KARTING CHAMPIONS LEAGUE
2027 IAME WINTER SERIES

SPORTING REGULATIONS 2027

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OFFICIAL CHAMPIONSHIP DOCUMENT

Status of the Series:

National Series with

Authorized Foreign Participation

1. GENERAL

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

- FIA International Sporting Code ("ISC" or The Code) and its appendices,
- FIA and FIA Karting official Bulletins, the FIA Karting Technical Regulations,
- RACB National Sporting Code,
- 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 the Series and the RACB approved modifications and supplements (Bulletins),
- Supplementary Regulations of the Event including Bulletins,
- Other provisions issued by the FIA and/or by the RACB.

For the present regulations of the KARTING CHAMPIONS LEAGUE IAME WINTER SERIES this version is approved by the RACB and will be binding.

Responsibility, modification of the regulations, cancellation of the event

(1) The participants (=entrants, drivers, passengers, vehicle proprietors and registered keepers) take part in an event at their own risks. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them or the vehicle 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 organizer 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 race wear (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 disqualified from the event and face further disciplinary action.

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

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3. INFORMATION / DATES / ENTRIES / FREE PRACTICE

3.1 Promoter / Organization Office

Promoter: Karting Champions League

Ferrarilaan 2 - NL-3261 NC Oud Beijerland – Netherlands

Website: www.kartingchampionsleague.com

Mail: info@kartingchampionsleague.com

Organization Office: Camp Company GmbH

Spielbergerstraße 11

D-63607 Wächtersbach Germany

Mail: info@kartingchampionsleague.com

3.2 Dates / Calendar / Tracks

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

Round 1: 05th – 07th February 2027, Genk, Belgium

Round 2: 05th – 07th March 2027, Mariembourg, Belgium

3.3 Entries / Subscriptions

3.3.1 Entries must be completed automatically via the website: Karting Champions League Entry Form

3.3.2 Entry opening and closing dates of entries

Round	Race Date	Registration Opens	Registration Closes
Round 1 – Genk	05th – 07th February 2027	31st October 2026	01st February 2027
Round 2 - Mariembourg	05th – 07th March 2027	31st October 2026	01st March 2027

Karting Champions League reserves the right to refuses entries, following the Code.

If a participant is in dispute with the promoter (or a commercial entity of the promoter) or any member of the organizing staff, access to the circuit (whether for races or training sessions) may be refused until a solution can be found. The promoter will notify the RACB at least 7 days before the date of the event concerned.

3.4 Entry fee

3.4.1 Entry fee per event:

IAME Mini / IAME Mini Rookie : € 375,00

IAME X30 Junior / IAME X30 Senior: € 425,00

IAME KA100 140 + IAME KA100 155: € 425,00

KZ / KZ Masters / Super Shifter / Super Shifter Master: € 425,00

All prices are VAT included

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

After completing the online registration, payment can also be made online via Mollie.

There is the possibility to pay by bank transfer:

Name: Karting Champions League

IBAN: NL 61 RABO 0366 9816 76

BIC: RABONL2U

Bank: RABO BANK

Ref: Round + name of driver + class + race number

There is also the possibility to pay on-site, either in cash or by card.

3.4.3 Should the driver fail to attend to the event **THERE WILL BE NO REFUND OF THE ENTRY FEE.**

3.4.4 Late entry administration (after closing date) fee for all events: 50,00 € VAT included.

3.4.5 Drivers are allowed to enter only one class/category per event.

3.4.6 The Promoter and all their partners reserve the right to use the photos, images, any pictures and audio/video tapes recorded during the events and to use them for commercial or promotional purposes without seek opinion of those concerned and without payment of any copyright or fees. All the material used will aim to promote worldwide the karting sport or the Karting Champions League brand.

3.4.7 Any entrant/competitor may not agree with the decisions taken by officials, organizers or promoters of the Karting Champions League IAME Winter Series 2027. They always free to use, in this case, the rights of recourse put at his disposal by the regulations in force.

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

The organization reserves the right to refuse the registration or to disqualify any driver (or team) not observing an adequate behavior to the Promotor and their partners spirit, in dispute with IAME Belgium/Netherlands or who's attitude could harm the reputation of karting in general, including on social networks.

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

The organizer reserves the right to refuse access to the Paddocks to any commercial structure that it deems inadequate or to any person who does not observe or has not observed conduct appropriate to the spirit of the Series or whose attitude could harm the image of karting in general, including on social networks.

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

We remind you that a license "Mechanic Karting" exists.

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4. CATEGORIES / CLASSES / LICENCES

4.1 IAME MINI Rookie (900-999)

Maximum of 36 entries/drivers

License: National karting license issued by an ASN affiliated to the FIA.

Age: From 7 years (reaching 7th birthday during the calendar year) to 10 years of age (reaching their 10th birthday during the calendar year)

Restriction:

- Derogation is possible if driving level is insufficient (promotor/organizer decision)
    - If a driver reaches his 11th birthday during the calendar year he is allowed to race in Mini ROOKIE
- Drivers who will turn 11 years old in 2027 but for whom this is their first season of competition
- Drivers participating in any international series OR participated in the past in any international series are not allowed to race in MINI Rookie, are mandatory to participate in MINI category, even if the minimum age limit is not in line.

Weight: 105 kg

4.2 IAME MINI (800-899)

Maximum of 36 entries/drivers

License: National karting license, ITG issued by an ASN affiliated to the FIA.

