SPORTING MINI/E20 REGULATIONS 2026

Rotax RMC Czech Euro Cup Mini Max - TRINEC
Rotax RMC Czech Euro Cup E20 Senior / E20 Masters - TRINEC

The event based on these Sporting and Technical Regulations has been approved by the

AUTOKLUB on 02.09.2026 with visa number 019KT260902

Status of the Series/Events

National with foreign participation

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1. GENERAL

The Series and its events shall be run in accordance with the

- FIA International Sporting Code “ISC” (The Code) and its appendices
- the FIA and CIK-FIA official Bulletins, the CIK-FIA Technical Regulations
- the General Prescriptions applicable to CIK-FIA International Karting Events
- Article 3 International Karting Regulations and International Karting Licences for Drivers & Code of Driving Conduct
- FIA Judicial and Disciplinary Rules
- AUTOKLAB Decisions and Provisions
- AUTOKLAB Environmental Guidelines
- AUTOKLAB Event Regulations
- AUTOKLAB Karting Regulations
- AUTOKLAB Licence Regulations
- Anti-Doping Regulations of the national and international Anti-Doping Agency (WADA/NADA Code) as well as the Anti-Doping Regulations of the FIA
- Sporting and Technical Regulations of this Series and the AUTOKLAB approved modifications and supplements (Bulletins)
- Supplementary Event Regulations including modifications and supplements (Bulletins)
- FIA Code of Ethics and Code of Behaviour and AUTOKLAB Code of Ethics
- Other provisions issued by the FIA and by the AUTOKLAB

For the present regulations of the RMC Czech Euro Cup only the English text approved by the AUTOKLAB is binding, except for the relating AUTOKLAB regulations specified above, for which English language is binding.

This regulations follow the RMC GLobal sporting and technical regs 2026 for E20

In case of interpretation the AUTOKLAB jurisdiction is the responsible authority.

The official language of the International Sporting Code is stated within that document.

Responsibility, modification of the regulations, cancellation of the event

(1) The participants (=entrants, drivers, passengers, vehicle proprietors and registered keepers) take part in the event at their own risks. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them or the car used by them as far as no exclusion of liability has been concluded.

(2) Modifications to these regulations may in principle be carried out only by the relevant authorities. After the beginning of the event, modifications should be carried out only by the Stewards of the event by means of bulletins, but only in case of necessity for safety reasons and/or reasons of force majeure, or by order of the authorities, or concerning the details given in the regulations about the length of the track, the duration of the races, the number of laps and the officials and marshals, or in case of an obvious mistake in the regulations.

(3) The organiser reserves the right to cancel or postpone the entire event or a particular race for the aforementioned reasons, subject to the agreement of the respective ASN and of the FIA, and as far as the calendar is concerned, claim for damages or compensation or claim to performance are in this case excluded.

2. CODE OF CONDUCT FOR DRIVERS

2.1. All participants must play within the rules and respect race officials and their decisions.

2.2. All participants must respect the rights, dignity and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.
2.3. All participants must encourage and take responsibility for their actions at all times.

2.4. All participants must ensure their equipment is safe and race worthy, prior to taking part in training, testing or race events. Only approved racewear (e.g.: helmet, gloves, race boots and suit) to be used by the driver, according to the regulations.

2.5. It is the participants own responsibility to identify and measure his/her own skill level against his/her competitors, and take responsibility for the risks associated with training, testing and or racing. It should be noted that a basic level of competence is required.

2.6. It is the participant's responsibility to declare, prior to any participation in training, testing or racing, of any medical condition or medication required that may be relevant in the event of an emergency.

2.7. All participants are required to display courtesy and etiquette to other members and participants in training, testing and race events. Any disputes or problems that may arise during an event must be addressed in a respectful manner, to the correct person (official) at the event.

2.8. The safety of children within the sport is a priority. Knowledge of the code of ethics surrounding care of children in sports will be promoted and encouraged. It is the participant's own responsibility to ensure the safety of children at training, testing or racing events.

2.9. When taking part in any event, it is the responsibility of the driver to take the time to read and fully understand the posted rules, regulations and conditions for said event prior to start time, thus eliminating unnecessary delays at the beginning of the event. Requests for clarification of these rules, regulations or conditions, should be asked in the drivers meeting held before each event.

2.10. All participants must have respect for the environment and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas that are used as clean and pollution free as possible.

2.11. All participants must respect that drugs and alcohol are strictly prohibited at training, testing and races. It is an offence and will not be tolerated. Offenders will be excluded from the event and face further disciplinary action.

2.12. Any abusive comments on social media (Facebook, Twitter etc.) between teams, competitors, officials, organizers, or any person associated with ROTAX, will be held responsible and liable for their actions.

3. INFORMATION / DATES / ENTRIES / FREE PRACTICE

3.1 Promoter / Organizer

Promoter:

WSK Promotion srl
Piazza della Repubblica n.8
73024 Maglie (LE) Italy
Tel.: +39-335-5609063
Mail: info@wskarting.com

Organizer:

AUTOKLUB TRINEC v ACR
Frydecka 272
CZ-73961 TRINEC
CZECH REPUBLIC

3.3 Entries / Subscribtions

3.3.1 Entry must be made automatically on the web: https://www.rotax-ems.com/rmec
Driver participant list you can found under: https://www.rotax-ems.com/rmec/entrylist

3.3.2 Entry open and closing date for the events

Entry opens 27th July 2026 Entry close 31st August 2026

3.3.3 Entrant's applications

Applicants must hold a valid Entrants' Licenses and the necessary authorizations (visa) issued by their ASN's.

3.4 Entry fee / Additional tires

3.4.1 Entry fee Mini Max is **500,00€** (incl. VAT) per event. Tyres and practice fees are charged extra.

3.4.2 Entry fee for E20 Senior and E20 Masters is 2500,00€ + vat (3050,00€) per event Thursday-Sunday and includes the rent of material from Rotax side and the race entry. Tyres and practice fees are charged extra.

