

## IWF22 – SPORTING REGULATIONS

Registered by the FFSA Competition Service at 07/06/2022 with Reference CK 2022/26

### 1. SPORTING REGULATIONS

Victory Concept is the Promoter of IWF22. This event is the property of IAME S.p.A. The title of "IWF22" Champion will be awarded to the winning Driver in each category. All parties (concerned, ASN, promoters, manufacturers, organisers, participants and circuits) undertake to apply and respect the FIA International Sporting Code and the FIA Karting General Prescriptions.

### 2. REGULATION

The French version of these Sporting Regulations will constitute the final text which will be used for any possible dispute based on an interpretation of these regulations. The headings in this document are designed for ease of reference and do not form part of these Sporting Regulations. The appendices are an integral part of the regulations. The organizer of the event, Victory Concept, following the agreement of the ASN hosting the event, reserves the right to publish addenda concerning the Sporting Regulations. These addenda are sent to all competitors registered by means of "Competitors" Bulletins during the events, or sent to the address (email) given on the registration form for the event, or noted on the official website of the event [www.iamekarting.com](http://www.iamekarting.com).

### 3. ORGANISATION

The event will take place in compliance with the FIA International Sporting Code (The Code) and its appendices, the official FIA Karting Bulletins, the FIA Karting Technical Regulations, the General Prescriptions and Specific Prescriptions applicable to International Karting Events, the Sporting Regulations and Technical 2022 of the event, as well as the Supplementary Regulations relating to the event.

### 4. EVENT SPECIFIC INFORMATION

#### 4.1 Organization Office

##### Victory Concept

43, Rue Clément Ader  
77230 Dammartin en Goële - France  
Tél : +33 (0)1 60 54 06 18  
Fax : +33 (0)1 60 54 10 05  
Email : [events@iamekarting.com](mailto:events@iamekarting.com)  
Web : [www.iamekarting.com](http://www.iamekarting.com)

#### 4.2 Administration Office

##### Victory Concept

14, Rue Albert Camus  
81000 Albi - France  
Email : [events@iamekarting.com](mailto:events@iamekarting.com)  
Web : [www.iamekarting.com](http://www.iamekarting.com)

#### 4.3 Date – Venue - Categories :

Part 1 : Karting International du Mans (Fra) – 13/16 October 2022 - X30 Mini / X30 Master / KA100 / Z-I  
Part 2 : Karting International du Mans (Fra) – 20/23 October 2022 - X30 Junior / X30 Senior

#### 4.4 Candidate ASN and accepting ASN

The event is proposed and authorized by the ASN of France (FFSA)

#### 4.5 Registration opening/closing dates

4.5.1 Registrations are accepted by invitation.

#### 4.6 Drivers admitted

In order to participate in a competition, each Driver must hold a national or international license for Drivers and Competitors (Article 9.1 of the Code) valid for Karting and for the current year, from an ASN affiliated to the FIA, as well as the necessary authorizations (visas) issued by their ASN (Article 3.9 of the Code). Competitor licenses cannot be issued to persons who have not yet reached the required age and do not have full legal capacity.

#### **4.7 Entry Restrictions**

**4.7.1** The event being on invitation, the organizer reserves the right to accept in priority Drivers who have won an invitation for the event, then those who have participated, during the current year, in national or international IAME events. A number of available places will be allocated for each country in all categories. The final list of Drivers eligible to access the places reserved for their country, in each category, will be determined by criteria (Qualifications) specified for each country. Each Driver must have the agreement of the IAME importer of the country that issued his license. Each seat won cannot be transferred or sold to other Drivers and must be returned to the organizer if it is not used.

**4.7.2** Entries are only accepted upon receipt of full entry payment.

**4.7.3** Entries for the Event must be sent by participants to the Victory Concept Administrative Office using the participation form available on [www.iamekarting.com](http://www.iamekarting.com).

#### **4.7.4 Maximum number of entrants**

The number of entries is limited in each category. The organizer reserves the right to accept more Drivers depending on the registrations received.

#### **4.7.5 Entry fee**

**4.7.6** The entry fee for the event is indicated on the entry form. No participation fees will be refunded. The registration fee includes access to the circuit from the first day of free practice until the finals.

#### **4.9 Prizes and trophies for the Event**

**4.9.1** A trophy will be awarded to the first five (5) Drivers classified in each category.

**4.9.2** The winner of the overall classification of the event in each category will be awarded the title of: "Champion of the event".

**4.9.3** The Driver who finishes second in the event in each category will be awarded the title of: "2nd in the overall classification of the event".