Age: From 10 years (reaching 10th birthday during the calendar year) to 13 years of age (reaching 13th birthday during the calendar year)

Weight: 110 Kg

4.3 IAME X30 JUNIOR (1-199)

Maximum of 90 entries/drivers

License: National karting license, ITG or ITF license or higher issued by an ASN affiliated to the FIA.

Age: Drivers between 12 years old (reaching their 12th birthday during the calendar year) and 15 years of age (reaching their 15th birthday during the calendar year)

Weight: 145 kg

4.4 IAME X30 SENIOR (200-399)

Maximum of 108 entries/drivers

License: National karting license, ITG, ITF or ITE license or higher issued by an ASN affiliated to the FIA.

Age: Drivers between 14 years old (reaching their 14th birthday during the calendar year) and 29 years of age (reaching their 29th birthday during the calendar year)

Weight: 158 kg

4.5 IAME KA100 – 140 (701-749)

Maximum of 36 entries/drivers

License: National karting license, ITG, ITF or ITE license or higher issued by an ASN affiliated to the FIA.

Age: From 12 years old (reaching their 12th birthday during the calendar year) till 16 years old (reaching their 16th birthday during the calendar year)

Weight: 140 kg

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4.6 IAME KA 100 – 155 (750-799)

Maximum of 36 entries/drivers

License: National karting license, ITG, ITF or ITE license or higher issued by an ASN affiliated to the FIA.

Age: From 14 years old (reaching their 14th birthday during the calendar year)

Weight: 155 kg

4.7 KZ 2 (100-199)

Maximum of 36 entries/drivers

License: National karting license, ITF or ITE license or higher issued by an ASN affiliated to the FIA.

Age: From 15 years old (reaching their 15th birthday during the calendar year)

Weight: 175 kg

4.8 KZ 2 Master (1-99)

Maximum of 36 entries/drivers

License: National karting license, ITF or ITE license or higher issued by an ASN affiliated to the FIA.

Age: From 15 years old (reaching their 15th birthday during the calendar year)

Weight: 180 kg

The class will be classified as one single class.

4.9 Super Shifter (701-799)

Maximum of 36 entries/drivers

License: National karting license, ITF or ITE license or higher issued by an ASN affiliated to the FIA.

Age: From 15 years old (reaching their 15th birthday during the calendar year)

Weight: 175 kg

4.10 Super Shifter Master (701-799)

Maximum of 36 entries/drivers

License: National karting license, ITF or ITE license or higher issued by an ASN affiliated to the FIA.

Age: From 15 years old (reaching their 15th birthday during the calendar year)

Weight: 180 kg

4.10 Mandatory Entrant License

In order to participate in the Karting Champions League IAME Winter Series 2027, applicants must hold a valid National or International Entrant License 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 minor.

4.11 Mandatory Visa

Entrants and Drivers who wish to take part in a national competition organized abroad can only do so with the approval of their own ASN. This authorization shall be given by the ASN concerned in such form, as they might deem convenient. Visa issued by their ASN affiliated to the FIA.

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5. RUNNING EVENT & POINTS, EVENT RESULT & PRIZES, CHAMPIONSHIP

5.1 Running event

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

A) Non-Qualifying Practice

The time schedule of the event provides 1 non-qualifying practice (6 minutes duration) for each category.

All karts must be rolling on the pre grid within the first 45 seconds of the session.

If a driver is not rolling onto the Pre-Grid within the first 45 seconds of the session, he may only take part in the session with the permission of the Race Director.

The session is reserved for drivers having passed the sporting checks and scrutineering.

If the number of drivers is less than 36 it will be done in 1 group, otherwise it will be divided in 2 groups, drawn electronically.

B) Qualifying Practice

The time schedule of the event provides 1 qualifying practice (6 minutes duration) for each category.

All karts must be rolling on the pre grid within the first 45 seconds of the session.

If a driver is not rolling onto the Pre-Grid within the first 45 seconds of the session, he may only take part in the session with the permission of the Race Director.

The session is reserved for drivers having passed the sporting checks and scrutineering.

If the number of drivers is less than 36 it will be done in one group, otherwise it will be divided in 2 groups, drawn electronically.

If a driver is only able to leave the Pre-Grid after receiving assistance from another person, he may only take part in the session with the permission of the Race Director.

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 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

- the classification will be determined like below **(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 this 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, two qualifying heats will be run with all the drivers. The starting grids of each of the 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.

- As an example for **(Case B 3 groups)**, in the case of a separation of drivers into 3 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 A, the 5th in group B, the 6th in group C, and so on.

- 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.

- Each of the three or four above-mentioned groups will compete against the other groups

- Each qualifying heat will have a duration of 9 minutes + 1 lap for the class IAME Mini / IAME Mini Rookie

- Each qualifying heat will have a duration of 10 minutes + 1 lap for all other classes.

For the qualifying heats, points will be awarded as follows:

1st	*2nd*	*3rd*	*4th*	*5th*	*6th*	*7th*	*8th*	*9th*	*10th*
50	44	41	38	36	34	32	30	28	27
11th	***12th***	***13th***	***14th***	***15th***	***16th***	***17th***	***18th***	***19th***	***20th***
26	25	24	23	22	21	20	19	18	17

Etc.

If a driver does not take the start (not present in the pre grid with kart) in a qualifying heat, he will receive a number of points equal to the number of participants minus 1.