3.4.3 Mini Max fee for 1 sets of slick tires, 1 Set of Mojo CW wet and the track fee for Fridays free practice is mandatory and has to be bought by the organizer (WSK Promotion) the total price is **380,00** € (incl. VAT). The tires will be hand-out in the Servicing Parc.

3.4.4 E20 fee for 2 sets of slick tires, 1 Set of Mojo W5 wet and the track fee for Fridays free practice is mandatory and has to be bought by the organizer (WSK Promotion) the total price is 750,00 € (incl. VAT). The tires will be hand-out in the Servicing Parc.

3.4.5 Entries are only accepted once full payment has been received on the following bank account:

Name: **WSK Promotion srl**

IBAN: IT73S0860379720000000320506
SWIFT: ICRAITRRGR0
Bank: Banca di Credito Cooperativo di Leverano

3.4.6 Should the driver fail to attend to the event **THERE WILL BE NO REFUND OF THE ENTRY FEE.** Not collected tires included in the entry fee, will not transported to the next event, it is the responsibility of the driver / entrant to collect the tires.

3.4.7 Late entry administration fee in all Events: 100,- € (If entry is accepted).

3.4.8 Drivers are allowed to enter one class /category only.

3.4.9 Each competitor can pre order per event to WSK Promotion a maximum of 2 sets slick tires (for free practice Wednesday / Thursday / Friday) these tires can also be used for non-qualifying practice and warm up on Friday, Saturday and on Sunday. For these slick tires there will be a special price, the cost for Mini Max for each set will be € 180.00 (incl. VAT), the cost for E20 each set will be € 210.00 (incl. VAT).

3.5 Free Practice

3.5.1 There is no test allowed from Monday to Tuesday for Max Mini and from Monday to Wednesday for E20 prior to the events for registered drivers on the track to be driven on the upcoming weekend. Competitors which will not respect this rule will be banned from the event.

3.5.2 From Wednesday to Thursday prior to the events there will be a test possibility which will be organized by the track owners from approx. 09h00 to 17h00, during this practice the tires are free (no scanning). Track fee must be paid to the track owner.

3.5.3 On Friday there will be an organized free practice only for registered drivers, during this practice the tires are free (no scanning). From the qualifyng practice on in each class only scanned slick tires must be used. Drivers which show up in a session with not scanned tires are not allowed to take part in the session. Track fee is included in the entry fee.

4. CATEGORIES / CLASSES / LICENSES

4.1 Rotax Max Mini

Maximum of 72 entries/drivers

License: All drivers must have a National license of their country with the authorization of their ASN affiliated to the FIA or International license G. Drivers participating with a National license of their country or drivers participating with an International license G must not be 13 years old.
Age limits: the driver must have his/her 10th birthday during the year of the event and must have his/her 14th birthday after the year of the event.
Weight: 115 kg

Class	License - Grade	Weight including Driver	Amount Competitors
Mini (10-12 years)	National Karting license or Int. G	min 115 kg	Max 72

4.2 Rotax E20 Senior / E20 Masters
Maximum of 36 entries/drivers

4.2.1 E20 Senior
License: International or National License issued by an ASN affiliated to the FIA.
Minimun age: the driver must have his/her 14th * birthday during the year of the event.Weight: 220 kg

4.2.2 E20 Masters
License: International E License (ITE) issued by an ASN affiliated to the FIA.
Age: from 32 years, a driver has to have his / hers 32th birthday during the calendar year when the license is issued. Weight: 224 kg

Class	License - Grade	Weight including Driver	Amount Competitors
E20 Senior (from 14 years)	National or international license	min. 220 kg	Max 36
E20 Masters (from 32 years)		min. 224 kg	

4.3 Mandatory Entrant License

In order to participate in the Rotax RMC Czech Euro Cup, Applicants must hold a valid Entrant Licenses and the necessary authorizations (visas) issued by their ASNs affiliated to the FIA, valid for Karting and for the current year, Entrant's licenses may not be delivered to persons who are still under age and do not have full legal capacity.

4.4 Mandatory Visa

Entrants and Drivers who wish to take part in the Rotax RMC Czech Euro Cup can only do so with the approval of their own ASN. This authorisation shall be given by the ASN concerned in such form, as they might deem convenient. Visa issued by their ASN affiliated to the FIA.

5 POINTS PRIZES AND AWARDS

5.1 Event result

5.1.1 The result of the Final determines the winner of the event.

5.1.2 Trophies in all classes per event for the first 3 placed drivers of the Final result.

5.1.4 Free Tickets / Invitation to the Rotax Max Challenge Grand Final 2026 to the following drivers:

Class Rotax Max Mini, E20 Senior / E20 Masters:

Free Tickets / Invitation (covered by ROTAX) to the Rotax Max Grand Final 2026 to the 1st placed driver of the event result. Rotax Max Grand Final invitation include: entry fee, supplied kart, tires, tools and tool box. All users will be responsible for any damage to the karts, tires, tools and tool box caused by them self.

6 EQUIPEMENT

6.1 Amount of equipment

For Max Mini 1 sealed chassis, 2 sealed engines, 1 set of slick tires, 1 set of wet tires.

For E20 categories, 1 sealed chassis, 2 sets of slick tires parc fermé, 1 Set of Mojo W5 CIK wet parc fermé.

Tires is mandatory and has to be bought over the organizer (WSK Promotion). The tires will be hand-out in the Servicing Parc.