**4.9.4** The Driver who finishes third in the event in each category will be awarded the title of: "3rd in the overall classification of the event".

**4.9.5** The Driver who finishes fourth in the event in each category will be awarded the title of: "4th in the overall classification of the event".

**4.9.6** The Driver who finishes fifth in the event in each category will be awarded the title of: "5th in the overall classification of the event".

**4.9.7** The best female Driver among all the categories (in proportion to the number of entries in each category) will be rewarded with the X30 Lady trophy.

**4.9.8** At the end of the final classification of the X30 Master category, the best Driver over the age of 45 (in the current calendar year) will be awarded the X30 Gentleman trophy.

## 5. CATEGORIES

### 5.1 X30 Mini

Entries maximum : 216 Drivers  
Age minimum : 8 y.o. (Within the year)  
Age maximum : 12 y.o. (Within the year)  
Weight minimum : 110 Kg (Total weight kart + Driver in racing conditions)  
License : Nationale Minime-Cadet FFSA or equivalent issued by an ASN affiliated to the FIA, accompanied by a VISA or International G  
Race numbers : 001-299

### 5.1 X30 Junior

Entries maximum : 144 Drivers  
Age minimum : 12 y.o. (Within the year)  
Age maximum : 15 y.o. (Within the year)  
Weight minimum : 145 Kg (Total weight kart + Driver in racing conditions)  
License : National Junior or Senior License or International Karting Licenses of G & F degree issued by an ASN member of the FIA  
Race numbers : 300-499

### 5.2 X30 Senior

Entries maximum : 180 Drivers  
Age minimum : 14 y.o. (Within the year)  
Age maximum : /  
Weight minimum : 155 Kg (Total weight kart + Driver in racing conditions)  
License : National Senior License or International Karting Licenses of F & E degree for Drivers from the age of 14 (reaching their 14th birthday during the calendar year) and issued by an ASN member of the FIA.  
Race numbers : 500-699

### 5.3 X30 Master

Entries maximum : 36 Conducteurs  
Age minimum : 30 y.o. (Within the year)  
Age maximum : /  
Weight minimum : 167 Kg (Total weight kart + Driver in racing conditions)  
Licence : National Senior License or International Grade E Karting Licenses issued by an ASN member of the FIA.  
Race numbers : 700-799

### 5.4 KA100

Entries maximum : 36 Drivers  
Age minimum : 14 y.o. (Within the year)  
Age maximum : /  
Weight minimum : 150 Kg (Total weight kart + Driver in racing conditions)  
License : National Senior License or International Karting Licenses of F & E degree for Drivers from the age of 14 (reaching their 14th birthday during the calendar year) and issued by an ASN member of the FIA.  
Race numbers : 800-899

### 5.5 Z-I

Inscription maximum : 36 Drivers  
Age minimum : 15 y.o. (Within the year)  
Age maximum : /  
Weight minimum : 175 Kg (Total weight kart + Driver in racing conditions)  
License : National Senior License or International Grade E Karting Licenses for Drivers issued by an ASN, member of the FIA.  
Race Numbers : 900-999

## 6. TYRES

Starting from the first day and the first free practice session included in the entry, only KOMET Racing Tires tires are authorized in the event.

6.1 Free practice tires are available from the KOMET Racing Tires dealer network or from the organizer's office.

6.2 Distribution of tires for the official phase of the event: see APPENDIX 7 of the Technical Regulations.

6.3 It is forbidden to break in rain tires on a dry track.

## 7. FUEL

7.1 Each Driver will be responsible for purchasing their fuel from free practice until the end of the event. The location of the supply of the fuel will be indicated in APPENDIX 6 of the Technical Regulations and in the specific regulations of the event.

## 8. CLUTCH AND RPM CONTROLLER.

When using an electronic or manual clutch and RPM analyzer, it is the participant/driver who assumes responsibility for the proper operation of the unit. The unit will be rented for the event and can be used for all categories.

Fixings and cables for the unit will need to be purchased by the participant/Driver. The fixing of the support will be mentioned in the Supplementary Regulations.

## 9. GENERAL COMMITMENTS

9.1 All Drivers, Participants and Officials participating in IWF22 undertake, for themselves, their employees and agents, to observe all the provisions of the International Sporting Code ("the Code"), the Karting Technical Regulations ("the Technical Regulations"), the General Instructions applicable to Events and CIK-FIA International Karting Championships, Cups and Trophies ("the General Instructions"), the Supplementary Regulations of the Event concerned, as well as the Sporting Regulations and the Technical Regulations of IWF22

## 10. TERMS AND CONDITIONS

Participants, Drivers, assistants and guests must at all times wear the appropriate identification marks issued to them under these sporting regulations.