If a driver has been black-flagged or disqualified, he will receive a number of points equal to the number of participants minus 5.

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 there will be a "RANKING AFTER HEATS" summary.

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

Championship points will be awarded as follow:

1st	*2nd*	*3rd*	*4th*	*5th*	*6th*	*7th*	*8th*	*9th*	*10th*
80	76	73	71	70	69	68	67	66	65
11th	***12th***	***13th***	***14th***	***15th***	***16th***	***17th***	***18th***	***19th***	***20th***
64	63	62	61	60	59	58	57	56	55

And so on

E) Super Heats

After the classification from the Ranking After Heats, the grids for the Super Heats will be prepared.

Case A : 36 or less competitors

Starting grid for one Super Heat will be according the classification from the Ranking After Heats.

Case B : more than 36 competitors

Two Super Heats will take place. Grids will be composed as follows:

1st position Ranking After Heats : Pole Position in Super Heat A

2nd position Ranking After Heats : Pole Position in Super Heat B

3rd position Ranking After Heats : 2nd position in Super Heat A

4th position Ranking After Heats : 2nd position in Super Heat B

And so on.

Duration of super heat for IAME Mini 11 minutes + 1 lap

Duration of super heat for all other classes: 12 minutes + 1 lap

For the super heats, points will be awarded as follows:

1st	*2nd*	*3rd*	*4th*	*5th*	*6th*	*7th*	*8th*	*9th*	*10th*
90	80	72	66	60	54	50	46	42	38
11th	***12th***	***13th***	***14th***	***15th***	***16th***	***17th***	***18th***	***19th***	***20th***
34	32	30	28	26	24	22	20	18	17

And so on

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 minus 1.

If a driver has been black-flagged or disqualified, he will receive a number of points equal to the number of participants minus 5.

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.

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After the Super Heats, a Final Intermediate Classification (FIC) will be established. This classification is the sum of the points from Qualifying Heats and Super Heats. In case of an ex-aequo, the best position from the Qualifying Practice will be decisive.

Championship points for the FIC will be awarded as follow:

1st	*2nd*	*3rd*	*4th*	*5th*	*6th*	*7th*	*8th*	*9th*	*10th*
80	76	73	71	70	69	68	67	66	65
11th	***12th***	***13th***	***14th***	***15th***	***16th***	***17th***	***18th***	***19th***	***20th***
64	63	62	61	60	59	58	57	56	55

And so on

F) Final A

The first 36 ranked drivers from the FIC are qualified for the Final A.

Duration of Final for IAME Mini: 12 minutes + 1 lap

All other classes: 14 minutes + 1 lap

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.

For the Finals A championship points will be awarded as follows:

1st	*2nd*	*3rd*	*4th*	*5th*	*6th*	*7th*	*8th*	*9th*	*10th*
80	76	73	71	70	69	68	67	66	65
11th	***12th***	***13th***	***14th***	***15th***	***16th***	***17th***	***18th***	***19th***	***20th***
64	63	62	61	60	59	58	57	56	55

And so on

G) Final B

The drivers ranked on position 37 till 72 from the FIC are qualified for the Final B. Minimum drivers for Final B is 8.

For the Final B championship points will be awarded as follows:

1st	*2nd*	*3rd*	*4th*	*5th*	*6th*	*7th*	*8th*	*9th*	*10th*
36	35	34	33	32	31	30	29	28	27
11th	***12th***	***13th***	***14th***	***15th***	***16th***	***17th***	***18th***	***19th***	***20th***
26	25	24	23	22	21	20	19	18	17

And so on

5.2 Event Result

Trophies will be awarded in all classes per event to the first three placed drivers based on the event results. The event result will be determined by the Final.

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5.3 Championship calculation

The championship will be calculated as follows:

Round 1: Ranking after Heat + FIC + Final A (or B) +

Round 2: Ranking after Heat + FIC + Final A (or B)

All results (6 out of 6) will count for the championship.

When a driver is disqualified from a Final or disqualified from the overall ranking after the Heats (i.e. not a disqualification from a single qualifying heat), this result will count toward the championship and is not deductible. Only DNS results or non-attended events are deductible.

In case of a tie (ex aequo) the best position (1st position, 2nd position,3rd position and so) from ALL ranking after heats, (FIC) and Finals will be decisive.

If two or more drivers finishes the series with the same number of points, the highest place in the Championship will be awarded to:

a) the holder of the greatest number of first places in the Ranking After Heats, FIC, Finals.

b) if the number of first places is the same, the holder of the greatest number of second places in the Ranking After Heats, FIC, Finals.

c) if the number of second places is the same, the holder of the greatest number of third places in the Ranking After Heats, FIC, Finals and so on until a winner emerges;

d) if there is still no difference, the better position in the Final Race of the last Competition will be decisive

e) if there is still a tie, the better position in the FIC of the last Competition

In cases, in which a subsequent correction needs to be carried out by the series organiser after the publication of the championship and/or series classification due to an obvious error or mistake, this can be done by the series organiser. Complaints regarding the series classification shall be addressed to the series organiser. No appeal against the decision of the series organiser will be accepted.

If a race is interrupted under Article 2.21 of the General Regulations FIA Karting without being able to restart, and if less than two (2) laps have been covered, no points will be awarded. Half points will be awarded if more than two laps and less than 75% of the race distance is covered.

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

In case of a force majeure the promotor can cancel the Final or Finals. Championships points will be double awarded taking the ranking after heats in mind.