6.1.2 Tires

Max Mini: C2 CIK MINI / CW CIK MINI

E20 Senior/Masters: D5 CIK PRIME / W5 CIK

Strictly no modifications or tire treatment are allowed and will be checked by (Threshold valueof maximum 4 ppm) Mini-RAE-Lite. All tires will be barcode scanned and will be checked before each session (qualifying practice, qualifying heats, prefinal and finals). It is mandatory to use 4 new tyres in the Qualifying Practice. Tires must be mounted according to the sense of rotation defined on the tire at all time. Running in of wet tires on a dry track is not allowed. Wet tires may only be used if the Clerk of the Course has declared Wet Race or Wet Practice. Tires must be mounted according to the sense of rotation defined on the tire at all time.

6.2 Fuel / Oil

The fuel (KART RON98) will be given on the track with 25 lt containers by PANTA SPA (the price is 110,00 € (incl. VAT). Devices are used to control that the fuel complies with these regulations, comparing it with a sample taken from the fuel distributor (PANTA SPA).

6.2.1 The oil mixture ratio shall be 50:1 (2%)

6.2.2 The official oil which can be used at the Rotax RMC Czech Euro Cup see below no other oils are allowed. XPS CASTOR RACING OIL 2T is allowed.

6.2.3 It is strictly forbidden to add any liquid and/or power-boosting chemicals in the petrol.

6.2.4 At any time the volume of the fuel in the tank must be over or equal to 1.5 liter. The scrutineer has the right to change/replace any driver's fuel at any time. In this case the fuel will be replaced with the fuel of the petrol station which is published in the supplementary regulations.
Petrol test's if necessary with independent approved testing company will be charged at 4.500.00 € if the test is positive.

6.3 Transponders

6.3.1 Only MyLaps transponders are allowed, TranX2 Karting Transponder, TranX3 Karting Transponder and X2 Karting Transponder, these transponders are mandatory. The transponders for the E20 categories will be borrowed by the organizer.

6.3.2 With the beginning of the free practice on Friday (first session) transponders are mandatory and have to be fixed on the lower part of the back of the kart seat. Transponder must be mounted in the original holder. For E20 categories the transponders must be fixed on the back of the kart with the ALU holder in accordance with the picture in ROTAX Sporting Global Regulations

6.3.3 It is the Entrant's / Driver's responsibility to ensure the transponder is fully functional and battery charged at all times.

6.4 Cameras

With the beginning of the non qualifying practice on Friday morning are no cameras on the kart or helmet allowed.

6.5 Helmets / Overalls / Gloves / Boots / Rib Protectors

Only helmets, overalls, Rib Protectors and Gloves are allowed according to CIK-FIA regulations.

6.6 Racing Numbers

Racing numbers shall comply with provisions of the FIA-CIK Technical Regulations yellow background and black numbers.

6.7 Chassis

For all Rotax Max Trophy meetings it is permitted to fit chassis protectors on the side and front of the chassis .The only material permitted is plastic and must be fitted so that they do not deform and become a danger to others and must satisfy the meetings scrutineers. No other material other than plastic is permitted.

6.8 Gear/Sprocket

Max Mini:

- • Engine sprocket : 13t
- • Rear sprocket : 80t

6.9 Exhaust / Isolation matting

The only legal Isolation matting for 125 Mini MAX is ROTAX part number 297985

Each entrant has to buy a new isolation matting through the organization during registration (voucher system).
During scrutineering all mechanics have to come with a dismounted and disassembled, without isolation matting, exhaust to the Scrutineer. The exhaust has to be proper and clean.
The exhaust must be fitted with this new isolation matting in the presence of the technical scrutineer. Once the isolation matting is fitted, the exhaust will be sealed with a barcode seal.
Also the race number of the driver will be marked on the exhaust.
All exhausts stay in the Parc-Ferme area during the event.

7 EVENT / COMPETITION

7.1 General Conditions

7.1.1 It is the entrant's responsibility to ensure that all persons concerned by his entry observe all the provisions of the code, the technical regulations and the sporting regulations. If an entrant is unable to be present in person at the event he must nominate his representative in writing. The person having charge

of an entered kart during any part of an event is responsible jointly with the entrant and/or separately for ensuring that the provisions are observed.

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

7.1.3 The presentation of a kart for scrutineering will be deemed an implicit statement of conformity.

7.1.4 Entrants, drivers, assistants and guests must at all times wear the appropriate identification credentials which have been handed to them.

7.1.5 A race class may be cancelled if karts of fewer than twelve drivers have passed scrutineering.
If no alternative formula may be found, WSK Promotion will study a possible solution.

7.2 Sporting Checks and Scrutineering

7.2.1 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 event, each driver and each entrant must have all required documents and information available.

7.2.2 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 event.

7.2.3 An entrant, a driver or any other person responsible for a kart may not be required to sign a discharge or any other document which has not previously been approved by the ASN hosting the event.

7.2.4 The clerk of the course or the chief medical officer may ask a driver to undergo a medical examination at any time during an Event.

7.2.5 No kart may participate from the beginning of the non qualifying practice in an event unless it has been checked by the scrutineers.

7.2.6 At any time during an event, the scrutineers may:

- check the eligibility of the kart or of the driver's equipment (including fuel tests).
- require a kart to be dismounted by the entrant to make sure that the conditions of eligibility and conformity are fully satisfied.
- require an entrant to supply them with such parts or samples as they may deem necessary.
- require an entrant to change/replace all parts belonging to the engine (parts will be provided by the organizer)

7.2.7 Any kart which, after being passed by the scrutineers, is dismantled or modified 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.

7.2.8 The clerk of the course may require that any kart involved in an accident be stopped and checked.

7.2.9 Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organization of the servicing parks and/or the Parc Fermé, and who alone are authorised to give instructions to the entrants.

7.2.10 The stewards will publish the findings of the scrutineers concerning all 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.

7.2.11 Submitting a kart to scrutineering shall be considered as an implicit statement of conformity.

7.2.12 Racing numbers and possible advertising signs shall be on the kart when the equipment is submitted to scrutineering.

