

SPECIFIC PRESCRIPTIONS

10 - General conditions

A. It is the Entrant's responsibility to ensure that every person concerned by his entry observes all the provisions of the Code, of the Technical Regulations and of 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 ensuring that the provisions are observed.

B. Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the Competition.

C. The presentation of a kart for Scrutineering will be deemed an implicit statement of conformity.

D. Entrants, Drivers, assistants and guests must at all times wear the appropriate identification credentials which have been handed to them in accordance with the prescriptions of Article 13 of these Specific Prescriptions.

11 - Sporting Checks and Scrutineering

C. Number of chassis and engines are free, 1 brand each.

D. Changing engines, chassis, the chassis/engine unit and tires between the various Drivers is forbidden.

E. The maximum RPM measurement system supplied by the AKK may be used in categories where an engine speed limit is prescribed. This system shall be used for real time transmission and for the storage of the logged maximum RPM data. It must be installed in strict accordance with the corresponding instructions. All Entrants are themselves responsible for the correct installation and the correct functioning thereof. It will also be the Entrants' responsibility to ensure that the engine does not exceed the maximum authorised engine speed. At each return to the Parc Fermé area, the karts must be available for checking and downloading the data. Every check will be carried out in the presence of the Driver and/or of the «A» Mechanic concerned.

G. Weighing Procedure

a) After Qualifying Practice, the Qualifying Heats and the races of the final phase, each kart crossing the Line will be weighed. If the kart is unable to reach the Weighing Area by its own means it will be placed under the exclusive control of Marshals, who will take it there or have it taken there, and the Driver shall report to the Weighing Area as soon as he returns to the pits so that his weight may be established.

b) At the end of Qualifying Practice, the Driver and his kart will be weighed simultaneously then separately. Should for reasons of force majeure the Driver be unable to go to the scales at the end of a Qualifying Heat or of a race of the final phase, his kart would be weighed on its own and the Driver's weight registered after Qualifying Practice would be added to that of the kart.

c) No solid, liquid or gaseous matter or substance of any nature whatsoever may be added to a kart, placed on it or removed from it before Weighing (except by a Scrutineer within the framework of his official duties).

d) Only Scrutineers and Officials may penetrate in the Weighing Area. No intervention whatsoever is allowed in that Area unless it has been authorised by these Officials.

e) A kart or a Driver are not allowed to leave the Weighing Area without the authorisation of the Technical Delegate (or Scrutineer).

f) Any infringement to these provisions relating to the Weighing of karts may entail the imposition of a penalty on the Driver and kart concerned.

g) The Organiser shall place the scales under a shelter at the entrance to the «Finish» Servicing Park and must provide for sufficient personnel to ensure the placing of the kart on the scales. Mechanics will be kept away from the karts until the Weighing Procedure of their karts is over.

h) If the weight of a Driver and of his kart is under that specified in the Technical Regulations, the result will be communicated in writing to the Entrant, and the kart and its Driver will be disqualified from the Qualifying Practice session or from the Qualifying Heat concerned or, in the case of a final phase Race, as a minimum classified last (without allocation of any Championship points, if applicable).

i) The Organiser must provide for certified weights for the calibration of the scales.

12 - Racing numbers and name of the Driver

A. Racing numbers shall comply with the provisions of Article 2.24 of the Technical Regulations.

B. The name of the Driver shall appear on each side of the lateral bodywork and be clearly legible, in accordance with Article 2.24 of the Technical Regulations.

C. The flag of the Driver's nationality shall be that of the nationality of his license.

14 - Access to the «Start» Servicing Park

Only the Driver and his Mechanic holder of the wristband are entitled to penetrate in the «Start» Servicing Park, with the Driver's kart.

16 - Briefing

Attending the Briefing is mandatory. Before they can be allowed to continue the meeting, a mandatory fine of 125 Euros which must be paid to the Stewards will be inflicted on any Entrant and Driver who do not attend the Briefing.

17 - Number of karts allowed on the track

The number of karts allowed on the track is limited to 34 for final phase and Qualifying Practice and the Qualifying Heats and 51 for Free Practice.

18 Transponders

The use of transponders is mandatory at all times.

18B - Qualifying Practice

Drivers who have passed Scrutineering are divided into equal series if possible, by drawing lots in the presence of at least one Steward. One 8 minute session per series is provided for. Each series will comprise a maximum number of 36 Drivers. During the session, Drivers will take the start when they choose. Any Driver having crossed the line drawn at the exit of the start area will be considered as having started, and

his lap time will be taken into account, whatever the circumstances. Any lap fully covered is counted. The time retained is that of the best lap covered during the session. Any ties will be decided by the 2nd best time set by each Driver, and so on in the case of further ties. The final classification of Qualifying Practice will be drawn up as follows:

- If there is only one series: the grid will be drawn up in the order of the fastest time achieved by each Driver.
- If there are two series and if the fastest time achieved in the slower series is not more than 101% of the fastest time achieved in the faster series: the classification will be determined by the order of the fastest times achieved by each Driver.
- If there are two series and if the fastest time achieved in the slower series is more than 101% of the fastest time achieved in the faster series: 1st place goes to the fastest time of the 1st series (fastest time overall), 2nd place to the fastest time of the 2nd series, 3rd place to the 2nd fastest time of the 1st series, 4th place to the 2nd fastest time of the 2nd series, 5th place to the 3rd fastest time of the 1st series, and so on.
- If there are three series and if the fastest time achieved in the slowest series is not more than 101% of the fastest time achieved in the fastest series: the classification will be determined by the order of the fastest times achieved by each Driver.
- If there are three series and if the fastest time achieved in the slowest series is more than 101% of the fastest time achieved in the fastest series: 1st place to the fastest time of the 1st series (fastest time overall), 2nd place to the fastest time of the 2nd series, 3rd place to the fastest time of the 3rd series, 4th place to the 2nd fastest time of the 1st series, 5th place to the 2nd fastest time of the 2nd series, and so on.
- And so on according to the same principle if there are further series. If no time is taken into account for a Driver, he shall take the start at the end of the grid. If several Drivers are in that situation, their starting positions shall be decided by drawing lots. If a Driver stops in the Repairs Area or in the Servicing Park, it will be final. He/she will not be allowed to restart. For the Superkart category, see the specific regulations.