Complaints regarding the series classification shall be addressed to the series organizer. No appeal against the decision of the series organizer will be accepted.

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6. EQUIPMENT

6.1 Amount of equipment

See Technical Regulations 2027

6.2 Tires

See Technical Regulations 2027 & also Apendix Nr. 1

Running in of wet tires on a dry track is not allowed at any session. Wet tires may only be used if the Race Director has declared Wet Race. Race (parc ferme) tires (slicks ánd wets) are **not allowed** to use in any practice session or/and warm up session.

6.3 Fuel / Oil

See Technical Regulations 2027

The organizer can oblige any driver to change his fuel.

The organizer can oblige to store the fuel into the parc ferme from any driver at any moment.

6.4 Transponders

6.4.1 Only MyLaps transponders are allowed, TranX2 Karting Transponder, TranX3 Karting Transponder and X2 Karting Transponder. The use of the transponder is mandatory from the Warm Up session and/or Non Qualifying session; The timetable is leading!

6.4.2 Each session the transponder must be fitted on the chassis, and has to be fixed on the lower part of the back of the kart seat.

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

6.4.4. Transponders can be rent over the organizer: 50,00 € incl. VAT per event. If a driver loses or mislays a rent transponder from the Organization, he will be billed for the cost price (450 € incl. VAT).

6.5 Cameras

The use of cameras is not allowed.

The promotor/organizer has the right to assign a camera to a participant. This camera is to be used for promotional purposes only.

This procedure is not subject to protest and all decisions are not subject to appeal.

6.6 Race Suits / Overalls / Gloves / Boots / Neck Proctection

Helmets and overalls are mandatory according to FIA Karting regulations.

Gloves, boots and rib protectors are mandatory. FIA Karting specificized are advised but not mandatory.

Neck protection is only mandatory for Mini and Mini Rookie class.

6.7 Racing Numbers

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

6.8 Chassis

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 becomes a danger to others and must satisfy the meetings scrutineers.

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6.9 Front Fairing Mounting Kit

The homologated front fairing mounting kit will be mandatory for every class. See Technical Regulations 2027.

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 these 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 technical registration 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 six drivers have passed technical registration.

7.2 Sporting checks and technical registration

7.2.1 During the initial technical registration 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 The Race Director or the chief medical officer may ask a driver to undergo a medical examination at any time during an Event.

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

7.2.5 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)

7.2.6 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.

7.2.7 The Race Director may require that any kart involved in an accident be stopped and checked by the scrutineers.

7.2.8 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 authorized to give instructions to the entrants.

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7.2.9 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.

7.2.10 Racing numbers and possible advertising signs shall be on the kart when the equipment is submitted to technical registration.

7.2.11 A driver shall not be allowed to change his/her equipment after it has been identified at technical registration.

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

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

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

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

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

7.2.14 If the material/part is declared as in non-conformity, this must remain at the disposal of the Technical Commission and it will be sealed in the presence of the Driver. The refusal of this Scrutineering will automatically lead to, and without appeal, the disqualification of all events from the championship.

The driver is entirely responsible for the conformity of his material.

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

The whole of the material will be kept until the results are official. Following protest, when a decision concerning the conformity of the engine or fuel has been made, the financial settlement of the dispute will take place as prescribed in the RACB National Sporting Code.

7.2.15 At the Event, the event organizer or a delegate from the ASN or the stewards will control the licenses.

7.2.16 The official series communication channel will be SPORTITY. It is mandatory for each participant to download this application on a mobile device. It is important to check your settings: allow push notifications.

Password to sign in: KCL2027

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7.3 Briefings

7.3.1 Definition: The entrant's and driver's briefing are meetings organized by the Race Director 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 drivers is mandatory throughout the briefing under pain of a warning or sanction. One attendance sheet shall be signed by the driver, or entry control to be performed via electronic means. Any driver who is absent during the briefing will be summoned by the Stewards and get a warning from the Stewards and has to follow the instructions of the Stewards. Continued behavior will be penalized.

7.4 General Safety

7.4.1 It is strictly forbidden for drivers to drive their karts in a opposite race direction 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 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 at the nearest marshal post until the end of the session.

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 from his appointed mechanic 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 or his appointed mechanic is authorized to touch a stopped kart only if it is in the repairs area or Parc Ferme.

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 breaking 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 cannot leave the track without the steward's 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 Race Director or Clerk of the course a driver who breaches the technical regulations, except during the last two laps, must stop in the repairs area and remedy the breach before rejoining the track. If the driver is not able to rejoin the session, he must always leave the Parc Ferme with the authorization from the scrutineer.

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 Karting 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 Race Director or Clerk of the course), the choice of tires 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 tires and that the driver is too slow and dangerous for other drivers. In this particular situation the drivers concerned will not get a disqualification but will be placed last.

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 Karting General Prescriptions and in the FIA Karting 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 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.

B) In case of overlapping, the concerned driver who 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 disqualification of the offender from the race.

C) 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.

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D) 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 disqualification 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.

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

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

G) Contacts / collisions (during the race, deceleration 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 disqualification.

D) Apart from the driver - and, in exceptional cases, the competent officials – nobody is allowed to touch a stopped kart under penalty of its disqualification from the race.

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

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 «repair area 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 disqualification 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.