7.2.13 A driver shall not be allowed to change his/her equipment after it has been identified at scrutineering.

7.2.14 At the Event, the event organizer and the stewards will control all licenses.

7.3 Briefings

7.3.1 Definition: The entrant's and driver's briefing is a meeting organized by the clerk of the course for all entrants and drivers entered in the event.

7.3.2 Aim of the briefing: to remind entrants and drivers of the specific points of the supplementary regulations concerning the organization of the event; 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.

7.3.3 The time of the briefing is mentioned in the time schedule of the event. 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 organized if this is deemed necessary.

7.3.4 The presence of all concerned entrants and drivers is mandatory throughout the briefing under pain of a sanction or even of a possible exclusion from the event. Two attendance sheets shall be signed, one by drivers and the other by entrants or entry control to be performed via electronic means.

7.3.5 Before they can be allowed to continue the meeting, a mandatory fine of EUR 100,- or more which must be paid to the ASN hosting the event via the stewards will be inflicted on any entrant and driver who do not attend the briefing.

7.4 General Safety

7.4.1 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.

7.4.2 During non-qualifying practice, 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.

7.4.3 During non-qualifying practice, 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 impede another driver. 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 excluded 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 kart until the end of non-qualifying practice, qualifying practice, the qualifying heat or the race(s) of the final phase.

7.4.4 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.

7.4.5 Except in cases expressly provided for by the regulations or by the code, no one except the driver is authorized to touch a stopped kart unless it is in the repairs area.

7.4.6 When the track is closed by the clerk of course 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 access to the track, with the exception of marshals carrying out their duties and of drivers when they are driving.

7.4.7 During qualifying practice, the qualifying heats and the race(s) 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 an event, except in the repairs area, which he may reach only by his own means.

7.4.8 A speed limit may be imposed in the pit lane and in the repairs area during practice and the formation laps. Any driver braking this speed limit will be imposed a penalty provided for in the regulations or the code.

7.4.9 If a driver is faced with mechanical problems during practice, the qualifying heats or the race(s) of the final phase, he must evacuate the track as soon as possible for safety reasons.

7.4.10 If a driver is involved in a collision, he must not leave the circuit without the stewards agreement.

7.4.11 No driver may leave the repairs area without having been invited to do so by marshals.

7.4.12 Official instructions will be transmitted to the drivers by means of the signals provided for in the code. Entrants must not use flags similar to these ones in any way whatever.

7.4.13 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.

7.4.14 During the event and at the order of the clerk of the course 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.
7.4.15 When they participate in non-qualifying or qualifying practice, in the qualifying heats or the races of the final phase, Drivers must at all times wear the full equipment defined in the FIA-CIK Technical Regulations.

7.4.16 The organizer undertakes to have on the track all safety devices provided for meetings in appendix 2 to the International Karting Regulations, from the beginning of non-qualifying practice until the end of the event.

7.4.17 In the case of a «wet race / practice» (conditions signaled by means of a panel by the clerk of the course), the choice of tires will be left to the appreciation of the drivers, the 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 tires and that the driver is too slow and dangerous for other drivers.

7.5 Number of karts allowed on the track

The number of karts allowed on the track is - unless homologated differently - limited to 36 for final phase races, 36 for qualifying practice and the qualifying heats and 51 for non-qualifying practice / warm up.

7.6 Code of driving conduct on kart circuits

7.6.1 Observance of signals:
The instructions detailed in the FIA-CIK General Prescriptions and in the FIA-CIK Circuit Regulations are deemed to be part of this code of driving conduct. All drivers must be thoroughly acquainted with them.

7.6.2 Overtaking:

A) During a race, a kart alone on the track may use the full width of the said track. However, as soon as it is caught up by a kart which is either temporarily or constantly faster, the driver is not allowed to swing from one side to the other or make a move sideways in order to prevent a legal overtaking maneuver when the other competitor is already by his side. He shall give the other kart the right of way in order to allow for passing.

B) If the driver who has been caught does not seem to notice that another driver wants to overtake him, the flag marshal(s) will give a warning by waving the blue flag to indicate that another competitor wants to overtake. Any driver who does not take notice of the blue flag may be penalized by the stewards. Systematic or repeated offences may result in the exclusion of the offender from the race.

C) Curves, as well as the approach and exit zones thereof, may be negotiated by the drivers in any way they wish, within the limits of the track. Overtaking, according to the circumstances, may be done either on the right or on the left. However, maneuvers liable to hinder other drivers such as premature or dangerous changes of direction, more than one change of direction, deliberate crowding of karts towards the inside or the outside of the curve or any other dangerous change of direction, are strictly prohibited and shall be penalized, according to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.

D) Any obstructive maneuver carried out by one or several drivers, either having common interests or not, is prohibited. The persistent driving abreast of several karts, as well as fan-shaped arrangement, is authorized only if there is not another kart trying to overtake. Otherwise the blue flag will be waved.

E) The penalty inflicted for ignoring the blue flag will also be applied to the drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, thus ranging from a fine to the exclusion from the race. The same penalty shall be applied to drivers who swing from one side of the track to the other in order to prevent other competitors from overtaking.

F) The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the exclusion of the drivers concerned.

G) The race track alone shall be used by the drivers during the race.

H) Contacts / collisions (during the race, declaration lap included): sanctions may be imposed on a driver who pushes another driver.

7.6.3 Stopping of a kart during the race:

A) The driver of any kart leaving the race shall signal this intention in good time and is responsible for ensuring that the maneuver is carried out safely and as near as possible to the point of exit.

B) Should a driver be compelled to stop his/her kart, either involuntarily or for any other reason, the kart shall be moved off the track as soon as possible so that its presence does not constitute a danger or prevent the normal running of the race. If the driver is not able to move the kart out of the potentially dangerous position, it is the duty of the marshals or other officials to help.