### 10.1 Service vehicles in the Paddock

Participants' attention is drawn to the fact that the space reserved for service vehicles is cramped. No private car will be tolerated there. Before entering the Paddock, all service vehicles MUST report to the organizer's office. They will receive 1 pass for a Paddock vehicle.

### 10.2 Participants & Drivers

Upon arrival, Competitors and Drivers will go to the Organization office to identify themselves and receive their passes.

- a) 1 pass for a Paddock vehicle
- b) 1 Driver pass (per registered Driver)
- c) 1 Mechanic pass (per registered Driver), giving access to the service parks

10.2.1 Passes that are not worn by their holders will be confiscated.

### 10.3 Paddock

10.3.1 It is strictly forbidden to mount or unload the equipment until the spot in the paddock has been allocated by the organizer.

10.3.2 Participant, Driver and Mechanic passes will be handed during the administrative check. All passes must be presented at all times and no one will be readmitted without a pass.

10.3.3 No Driver may practice without having previously carried out the Sporting Checks.

10.3.4 From the first non-qualifying practice, all karts must display their official race number.

10.3.5 Only vehicles with an authorized pass will be admitted to the Paddock.

10.3.6 Each Paddock location (8 x 6 meters) will be equipped with at least one 5 kg fire extinguisher.

**10.3.7** It is strictly forbidden to smoke or use any device likely to cause a fire in the Paddock area. It is also forbidden to cook in the Paddock.

**10.3.8** No tent intended for catering is authorized in the Paddock. If space permits, a special place will be allocated for them near the campsite.

**10.3.9** Under penalty of disqualification, it is forbidden to use motorized vehicles (mini-motorcycles, etc.) and electric vehicles in the Paddock.

**10.3.10** Floor protectors must be used throughout the event.

**10.3.11** Refueling is only permitted in the paddock space allocated to you, and only using floor protection.

**10.3.12** In order to preserve the environment and reduce noise pollution, it is forbidden to warm up the engines in the paddock and around the circuit (parking...).

## **11 PARK ASSISTANCE - PARC FERMÉ - PRE-GRID**

### **11.1 General provisions**

**11.1.1** Engine starting is prohibited in the service parks.

**11.1.2** Engine starting is prohibited on the pre-grid until the "Engine" sign is displayed.

**11.1.3** The starting of engines in these areas is authorized only on request and under the supervision of a technical delegate.

**11.2** Only one (1) Driver and one (1) mechanic per kart are authorized in the service parks, on the pre-grid and in the Parc Fermé, and only with the pass provided.

**11.2.1** Accredited team managers are authorized to enter the restricted areas only on presentation of the official pass previously obtained from the Organiser's office. Team manager cannot work on a kart under any circumstances.

### **11.3 Start Service Park**

**11.3.1** The start service park is the area between the paddock and the pre-grid. Any intervention related to safety issues must be carried out with the approval and under the supervision of a technical delegate.

**11.3.2** Only the following operations are allowed:

- Tire fitting
- Tire pressure adjustment
- Track width

### **11.4 Arrival Service Park**

**11.4.1** The finish service park is the area between the track and the paddock. Any intervention related to safety issues must be carried out with the approval and under the supervision of a technical delegate.

### **11.5 Pre-grid**

**11.5.1** This is the area where the Karts are placed on the ground to access the track.

**11.5.2** Only the following operations are authorised: checking and adjusting tire pressure without adding air.

**11.5.3** Access to the pre-grid will end five (5) minutes before the scheduled start time of the race. The 5-minute limit is announced by a siren blast. Any kart which has not taken its position on the pre-grid within five minutes will not be authorized to do so, except in exceptional circumstances left to the discretion of the Clerk of the Course or the Technical Delegate. Karts on the pre-grid must be ready to run, any work and/or adjustments (except tire pressure) to the kart is strictly prohibited. Drivers late on the pre-grid will not be allowed to access it. Pre-grid karts are not allowed to return to the start service park, except in exceptional circumstances left to the discretion of the Clerk of the Course or the Technical Delegate.

If a Driver cannot start from the pre-grid after the presentation of the green flag and if he requests the intervention of a Mechanic, he will be authorized to leave the pre-grid only on the orders of a Track Marshal and will take the Start behind the peloton, regardless of the number of formation laps. Failure to follow the procedure will result in presentation of the black flag and disqualification from the race. Any intervention on the pre-grid related to safety can only be done with the authorization of a scrutineer. If the intervention is authorized, the Driver will then have to start in last position.