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7.7 Starting Grids (on Pre-Grid, qualifying heats and final races)

FIA Karting International Sporting Code, FIA Karting 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, 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 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. 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 which side of the track to start from (left or right), provided that they inform the Race Director or Clerk of the Course as soon as they reach the assembly area. This choice will only affect the first row, and will not affect any of the other rows.

Failing this, the pole position driver of each grid will start the race from the grid position designated as pole position in the previous year or, if it is a new circuit, from the position designated as pole position by FIA Karting or specified in the Supplementary Regulations of the event.

F) Access to the assembly area from the servicing park will end as stated in the official timetable. 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 at the discretion of the Race Director or 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, adjustments and/or set-up on the kart on the Pre-Grid (see Point 7.17 for more information), with the exception of tyre pressure, which can be adjusted by the driver or their appointed mechanic using their own equipment (tyre pressure gauge).

Tyre pressure adjustment must stop immediately when the “Mechanic Leave Grid” board is shown and an audible warning is given. At this time, the mechanic must leave the assembly area immediately. The tyre gauge may only be used to deflate the tyre; it may not be used to inflate it.

In case of a breach of this rule, the Stewards will apply a penalty.

G) Karts in the assembly area are prohibited from returning to the servicing park, except under exceptional circumstances at the discretion of the Race Director or Clerk of the Course. It is prohibited to bring a second set of tires into the Pre-Grid area.

If a driver has forgotten a rib protector and/or neck protector, they are permitted to retrieve it. The driver must ensure that they return on time. If the driver is late, they must start at the back of the grid.

Definition of Pre-Grid/assembly area:

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

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H) The mechanics must leave the assembly area when the “Mechanic Leave Grid” board is shown before 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 requests the intervention of a mechanic, they will be authorized to leave the assembly area only on the instructions of a marshal. He must take the position at the end of the grid before the start only when it is safe to do so.

No additional time will be allowed to a driver who fails to comply with 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.

7.8 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 timetable. Any kart which is not on the Pre-Grid at that moment shall not be allowed to enter the Pre-Grid, except under exceptional circumstances at the discretion of the Race Director or Clerk of the Course.

The karts on trolleys placed on the Pre-Grid must be ready to race. It is strictly forbidden to carry out any work, adjustments and/or set-up on the kart (see Point 7.17 for more information), with the exception of tire pressure, which can be adjusted by the driver or their mechanic using their own equipment (tire pressure gauge).

The tire gauge may only be used to deflate air and NOT to inflate the tire. In case of a breach of this rule, the Stewards will apply a penalty.

B) Once the gate from the servicing park to the assembly area is closed, each driver, with their kart placed on a trolley and pushed by their mechanic, will leave the assembly area to take up their position on the starting grid for the race.

From this point onwards, the karts must be ready to race. Any further work, adjustment and/or set-up on the kart, with the exception of tyre pressure adjustment, is strictly forbidden (see Point 7.17 for more information).

The tire gauge may only be used to deflate air and NOT to inflate the tire. In case of a breach of this rule, the Stewards will apply a penalty.

Tire pressure adjustment must stop immediately when the “Mechanic Leave Grid” board is shown, followed by the audible warning. At this time, the mechanic must leave the starting grid immediately.

C) When the “Mechanic leave grid” board (or signal) is shown, 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 “Mechanic leave grid” 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 FIA Karting general prescriptions.

E) Should a driver require assistance after the “30-seconds” signal, they must indicate this to the marshals. Once the other karts have left the grid, the kart will be pushed to the assembly area, where the mechanic may assist the driver with the kart.

In this case, marshals with yellow flags will stand beside the kart (or karts) concerned to warn the drivers during 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, they will be authorised to do so only on the instructions of a marshal and will take the start from the back of the formation, irrespective of the number of formation laps or their original grid position.

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7.9 Start delay

If the Race Director or 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 when the next start will take place.

B) Entrants/drivers outside this time will not be able to enter the race.

C) All karts will be replaced to Servicing Parc “IN” or another area (decision of the Race Director or Clerk of the course)

D) All modifications (within the Technical Regulations) are allowed to do under the supervision of the Scrutineers.

E) Modifications are only allowed to do by the driver and his appointed mechanic. All other assistance from extra persons is prohibited.

7.10 Starting procedure

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

B) The start will be of the «rolling» type or «standing» .

The regulations for "Rolling start for karts with clutches and without gearbox" of the FIA Karting General Regulations apply. The grid being constituted of two lines of karts.

The regulations for "Standing start for karts with gearbox" of the FIA Karting General Regulations apply. The grid being constituted of two lines of karts. 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 Race Director or Clerk of the course indicates with the green flag that the karts may take the start, the drivers are «at the orders of the Starter» and may no longer receive any outside help. Any driver who has not placed himself at the orders of the Race Director or 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 Race Director or 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 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 «placed last» last from that race.

G) A driver who is delayed will have the possibility of regaining their original grid position, provided that this manoeuvre does not impede other drivers and, in all cases, before reaching the red line marked on the track, equipped with a timekeeping loop and indicated by the Race Director or Clerk of the Course during the briefing.

It is forbidden to use any route other than the track used for the race to regain the driver’s original starting position.

In the event of a failure to follow the track layout during the laps preceding the start and during the lap following the chequered flag, a penalty of being placed last will be applied.

H) If the Race Director or Clerk of the course considers that a driver has been immobilized as a result of another driver’s mistake, the Race Director or 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 Starter will give the start as soon as he is satisfied with the formation.