C) Any replenishment carried out on the track itself is prohibited, and will entail immediate exclusion.

D) Apart from the driver - and, in exceptional cases, the competent officials - nobody is allowed

to touch a stopped kart under penalty of its exclusion from the race.

E) Pushing a kart along the track or pushing it across the finish line is not allowed, and will entail immediate exclusion.

F) Any kart abandoned on the circuit by its driver, even temporarily, shall be considered as withdrawn from the race. A kart left temporarily by its driver whilst a race is suspended will not be considered abandoned.

7.6.4 Entrance to the pits (or repairs area or servicing parks):

A) The so-called «deceleration zone» is a part of the pits area.

B) During the practice sessions and the race, access to the pits or to the repairs area is allowed only through the deceleration zone. The penalty for a breach of this rule shall be exclusion from the race.

C) Any driver intending to leave the track or to enter the pits or the servicing park or the repairs area shall signal his intention in good time and make sure that it is safe to do so.

D) Except in cases of force majeure (accepted as such by the stewards of the meeting), the crossing, in any direction, of the line separating the deceleration zone and the track is prohibited.

E) Except in cases of force majeure (accepted as such by the stewards of the meeting), any line painted on the track at the pit exit or the repairs area for the purpose of separating karts leaving the pits or the repair area from those on the track must not be crossed by any part of a kart leaving the pits.

7.7 Running of the event

The event will comprise non-qualifying practice, qualifying practice, qualifying heats, final heats as a minimum.

A) Non-qualifying practice

The time schedule of the event provides 1 non-qualifying practice (7 minutes duration) for each category.
After 1 minute of beginning of the non-qualifying practice all karts must have left the pregrid, competitors who have not done that cannot take part in the non-qualifying practice.
They are reserved for those drivers having passed the sporting checks and scrutineering.
If the number of drivers is less than 30 it will be done in group, otherwise it will be divided in 2 groups odd and even numbers. The use of transponders is mandatory as from the beginning of the non-qualifying practice.
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B) Qualifying practice

Duration of the qualifying practice will be 5 Minutes, only drivers who have passed scrutineering can participate. After 1 minute of beginning of the qualifying practice all karts must have left the pregrid, competitors which has not done that cannot take part in the qualifying practice.

If the number of drivers is less than 37 it will be done in one group, otherwise it will be divided in 2 groups raffled by electronic lotto (group 1 and group2).
The use of transponders is mandatory.
During each session, drivers will take the start when they choose (1 Minute rule). Any driver having crossed the line drawn at the exit of the start area will be considered as being a starter and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is timed. 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 group
The grid will be drawn up in the order of the fastest time achieved by each driver.

If there are two groups (more than 36 Drivers)
The classification will be determined like the following scheme **(no combined qualifying)**:
1st place goes to the fastest time of the 1st group (fastest time overall, faster group)
2nd place goes to the fastest time of the 2nd group (slower group)
3rd place goes to the 2nd fastest of the 1st group (faster group)
4th place goes to the 2nd fastest time of the 2nd group (slower group)
5th place goes to the 3rd fastest time of the 1st group (faster group)
6th place goes to the 3rd fastest time of the 2nd group (slower group)
and so on.

If no time is taken into account for a driver, he/she will take the start at the end of the grid. If several drivers are in that situation, their starting position will be decided by drawing lots. Pushers are not allowed to help drivers once they have crossed the line drawn at the exit of the start area.
DNS competitors will be placed in front of DSQ competitors
If a driver stops in the repair area or in the servicing park, it will be final.
He/she shall not be allowed to start again.

C) Qualifying heats

Case A: 36 starters or less three qualifying heats will be run with all the drivers. The starting grids of each of the three heats will be established on the basis of the results of qualifying practice.

Case B: More than 36 entered drivers - at the end of qualifying practice, drivers will be separated into groups for the qualifying heats. The number of drivers per group will be 18 maximum. Each group must compete versus all the other groups (groups A,B,C,D).

- As an example for (Case B 4 groups), 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.

- Max Mini Each qualifying heat will have a lengthiness of 10 km
- E20 categories the lengthiness of each qualifying heat will be defined in supplementary regulations of each event.

- 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 (not present in Pre-Grid with kart) in a qualifying heat, he will receive a number of points equal to the number of participants plus 1.

If a driver has been black-flagged or disqualified he will receive a number of points equal to the number of participants plus 2.

- 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.

D) Ranking after heats

At the end of the qualifying heats will be done “A RANKING AFTER HEATS”.

The ranking is the sum of the qualifying heats points and sorted on least points, in case of an ex-aequo the better position from the qualifying practice will be decisive.

Case A: If only 36 starters or less are qualified. Drivers on position 1-36 are qualified for Prefinal, the ranking after heats determines the start positions.
Case B: If 37 or more starters are qualified. Drivers on position 1-72 are qualified for Prefinal A e B, the ranking after heats determines the start positions.

The classified drivers will be so distributed, the first classified Driver takes the start into PREFINAL A, the second into PREFINAL B, the third into PREFINAL A, the fourth into PREFINAL B, the fifth into PREFINAL A, the sixth into PREFINAL B, and so on.

E) Prefinal
Max Mini Lengthiness of Prefinals for : 12 km
E20 categories Lengthiness will be defined in supplementary regulations of each event.
Any driver who has not covered all the laps scheduled, even if he has not finished the Prefinal, will be classified according to the number of laps he has actually completed.

F) Final
At the end of the PREFINALS it will be drawn up a general ranking adding up all the penalties given to every driver in the PREFINALS and qualifying heats, in case of ex-aequo between two or more drivers, the best position in the general classification of the Qualifying Practice will be taken into account.
The first 36 classified Drivers after the general ranking are eligible to go to the FINAL.
Max Mini Lengthiness of Final : 12 km
E20 categories Lengthiness will be defined in supplementary regulations of each event.