18C - Qualifying Heats

- Each Qualifying Heat will have a distance of approximately 10 or 15 km according to the age bracket of Drivers (Juniors/Seniors).
- For the Qualifying Heats, points will be awarded as follows: 0 point to the 1st, 2 points to the 2nd, 3 points to the 3rd and so on according to an increasing progression of one point per place. If a Driver does not take the start in a Qualifying Heat, he will receive a number of points equal to the number of participants plus 1 (in Case A: 36 participants or less) or equal to the number of participants of groups A and B plus 1 (in Case B: 37 participants and more).

If a Driver has been black-flagged or disqualified, he will receive a number of points equal to the number of participants plus 2 (in Case A: 36 participants or less) or equal to the number of participants of groups A and B plus 2 (in Case B: 37 participants and more).

- Any Driver who has not covered all the laps scheduled, even if he has not finished the Qualifying Heat, will be classified according to the number of laps he has actually completed.

At the end of the Qualifying Heats, an intermediate classification will be established. Possible ties between two or more Drivers will be settled according to their classification in the Qualifying Practice. The first 34 classified Drivers will be qualified for the final phase.

37 participants and more

- At the end of Qualifying Practice, Drivers will be separated into at least four groups for the Qualifying

Heats. The number of Drivers per group will be 18 maximum. Each group must compete versus all the other groups.

- As an example, in the case of a separation of Drivers into 4 groups, the Driver classified 1st in Qualifying Practice will be in group A, the 2nd in group B, the 3rd in group C, the 4th in group D, the 5th in group A, the 6th in group B, the 7th in group C, the 8th in group D, and so on. - Each of the four above-mentioned groups will compete against the other groups, i.e.: A versus B, A versus C, A versus D, B versus C, B versus D and C versus D, namely a total of six Qualifying Heats.

18D - Final phase

Final, 34 Drivers will compete (OKJ 25 and OK 30 km). Starting positions will be determined according to the Intermediate Classification established after the Qualifying Heats. During the Final, any Driver about to be overtaken or who has been overtaken by the race leader for any reason whatsoever will be shown the blue and red flag (double diagonal) with his number. He shall compulsorily go to the scales in the Parc Fermé and will be classified according to the number of laps that he has actually completed.

23 - Advertising

An Organiser may impose an advertisement to be placed on the competition numbers background only. Such advertising inscriptions on the competition numbers background must not be more than 20 cm in width by 5 cm in height above or below the number.

25 - Protests and Appeals

The right to protest lies only with Entrants. They must be presented in writing to the Clerk of the Course or to his deputy within 10 minutes after the posting of the results of the Qualifying Practice and Qualifying Heats and within 30 minutes after the posting of the classification of the Races of the final phase. They shall be accompanied by the fee provided for by the CIK-FIA, amounting to 850 Euros or equivalent. The deposit may be paid in the currency of the organizing ASN or in Euros. In the absence of the Clerk of the Course or of his deputy, they shall be presented to the Stewards of the Competition or to one of them. In accordance with Article 12.2 of the International Sporting Code, time penalties imposed by the Panel of Stewards for infringements of the Regulations are not susceptible to appeal. The deposit will be refunded if the protest is judged founded. It will be possible to appeal against the Stewards' judgement, pursuant to Article 13 of the Code, in accordance with the provisions laid down in the Code (Article 14).

26 - Fines

A fine may be inflicted on any Entrant, Driver, assistant or Organiser who does not respect the prescriptions of the officials of the Competition. A fine may be inflicted by the AKK, on decision of the Panel of Stewards of the Competition. All fines must be paid to the AKK within 96 hours after their imposition. However, fines of 700 Euros or less must be paid immediately by credit card.

30 - Front Fairing & Front Fairing Mounting Kit

In all sessions, the use of a homologated front fairing and of the homologated front fairing mounting kit of the bodywork homologation period 2015 – 2020 is mandatory. Within the framework of the call for tenders issued by the FIA, the FIA World Motor Sport Council has decided to appoint KG s.a.s. as the exclusive supplier of a homologated front fairing mounting kit for the 2018, 2019 and 2020 seasons.

The measuring device MiniRAE Lite of the company "RAE Systems Inc. (USA)" will be used in Qualifying Practice, Qualifying Heats and the final phase to check that the front fairing is in conformity with the

regulations. The VOC measurement of the front fairing may not exceed 5 ppm (maximum limiting value) under any circumstances. Note: Pollution of the front fairing, e.g. with a cleaning spray, must be avoided since this can result in the limiting value being exceeded. Should the check establish that the front fairing is not in conformity with the regulations, the relevant Driver will not be allowed access to the Assembly Area; consequently no participation in the corresponding part of the competition (Qualifying Practice, Qualifying Heats, final phase). Protests against this procedure are not admitted. Protests and appeals in this regard do not have a suspensive effect.