J) At the end of the formation lap, drivers will proceed at a reasonable and constant speed towards the start line, forming two lines of karts. If the Starter is not satisfied with the speed maintained during the formation lap, the poleman will receive a warning flag.

During the approach to the start line, the red lights will be switched on. No karts may accelerate or brake excessively (brake testing) before the red lights have been switched off. Karts must maintain their position until the start signal is given.
If the Starter is not satisfied with the procedure, the orange light will be visible, which means that an additional formation lap must be completed.

Should the engine of a driver stop during the formation lap, an official or mechanic appointed for this task may restart the kart as soon as the kart has been passed by the entire field. The driver may then rejoin at the back of the formation and must not attempt to regain their original grid position.

If the kart cannot be started, it must be removed from the track and taken to a place of safety.
Similarly, should a driver fall behind the entire field without stopping, they must remain at the rear of the formation for the start and must not attempt to regain their original position.

K) In the case of repeated false starts **(the start has not been given / red lights are still on)** or incidents during the formation lap(s), the Race Director or 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 Karting 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 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 Karting General Prescriptions.

M) A jump start will be deemed to have occurred when a driver is ahead of his grid position when the start light is switched off. This will be controlled in the race control. The penalty refers to the FIA Karting 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 disqualification of the kart and of the driver concerned from the event.

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7.11 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 Race Director or Clerk of the Course shall order the red flag to be shown at the start/finish line. Simultaneously, red flags will be shown at the marshal posts equipped with them.

The decision to stop the race or practice may be taken only by the Race Director or Clerk of the Course (or, if they have had to leave, by their deputy).

If the signal to stop the race or practice is given:

Case A: during Warm Up, Non Qualifying practice, Qualifying 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, Finals: 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 Karting 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.

The 75% will be calculated based on the race duration stated in the timetable, plus 1 minute. For example, in the case of a 9-minute + 1-lap race, the 75% rule will be calculated based on 10 minutes.

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 Karting General Prescriptions will apply. The original grid will be applied. Drivers who had to start from the back of the grid, because a penalty was applied, must now start from their original position as it was published on the Pre-Grid.

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 Karting 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, see also 7.12 B). 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.

7.12 Restarting a race (Qualifying heats or final races)

A) Working on karts will be allowed only in the Repair Area or another designated 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 (FIA Karting 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.

7.13 Neutralization of a qualifying heat or race

A) The Race Director or Clerk of the course may decide to neutralize a qualifying heat or a race. This procedure will be used only if the track is obstructed, or if the drivers or 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 and constant speed the pace, at a moderate speed, and all the other karts must remain in as tight a formation as possible. If the Race Director is not happy with the speed showed during the SLOW procedure the leading driver will get a Warning flag and will be reported to the Stewards. Break testing is prohibited. Offenders will be reported to the Stewards.

If the race finishes under the SLOW procedure, the results will be determined based on the lap completed immediately before the SLOW procedure was introduced taking all penalties into account.

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 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.

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G) At that moment, the leading kart will continue to set the pace, at a constant and moderate speed. The race director or the Race Director or 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 the Race Director or 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. If the Race Director is not happy with the speed showed during the SLOW procedure the leading driver will get a Warning flag and will be reported to the Stewards. Break testing is prohibited. Offenders will be reported to the Stewards.

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 checkered flag as usual, without being allowed to overtake. Overtaking will be permitted only if a kart slows down because of a serious problem.

7.14 Safeties

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

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

C) Equipment Safety. FIA Karting International 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 motorized vehicles in the Paddock, except where the Race Director or Clerk of the course have given special permission.

F) Running in, warming up or testing of kart engines is not allowed. Starting the engine in Paddock is allowed, meaning to check if the engine starts. Offenders first will be warned. If behavior continues the offender will be called to the stewards. In worse case 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.

Only in IAME Mini-Rookie & IAME Mini categories it is allowed to briefly start the engines in the Servicing Parc Area (just starting, nothing more) before entering the Pre-Grid Area.

Shifter categories are allowed to run in the engines ONLY ACCORDING the timeslots according to the relevant timetable.

7.15 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 a ground sheet.

H) It is strictly forbidden to use any electronic vehicles in the Paddock.

7.16 Pre-Grid

A) Only one (1) driver per kart and one (1) appointed mechanic is allowed in Pregrid and only with proven pass and/or proven identification.

B) Open and closing times for Servicing Parc and Pre-Grid will be announced in the time schedule.

C) 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 using his/her own tyre pressure gauge by letting air out only.

D) Access to the Pre-Grid area from the Start Servicing Park will end as stated in the official timetable. Any kart which has not taken its position on the Pre-Grid at that moment shall not be allowed to do so.

If the kart is not ready to race at the closing time of the gate, **the kart must be ready to race within one additional minute after the gate closes**. The kart will then be placed at the back of the grid. The driver **is not permitted to retake their original grid position**.

If the kart is not ready to race **after this additional one-minute period**, the driver will not be permitted to start.

E) If a Driver is unable to start from the Pre-Grid, after the display of the green light or flag, and if he requests the intervention of a Mechanic, he will be authorised. After assistant from the Mechanic he will be authorized to leave the Pre-Grid only at the orders of the Race Director, **the driver may not re-take his original starting position.**

F) If the race is stopped by means of a red flag within the first two laps, a complete restart will take place. Drivers must retake their original starting positions.