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

7.8 Starting Grids (on pre-grid, qualifying heats, Pre-final heats and final races) FIA-CIK International Sporting Code, CIK-FIA General Prescriptions Article 2.19

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, prefinal heats and 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 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. 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 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 which was the pole position the previous year or, if it is a new circuit, on that which was designated as such by the CIK-FIA, or designated in the supplementary regulations of the event.

F) Access to the assembly area from the servicing park will end as stated in the official time table. Any kart which has not taken its position on the pre-grid at that moment shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the clerk of the course.

The karts placed on the pre-grid must be ready to race; it is strictly forbidden to carry out any work, adjustment and/or setup on the kart on the pre-grid, **(see point 7.17 for more information)** with the exception of tire pressures, which can be adjusted by the driver or his/her mechanic and by using his/her own means (tire pressure gauge), tyre pressure adjustment must stop without delay when the "3 minutes" board is shown and a audible warning is given, at this time the mechanic must leave the assembly area immediately.

G) Karts on the assembly area are prohibited to return to servicing park, except under exceptional circumstances left to the appreciation of the clerk of the course. It is prohibited to bring a second set of tires to the assembly area.

Definition of assembly area:
- The area between the track and start servicing park
(where the Karts are lined up to start the formation lap).
- The area/walk way to starting line.
- Starting line if used.

H) 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/or light and if he requests the intervention of a mechanic, he will be authorized to leave the assembly area only on the orders of a marshal and he will take the start from the back of the formation when the start at the start/finish line is given, respective of the number of formation laps. No additional time will be allowed to a driver who has not respected these instructions.

I) Any driver who is present, with his/her kart, on the pre-grid within the time limit will be considered as a starter.

7.9 Starting grid procedure on the track

In certain circumstances, the karts will have to be placed on the grid on the track, it is the specific procedure below which is applied.

A) Access to the assembly area from the servicing park will end as stated in the official time table. Any kart which is not on the pre-grid at that moment shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the clerk of the course. The karts (on the trolley) placed in the pre-grid must be ready to race; it is strictly forbidden to carry out any work, adjustment and/or set-up on the kart, **(see point 7.17 for more information)** with the exception of tire pressures, which can be adjusted by the driver or his/her mechanic and by using his/her own means (tire pressure gauge).

B) Once the gate are closed (servicing park to assembly area) each driver with his kart placed on a trolley and pushed by his "A" mechanic will leave the assembly area to take up their positions on the starting grid for the race. From this point, karts must be ready to race; any further work, adjustment and/or set up on the kart (with the exception of tyre pressures) are strictly forbidden **(see point 7.17 for more information)**. Tire pressure adjustment must stop without delay after the "3 minutes"-board followed by the audible warning, at this time the mechanic must leave the assembly area immediately.

C) When the "3 minutes"-signal is shown, along with a "CLEAR THE TRACK" board, all karts must be ready and 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. Interviews may no longer take place once the "3 minutes"-board has been shown. Everybody except Drivers and Officials must leave the grid.

D) "30-seconds"-signal/light: 30 seconds after this signal, the green flag and/or light will be shown at the front of the grid to indicate that the karts must begin a formation lap, keeping to the order of the starting grid and in conformity with the CIK-FIA general prescriptions.

E) Should a driver require assistance after the “30-seconds”-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 assist 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 authorized 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 and his/hers position **(see point 7.17 for more information)**.

7.10 Start delayed

If the clerk of the course considers of safety reasons that the start must be delayed, the following procedure will take place.

A) A time will be given where change can be made.
B) Entrants/drivers outside this time will not be able to enter the race.
C) By tire change:
- The width of the rear and front wheel may be adjusted but must conform to CIK-FIA Technical Regulations
- No other modifications and/or changes are permitted.

7.11 Starting procedure

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

B) The start will be of the «rolling» type. The regulations for "Rolling start for karts with clutches and without gearbox" of the CIK-FIA general regulations apply. E20 categories which will be standing start only. The grid being constituted of two lines of karts.

C) The Organizer following a decision of the Stewards has the right to change starting procedure from "Rolling Start" to "Standing Start" or "One Line Rolling Start" with Slow Boards.(SC in car racing)

D) Two 2-meter wide lanes bordered by white lines will be painted over the 110 meters leading to the start line. A yellow line shall be painted 25 m ahead of the start line.

E) As soon as the clerk of the course indicates with the green flag that the karts may take the start, the drivers are «at the orders of the clerk of the course» and may no longer receive any outside help. Any driver who has not placed himself at the orders of the clerk of the course 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 or of the officer in charge of the assembly area.

F) Karts will cover one warm up lap and one formation lap (total 2 laps) 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 exclusion 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 excluded from that race.

G) 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

materialized on the track, equipped with a time keeping loop and indicated by the race director or the clerk of the course at the briefing.
It is forbidden to use any course other than the track used during the race to regain his start position.

H) If the clerk of the course considers that a driver has been immobilized as a result of another driver's mistake, the clerk of the course 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 will give the start as soon as he is satisfied with the formation.

J) At the end of the formation lap, drivers will go at slow speed towards the start line assembled in two lines of karts. During the approach stage, the red light will be on. No karts may accelerate before the red lights have been switched off. Karts must maintain their position until the start signal is given. If the clerk of the course is satisfied with the formation he 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 an extra formation lap must be covered. Should the engine of a driver stop during formation lap, an official or mechanic nominated to carry out that task may restart him as soon as he/she has been passed by the entire field. He may then rejoin at the back of the formation and must not try to regain his grid position. If the kart cannot be started, then it must be removed from the track to a place of safety. Similarly, after the red line, should a driver fall behind the entire field without stopping, he must remain at the rear for the start and must not attempt to regain his position.