**11.5.4** It is forbidden to bring a second set of tires on the pre-grid.

**11.5.5** Any Driver who is present, with his kart, on the grid within the time allowed will be considered as starting.

**11.5.6** The Mechanics must leave the pre-grid 30 seconds before the time scheduled for the start of the Race.

### **11.6 Parc Fermé**

**11.6.1** The area is located between the start and finish service parks and is the restricted area of the service park where equipment is parked in the time before technical control or before it can be released once the official regulation time has expired. Only the technicians in charge of technical verification, the mechanic and the Driver can access it.

**11.6.2** Any intervention is strictly prohibited without the prior authorization of the technical delegate.

### **11.7 Exceptional conditions**

**11.7.1** Delayed start, if the Clerk of the Course considers that for safety reasons the start must be delayed, the following procedure may be adopted:

**11.7.2** A 10-minute delay is granted when changes can be made.

**11.7.3** Drivers outside the 10 minute time limit will not be allowed to enter the pre-grid.

**11.7.4** Drivers will be authorized to return to the starting Service Park and will only be authorized to carry out the following interventions, under the supervision of the Scrutineers:

- Change of tires
- Tire pressure
- Front and rear track width adjustment
- Replacement of the spark plug
- Installation of the intake silencer protection or rotation of the latter

Any other intervention is strictly prohibited. Any intervention must be carried out exclusively by the Driver or his mechanic. Failure to comply with these instructions will result in the Driver being denied access to the pre-grid or disqualified from the race after the presentation of a black flag.

## **12. THE EVENT - PRINCIPLE AND PROCEDURE**

**12.1** Each IWF22 event will include free practice, non-qualifying practice, qualifying practice, warm-up, qualifying heats, Pre-Final and Final. The final distances of the events will be mentioned in the Supplementary Regulations of the Event.

### **12.2 Free Practice**

Before participating in the free practice, all Drivers must have passed the sporting checks and will have affixed their number and name to the Karts (See specific regulations in the technical regulations).

### 12.3 Non Qualifying Practice

From non-qualifying practice #1 and for all subsequent competitions, the transponder is compulsory and must be attached to the lower part of the kart seat. The Driver is responsible for his transponder (charging, operation, etc.) even if it was provided by the organiser. Each group will be able to carry out its tests according to the schedule. All Drivers and karts must have passed the sporting and technical checks.

### 12.4 Qualifying practice format

X30 Mini	defined in accordance with the limit of the number of entries
X30 Junior	defined in accordance with the limit of the number of entries
X30 Senior	defined in accordance with the limit of the number of entries
X30 Master	one group
KA100	one group
Z-I	one group

**12.4.1** The composition of the groups for classes with more than one group will be drawn by lot by the timing system.

**12.4.2** During the qualifying practice, any stop in the Repair Zone or in the Assistance Zone will be final. The Driver will not be allowed to restart during qualifying practice.

**12.4.3** In each session, the Driver will start a maximum of two minutes after the start of the session.

**12.4.4** At the end of the qualifying practice, all Drivers must immediately step on the scale to check the weight. All Drivers will only be able to exit through the Service Park. If a Driver enters the "Parc Fermé" before the end of qualifying practice for whatever reason, he/she must present himself at the scale in order to check the weight. All Drivers must only pass through the "Parc Fermé".

**12.4.5** The best time during the session will determine the position on the grid for the qualifying heats. In the event of a tie, the second best time will be taken into account and so on.

### 12.6 Warm-up

Only Komet Racing Tyres, specific to each category, are authorized.

### 12.7 Qualifying Heats

#### 12.7.1 Classification

For each race, the Driver who has completed the prescribed number of laps in the minimum time will be declared the winner. For all Drivers who finish behind him, the number of laps completed will not be taken into account.

**12.7.2** The classification of the qualifying heats is determined by the number of laps completed for Drivers who have not finished. Drivers who complete the same number of laps will be classified as having crossed the finish line. The ranking of each event will be counted in points, which will be added to the total sum, according to the principle below:

- 1 Place = 0 points
- 2 Place = 2 points
- 3 Place = 3 points
- 4 Place = 4 points
- 5 Place = 5 points
- 36 Place = 36 points

**12.7.3** If a Driver does not take the start during a qualifying heat, he will be awarded a number of points equal to the number of participants in the event plus 1. A Driver who has received the black flag or has been excluded, will receive a number of points equal to the number of participants in the event plus 2.

### 12.8. Pre-Finals

**12.8.1** The position of the starting grid for the start of the pre-final is determined according to the number of points obtained in the heats.