7.17 Jurisdictions

The Promotor reserves the right to issue additional statements following the agreement of the ASN presenting the Series and/or the FIA Karting, concerning the Rules and Regulations (previously approved by the ASN proposing the series and the FIA Karting) 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 RACB, their jurisdictions, the stewards, the series organizer.

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

7.18 Protest and Appeals

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

Protest Fee: 500,-€

National Appeal Fee: 1.000,-€

International Appeal Fee : 6.000,-€

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8. SERIES RULES / PENALTIES / RACE CONTROL

8.1 Front Fairing

The front fairing must be in the correct position at all times during a competition according to the FIA Karting technical regulations.

HEATS - FINALS

If the judge of fact reports that the front fairing is not in the correct position, in all situations a time penalty of **3 seconds** will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal (in application of Art. 12.2 ISC).

TIME QUALIFYING

If the Judge of Fact reports that the front fairing is not in the correct position, **the fastest lap time recorded in the concerned group will be automatically cancelled** for the driver(s) concerned in all cases. This time penalty is not subject to appeal.

Note:

If qualifying is run in two or more groups and the cancelled fastest laptime was the fastest lap time in the overall fastest lap time, **this lap time will still be used** to determine which group is the fastest.
For example, if the overall fastest lap time is set in Group B but **this lap time is subsequently annulled due to a penalty**, Group B will remain the fastest group, even if the **second-fastest lap time in Group B is slower than the fastest lap time recorded in another group**.

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 or proven to have **intentionally** replaced a front fairing that was not correctly installed during the last lap or after the **"chequered flag"** has been waved, this will result in **disqualification from the session concerned**.

8.2 Leaving corridor / Jump Start / Incorrect position

If a driver leaves the corridor (lines) before the red lights are switch off, the following penalties will apply:

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
Jump start:	time penalty 5 seconds
Incorrect starting position:	time penalty 5 seconds

8.3 Time penalty 5 seconds

In addition to the FIA Karting General Prescriptions the Race Director or Clerk of the course has the power to decide a 5 seconds penalty. If possible, the penalties will be shown on the digital board.

If there are more offences of the same driver in the same session, the Race Director or Clerk of the course will report that to the stewards for possible further punishment.

It is not possible to protest these decisions (in application of Art. 12.2 ISC).

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

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5 seconds penalties can be given for the following:

- driving behavior, driving standards;
- ignoring the yellow flag;
- blocking another driver to avoid overtaking;
- not following the instructions of the stewards of the meeting or the Race Director or Clerk of the course;
- causing a false start;
- not following the specific instructions mentioned during the briefing;

For any incident that is not mentioned, but deemed incorrect by the Race Director or 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 Race Director or Clerk of the course thinks it is appropriate.

8.4 Impeding

8.4.1 Impeding in Qualifying practice:

Drivers who impede or block other drivers during qualifying practice will be penalized by having their **fastest lap time cancelled**.

8.4.2 Impeding in Heats and/or Final

Drivers who impede or block other drivers during the Heats and/or Finals will first receive a warning board.
If the driver continues to impede or block another driver after the warning, a 5-second time penalty will be applied.

Any continued or repeated behaviour may be reported to the Stewards for further action.

8.4.3 Ignoring Technical flag / digital sign

The technical flag (including the race number) will be shown for a maximum of **two** laps.

If a driver ignores the technical flag or digital signal, for whatever reason, they will be shown the black flag and must report to the Race Director. The black flag or digital signal will be shown only once.

The technical flag will not be shown **during the final two laps of the session**. However, the Race Director or Clerk of the Course may inform the Technical Delegate of any technical issues.

If an exhaust system is no longer properly secured and, as a result, produces significantly more noise, the driver must stop immediately, even if the technical flag has not been shown, and place the kart in a safe position.

Failure to comply with this instruction will be reported to the Stewards.

8.5 Race Control

All sessions will be monitored by Race Control using a closed-circuit camera system. Incidents and reports observed by the Judges of Fact will be communicated to Race Control.

Race Control, where appropriate in consultation with the Race Director, will determine whether an incident constitutes an offence and whether a penalty is applicable.

Where possible, penalties will be communicated directly to the driver(s) concerned during the session.

As a general rule, requesting and/or viewing video footage is not permitted. When a request to view video footage is made, the driver must first clearly state whether they intend to lodge a protest.

If the driver indicates an intention to lodge a protest, the video footage will not be shared with the driver. The footage will only be made available during the hearing with the Stewards.

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9 STATEMENT FROM THE ORGANIZER

Due to the numbers of drivers present in the competition and in order to comply with the FIA Karting Regulations, team managers and/or tuners will be not allowed in the assembly area (Start/Finish Servicing Parc, on the Pre-Grid and in the 'mechanics' area.

Access to the Finish Service Parc will remain only via the Finish Service Parc gate, upon presentation of the 2027 Team pass and after agreement from the gate attendant, only.

In case of non-compliance with this prerogative, the person(s) involved will be summoned to the Stewards who will decide on the penalty to be applied.

All incomplete, without insurance documentation or late "MEDIA" accreditation requests will be systematically refused.

10 BULLETINS

It is up to the organizer/promoter to foresee bulletins during the season or during the event if needed. Bulletins dated later then the approval of these Sporting Regulations but before the start of the championship must be approved by the RACB. Bulletins made during the event must be approved by the Stewards.