K) In the case of repeated false starts or incidents during the formation lap(s), the clerk of the course, 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 the FIA-CIK 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 repair area before the procedure was stopped will be allowed to take the start of the new formation lap.

L) 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 the FIA-CIK General Prescriptions.

M) A jump start will be deemed to have occurred when a driver crosses the start line ahead of his prescribed grid position at the start of the race. This is recorded by the timing system, and the official timekeepers who act as judges of fact and will determine if a jump start has been committed. The penalty refers to the FIA-CIK General Prescription

N) 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.

O) The stewards may use any video or electronic system likely to help them to take a decision.
The steward's decisions may supersede those taken by judges of fact. Any infringement to the provisions of the code or of these sporting regulations relating to the starting procedure may entail the exclusion of the kart and of the driver concerned from the event.

7.12 Stopping a race

A) Should it become necessary to stop the race or practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course shall order a red flag to be shown on the line. Simultaneously, red flags will be shown at marshal's posts provided with these flags. The decision to stop the race or practice may be taken only by the clerk of the course (or, if he had to leave, by his deputy). Rotax factory team members are also allowed to help and be on the pregrid and assembly area. Drivers may only restart themselves and no assistance may be given (Except from official E20 Rotax track safety team members). If the signal to stop racing is given:

Case A: during practice, all karts shall immediately reduce speed and go back slowly to the «Finish» servicing park, and all karts abandoned on the track shall be removed.

Case B: during the qualifying heats, all karts will immediately reduce their speed and go to the «Finish» servicing park entrance or stop on the track at the place designated during the briefing, considering that:

- the classification of the race will be the classification at the end of the lap prior to that during which the signal to stop was given
- karts or rescue vehicles may be on the track
- the circuit may be totally blocked because of an accident
- the weather conditions may have made it impossible to drive at high speed on the circuit.

The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop was given:

- less than 75% of the distance scheduled for the race (rounded up to the nearest higher whole number of laps). If the race can be restarted, the article of the FIA-CIK General Prescriptions will apply.

- 75% or more of the distance scheduled for the race (rounded up to the nearest higher whole number of laps). The karts will be directly led to the Park Fermé, and the race will be considered as having stopped when the leading kart crossed the line at the end of the lap prior to that during which the signal to stop was given.

Case C: during a race of the final phase, all karts will immediately reduce their speed and go to the «Finish» servicing park entrance or stop on the track at the place designated during the briefing, considering that:

- 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
- karts or rescue vehicles may be on the track
- the circuit may be totally blocked because of an accident
- the weather conditions may have made it impossible to drive on the circuit at racing speed.

The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop the race was given:

A) Less than 2 laps. No points will be awarded. If the race can be restarted, the article of FIA-CIK General Prescriptions will apply.

B) More than 2 laps but less than 75% of the distance scheduled for the race (rounded up to the nearest whole number of laps). If the race can be restarted, the article of FIA-CIK General Prescriptions will apply. Should this not be possible, half the points will be awarded.

C) 75% or more of the race distance (rounded up to the nearest whole higher number of laps). The karts shall be sent directly to the Park Fermé and the race will be deemed to have finished when the leading kart crossed the line at the end of the lap prior to that during which the race was stopped. Full points will be awarded.

7.13 Restarting a race (Qualifying heats or final races)

A) Working on karts will be allowed only in the Repair Area; the only persons allowed to intervene on a kart are the Driver himself and his appointed Mechanic, holder of the appropriate pass. Refueling will not be allowed. All karts must be ready at the 3 minutes board.

B) After a suspending situation, the delay will be kept as short as possible and as soon as 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.

C) The Race or Heat will be resumed with the “SLOW” process and Article 2.20 (CIKFIA General Prescription). 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 and those who were in the Repair Area when the red flag was shown will be allowed to take the new start.

D) 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.

7.14 Neutralization of a qualifying heat or race

A) The clerk of the course or the race director may decide to neutralize a qualifying heat or a race. This procedure will be used only if the track is obstructed, or if the drivers or 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 neutralizes the qualifying heat or race, all observer’s posts will display waved yellow flags and a “SLOW” board (yellow board with the word “SLOW” written in black), which shall be maintained until the neutralization 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 neutralization 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 neutralization, but they may rejoin the track only when authorized 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. Overtaking is strictly prohibited

F) When the race director or the clerk of the course decides to end the neutralization, he will have the flashing orange lights switched off; this will be the signal to the drivers that the race is to resume next time the line is crossed. In the last neutralization lap, the “SLOW” boards will be maintained and the yellow flags will be show 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 neutralization of the qualifying heat or race. On approaching the line, where a green flag will be waived 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 neutralization will be counted as a racing lap.

I) If the race finishes during the neutralization, the karts will take the chequered flag as usual, without being allowed to overtake. Overtaking will be permitted only if a kart slows down because of a serious problem.

7.15 Safeties

A) General Safety. CIK-FIA International Karting Regulation, General Prescription Article 2.14 and the Code (ISC)

B) Kart Safety. CIK-FIA International Karting Regulation, Technical Regulations Article 3 and the Code (ISC)

C) Equipment Safety. CIK-FIA International Karting Regulation, Technical Regulations Article 3 and 3.2 and the Code (ISC)

D) Provisional information of the meeting adapted to each race circuit / track license agreement / conditions. Additional information will be available in the Event Supplementary Regulations.

E) It is forbidden to use motorbikes, scooters or any other motorised vehicles in the Paddock, except where the Clerk of the Course have given special permission.

7.16 Paddock

A) Entrant, Drivers, Mechanic and Guest passes will be issued at the sporting check. All passes must be presented at any time and no one will be readmitted without a pass.

B) Only vehicles with authorized passes are allowed in the Paddock.

