding the Line. The yellow flags and the "SLOW" boards 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.

h) Each lap completed during the neutralisation will be counted as a racing lap.

i) If the race finishes during the neutralisation, the karts will take the chequered flag as usual. Overtaking will be permitted only if a kart slows down because of a serious problem.

2.20c - Resuming a Race with the "SLOW" process

If a Race is suspended under Article 2.21, the resuming procedure will be conducted with the "SLOW" process. At the order of the Race Director, Drivers will proceed to start in a neutralised situation for one or more laps. The Marshals' Posts will display "SLOW" boards with static yellow flags. If the formation is satisfactory, the Race Director or the Clerk of the Course will signal the resuming of the Race by means of a waved green flag at the Line. Overtaking will remain prohibited until the karts have crossed the Line. On approaching the Line, where a green flag will be waved by the Race Director or the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line preceding the Line. The yellow flags and the "SLOW" boards at the Marshals' Posts will then be withdrawn and replaced by waved green flags. These flags will be displayed for a maximum of one lap.

2.21 - Suspending a Practice or Race 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 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 had to leave, by his deputy). If the signal to stop racing is given:

a) During Practice: All karts shall immediately reduce speed and go back slowly to the Servicing Park, and all karts abandoned on the track shall be removed; Practice will be resumed as soon as possible to meet the original Practice time;

b) During the Race: All karts will immediately reduce their speed and proceed as directed by the Race Director (if nominated) or the Clerk of the Course (or, if he had to leave, by his deputy):

i) To the Servicing Park: At this point changes and adjustments are allowed including the introduction of replacement equipment – provided that was placed within Parc Fermé prior to the original race start, 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.

ii) Stop on the track at the place designated in the briefing: When instructed by the Race Director (if nominated) or the Clerk of the Course (or, if he 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).

Restart procedure:

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.

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 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.

No Restart procedure:

75% OR MORE OF THE DISTANCE OF THE RACE (Rounded up to the nearest higher whole number of laps).

The race will be called complete – the classification of the Race will be the classification at the end of the lap prior to that during which the signal to stop the Race was given. In case of a race in the final phase, full championship points will be awarded for this race.

2.22 - Resuming a race

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

2.23 - Finish

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

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

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

D. For a finish to be considered valid, a Driver must have crossed the Finish Line seated at the wheel of his kart. E. In the case of a dead heat on the Finish Line revealed by timekeeping or by a photo finish system (which shall prevail over timekeeping and/or a report from the Finish Line Judge, if such a Judge had been appointed), the rule for deciding between tying Drivers shall be the fastest lap time recorded by each Driver during the race concerned.”

2.24 - Incidents 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 11.11 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.

a) It will be the responsibility of the Stewards to decide if one or several Driver(s) is/are involved in an Incident; he/they must not leave the circuit without the Stewards’ agreement.

b) If a Driver is involved in an Incident, and if he was informed of this by the Stewards within thirty minutes after the end of the Race, he must not leave the circuit without their agreement.

c) The Stewards may use any video or electronic system likely to help them to take a decision.

The Stewards shall inflict a 10-second time penalty on any Driver having caused an Incident. If the Incident was caused during a Qualifying Practice session, they shall proceed to the cancellation of the three fastest times which he achieved in the session concerned. However, depending on the gravity of the infringements in light of the facts, the Stewards may decide, instead of the 10-second time penalty, on a sanction among those provided for in the penalty scale of Article 12.3 of the Code, unless the offence relates to the position of the front fairing of the kart.

2.25 - Classifications A. In his Supplementary Regulations, the Organiser may provide for subdivisions per groups of karts, subdivisions per cylinder cubic capacity classes or special classifications based on a performance rating. B. The ASN of the Organiser of a Competition must send its results to the Secretariat of the CIK-FIA in the week after the Competition.

2.26 - Protests and Appeals The Supplementary Regulations shall include all the necessary information concerning the amount of the protest or appeal fees set by the ASN.

2.27 - Application and interpretation of the General Prescriptions In the case of a dispute concerning the interpretation of these Prescriptions, only the Organiser’s ASN is qualified to take a decision, without prejudice of the right to appeal, in accordance with the Code.

2.28 - Fair and impartial media coverage of the Competition The Organiser of a Competition shall ensure that the person entitled to exploit the broadcasting rights shall arrange for the Competition to be covered in a fair and impartial manner and for the results of the Competition not to be altered.