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

Visa RACB :

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KARTING CHAMPIONS LEAGUE
2027 IAME WINTER SERIES

SPORTING REGULATIONS 2027

APENDIX 1: TIRES

AP 1.1 IAME MINI Rookie

One set of slick tyres and one set of wet tyres must be purchased through the organiser via voucher system.

Retail prices are set by IAME Netherlands.

If the wet tyres are not used during Round 1, they may be carried over and used during Round 2.

Wet tyre vouchers that have not been redeemed during Round 1 will remain valid for use during Round 2.

Type slick: KOMET K1D-M | Retail price : € 178,50 (VAT included)

Type Wet: KOMET K1D-W | Retail price : € 199,50 (VAT included)

AP 1.2 IAME MINI

One set of slick tyres and one set of wet tyres must be purchased through the organiser via voucher system.

Retail prices are set by IAME Netherlands.

If the wet tyres are not used during Round 1, they may be carried over and used during Round 2.

Wet tyre vouchers that have not been redeemed during Round 1 will remain valid for use during Round 2.

Type slick: KOMET K1D-M | Retail price : € 178,50 (VAT included)

Type Wet: KOMET K1D-W | Retail price : € 199,50 (VAT included)

AP 1.3 IAME X30 JUNIOR

Two sets of slick tyres and one set of wet tyres must be purchased through the organiser via voucher system.

Retail prices are set by IAME Netherlands.

If the wet tyres are not used during Round 1, they may be carried over and used during Round 2.

Wet tyre vouchers that have not been redeemed during Round 1 will remain valid for use during Round 2.

Type slick: KOMET K3-H | Retail price : € 214,00 (VAT included)

Type Wet: KOMET K3-W | Retail price : € 229,50 (VAT included)

AP 1.4 IAME X30 SENIOR

Two sets of slick tyres and one set of wet tyres must be purchased through the organiser via voucher system.

Retail prices are set by IAME Netherlands.

If the wet tyres are not used during Round 1, they may be carried over and used during Round 2.

Wet tyre vouchers that have not been redeemed during Round 1 will remain valid for use during Round 2.

Type slick: KOMET K3-M | Retail price : € 219,50 (VAT included)

Type Wet: KOMET K3-W | Retail price : € 229,50 (VAT included)

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AP 1.5 IAME KA100 - 140

One set of slick tyres and one set of wet tyres must be purchased through the organiser via voucher system.

Retail prices are set by IAME Netherlands.

If the wet tyres are not used during Round 1, they may be carried over and used during Round 2.

Wet tyre vouchers that have not been redeemed during Round 1 will remain valid for use during Round 2.

Type slick: KOMET K3-H | Retail price : € 214,00 (VAT included)

Type Wet: KOMET K3-W | Retail price : € 229,50 (VAT included)

AP 1.6 IAME KA 100 - 155

One set of slick tyres and one set of wet tyres must be purchased through the organiser via voucher system.

Retail prices are set by IAME Netherlands.

If the wet tyres are not used during Round 1, they may be carried over and used during Round 2.

Wet tyre vouchers that have not been redeemed during Round 1 will remain valid for use during Round 2.

Type slick: KOMET K3-H | Retail price : € 214,00 (VAT included)

Type Wet: KOMET K3-W | Retail price : € 229,50 (VAT included)

AP 1.7 KZ

Two sets of slick tyres and one set of wet tyres must be purchased through the organiser via voucher system.

Retail prices are set by IAME Netherlands.

If the wet tyres are not used during Round 1, they may be carried over and used during Round 2.

Wet tyre vouchers that have not been redeemed during Round 1 will remain valid for use during Round 2.

Type slick: LeCONT | Retail price : € 240,00 (VAT included)

Type Wet: LeCONT | Retail price : € 245,00 (VAT included)

AP 1.8 KZ Masters

Two sets of slick tyres and one set of wet tyres must be purchased through the organiser via voucher system.

Retail prices are set by IAME Netherlands.

If the wet tyres are not used during Round 1, they may be carried over and used during Round 2.

Wet tyre vouchers that have not been redeemed during Round 1 will remain valid for use during Round 2.

Type slick: LeCONT | Retail price : € 240,00 (VAT included)

Type Wet: LeCONT | Retail price : € 245,00 (VAT included)

AP 1.9 Super Shifter

Two sets of slick tyres and one set of wet tyres must be purchased through the organiser via voucher system.

Retail prices are set by IAME Netherlands.

If the wet tyres are not used during Round 1, they may be carried over and used during Round 2.

Wet tyre vouchers that have not been redeemed during Round 1 will remain valid for use during Round 2.

Type slick: LeCONT | Retail price : € 240,00 (VAT included)

Type Wet: LeCONT | Retail price : € 245,00 (VAT included)

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AP 1.10 Super Shifter Masters

Two sets of slick tyres and one set of wet tyres must be purchased through the organiser via voucher system.

Retail prices are set by IAME Netherlands.

If the wet tyres are not used during Round 1, they may be carried over and used during Round 2.

Wet tyre vouchers that have not been redeemed during Round 1 will remain valid for use during Round 2.

Type slick: LeCONT | Retail price : € 240,00 (VAT included)

Type Wet:vLeCONT | Retail price : € 245,00 (VAT included)

WET TIRES GENERAL (see also 6.2 Sporting Regulations)

Should the prevailing weather conditions so require, the Race Director, in consultation with the Head Scrutineer & Organiser, may authorise the use of an additional set of wet tires.

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