C) Each Paddock space (8x6meter) shall be equipped with at least one 5 Kg fire extinguisher

D) It is strictly forbidden to smoke or to use any device risking provoking fire in the Paddock area, it is forbidden to Cook in the Paddock, except with a special authorization from the Organizer

E) No Catering awnings are allowed in the Paddock, a separate area next to camping will be allocated, if space allows.

F) Ground sheets are compulsory to be used during the whole race week.

G) Refueling is only allowed in your allocated paddock space, and only with the use of ground sheet.

F) 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 suspense effect when in the course of the same Competition; a further breach is committed justifying the Disqualification of the same Competitor.

7.17 Pregrid

A) Only one driver per kart and one mechanics are allowed in "Servicing Park" "Pregrid" and only with proven pass and/or proven identification

B) Open and closing times for "Servicing Park" and "Pregrid" will be announced in the time schedule.

C) Drivers who miss the "Pregrid Gate Closing Time" are allowed to start, but only from the "repair are zone" when the start is given. He is not allowed to follow the formation before(Heats, second chance, prefinal and Final). For Qualifying practice they can start after instruction of the clerk of the course from the repair area.

Case 1: repair area is after start/finish line, the whole field has to pass him when the start was given.

Case 2: repair area is before start/finish line, the whole field has to pass him when the start will be given, he is allowed to follow the field and take his start.

D) Mechanical help with or without tools in the pregrid area, drivers are allowed to start from the "repair area zone" when the start is given. He is not allowed to follow the formation before (Heats, second chance, prefinal and Final). For Qualifying practice they can start after instruction of the clerk of the course from the repair area..

Case 1: repair area is after start/finish line, the whole field has to pass him when the start was given.

Case 2: repair area is before start/finish line, the whole field has to pass him when the start will be given, he is allowed to follow the field and take his start.

7.18 Jurisdictions

WSK PROMOTION SRL reserves the right to issue additional statement following the agreement of the ASN presenting the Series and the CIK-FIA, concerning the Rules and Regulations (previously approved by the ASN proposing the series and the CIK-FIA) from time to time, and all such statements will be issued to all registered competitors by way of Competitor's Bulletins at the race event, or published on the official website.

The jurisdiction of a court is excluded for decisions of the FIA, the AUTOKLUB their jurisdictions, the stewards, the series organiser or the organiser as judge.

No claim for compensation of whatever kind may be derived from actions and decisions of the AUTOKLUB or its jurisdiction as well as of RACB representatives or the series organiser, except in the case of a damage caused on purpose or by gross negligence.

7.19 Protests and appeals

The FIA International Sporting Code and AUTOKLUB National Sporting Code are applicable for protests and appeals.

Protest deposit : 500,- €

Appeal deposit : 1.000,- €

Protest deposit - payable to the relevant ASN:
International / National status: will be published in the Supplementary Regulations of the relevant event

8 SERIES RULES AND PENALTIES

8.1 Front Fairing

The front fairing must be in the correct position at all times during a competition according to the CIK-FIA technical regulations.
If the judge of fact reports 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, in all situations a time penalty of **5 seconds (for heats and races)** or **a drop down of three positions in qualifying practice sessions** will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal (in application of Art. 12.2 ISC).

When the Scrutineers/Judges of Fact send the reports regarding the incorrect position of the front fairing, the Stewards will automatically apply the decisions; the stewards can also do a collected decision for the

involved drivers in a session. The Entrants concerned shall not be invited to sign the decision documents.

Should a Driver or a third party be found/proved to have intentionally replaced a front fairing which is not installed correctly during the last lap or after the “black and white chequered flag” was waved this will lead to a disqualification from the involved session or in worse cases from the competition.

8.2 Leaving corridor

If a driver leaving the corridor (lines) before the start was given the following penalties will count.

Case A: 1 to 2 tires out of corridor — time penalty 3 seconds
Case B: more than 2 tires out of corridor — time penalty 5 seconds

8.3 Time penalty 5 seconds

In addition to the CIK-FIA General Prescriptions the Clerk of the Course have the power to decide a 5 seconds penalty. The penalty will be shown with the black and white flag in connection with the start number and a board 5 seconds at the start/finish line.
During the 2 last laps no flags will be shown, the clerk of the Course inform during the briefing on the procedure for the imposition and notification of these penalties.
If there are more offences of the same driver in the same session, the clerk of the course will report that to the stewards for possible further punishment.
It is not possible to go in protest these decisions (in application of Art. 12.2 ISC).

In case a driver has 2 penalties, “front fairing” and “5 seconds clerk of course decision” in the same session, both penalties should be added to the results.

5 seconds penalties can be given for the following:

- Unfair driving behavior,
- Dangerous driving behavior,
- Ignoring the yellow flag,
- blocking a other driver to avoid overtaking,
- Not following the instructions of the stewards of the meeting or the clerk of the course,
- Leaving the corridor before the start,
- 2 tires – 3 seconds
- More than 2 tires – 5 seconds
- Causing a false start,
- blocking a other driver so he can’t overtake
- Not following the specific instructions mentioned during the briefing.

For any incident that is not mentioned, but deemed incorrect by the clerk of the course, a sanction can be proposed by the stewards of the meeting.
The above mentioned incidents can also remain unpunished, or a more severe punishment can be applied, if the clerk of the course thinks it is appropriate.

8.4 Tires mounted with wrong driving direction

If a driver is detected in the “pregrid area” with tires mounted with wrong driving direction, he will be moved to the repair are/zone, there he should mount his tires correctly. Afterwards he can take the start of
the session, first when the start was given at the start/finish line, **he is not allowed to follow the formation before.**

9 OTHER

The final text of these Sporting Regulations shall be the English version, which will be used, should any dispute arise as to their Interpretation headings in this document are for ease of reference only and do not form part of these Sporting Regulations.
The language written and spoken shall be English.

ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IN THE SPORTING REGULATIONS IS FORBIDDEN