**12.8.2 X30 Mini** : 108 Drivers are qualified for the Pre-finals. If two or more Drivers finish tied, their place will be determined by their placing in the qualifying practice. The first Driver after the qualifying heats will start from the first position of Pre-final A, the second Driver after the qualifying heats will start from the first position of Pre-final B, the third Driver after the qualifying heats will start from the first position of Pre-final C, the fourth Driver after the qualifying heats will start from second position in Pre-final A, the fifth Driver after the

qualifying heats will start from second position in Pre-final B, the sixth Driver after the qualifying heats will start from second position in pre-final C, and so on...

**12.8.3 X30 Junior** : 72 Drivers are qualified for the Pre-finals. If two or more Drivers finish tied, their place will be determined by their placing in the qualifying practice. The first Driver after the qualifying heats will start from the first position of Pre-final A, the second Driver after the qualifying heats will start from the first position of Pre-final B, the third Driver after the qualifying heats will start from second position of Pre-final A, the fourth Driver after the qualifying heats will start from second position in Pre-final B, the fifth Driver after the qualifying heats will start from third position in Pre-final A, the sixth Driver after the qualifying heats will start from third position in pre-final B, and so on...

**12.8.4 X30 Senior** : 108 Drivers are qualified for the Pre-finals. If two or more Drivers finish tied, their place will be determined by their placing in the qualifying practice. The first Driver after the qualifying heats will start from the first position of Pre-final A, the second Driver after the qualifying heats will start from the first position of Pre-final B, the third Driver after the qualifying heats will start from the first position of Pre-final C, the fourth Driver after the qualifying heats will start from second position in Pre-final A, the fifth Driver after the qualifying heats will start from second position in Pre-final B, the sixth Driver after the qualifying heats will start from second position in pre-final C, and so on...

**12.8.5 X30 Master** : 36 Drivers are qualified for the Pre-final. If two or more Drivers finish tied, their place will be determined by their placing in the qualifying practice.

**12.8.6 KA100** : 36 Drivers are qualified for the pre-final. If two or more Drivers finish tied, their place will be determined by their placing in the qualifying practice.

**12.8.7 Z-I** : 36 Drivers are qualified for the pre-final If two or more Drivers finish tied, their place will be determined by their ranking in the qualifying practice.

## 12.9 Finals

**12.9.1** The order of arrival of the Pre-final determines the starting position for the final.

**12.9.2 X30 Mini** : the first Driver of the fastest Pre-Final will take the first position on the starting grid of the Final, the first Driver of the second fastest Pre-Final will take the second position on the grid of the Final, the first Driver of the third fastest Pre-Final will take the third position on the grid of the Final, the second fastest Driver of the Pre-Final will take the fourth position on the grid of the Final, the second Driver of the second fastest Final will take the fifth position on the grid of the Final, the second Driver of the third fastest Pre-Final will take the sixth position on the grid of the Final, and so on to the limit of 36 Drivers.

**12.9.3 X30 Junior** : the first Driver of the fastest Pre-Final will take the first position on the starting grid of the Final, the first Driver of the second fastest Pre-Final will take the second position on the grid of the Final, the second Driver of the fastest Pre-Final will take the third position on the grid of the Final, the second Driver of the second fastest Pre-final will take the fourth position on the grid of the Final, and so on up to the limit of 36 Drivers.

**12.9.4 X30 Senior** : the first Driver of the fastest Pre-Final will take the first position on the starting grid of the Final, the first Driver of the second fastest Pre-Final will take the second position on the grid of the Final, the first Driver of the third fastest Pre-Final will take the third position on the grid of the Final, the second fastest Driver of the Pre-Final will take the fourth position on the grid of the Final, the second Driver of the second fastest Final will take the fifth position on the grid of the Final, the second Driver of the third fastest Pre-Final will take the sixth position on the grid of the Final, and so on to the limit of 36 Drivers.

**12.9.5 X30 Master** : the position of the starting grid for the start of the Final is determined according to the order of arrival of the Pre-Final.

**12.9.6 KA100** : the position of the starting grid for the start of the Final is determined according to the order of arrival of the Pre-Final.

**12.9.7 Z-I** : the position of the starting grid for the start of the Final is determined according to the order of arrival of the Pre-Final.

**12.9.8** Only the results of the final will count for the final classification.

**12.9.9** If the final is stopped and cannot be restarted, and if less than 75% of the scheduled distance has been covered, according to Article 2.21 of the General Prescriptions, the title of winner of the event will not be awarded.

**12.9.10** In the event of disqualification from the event following a review or legal action, the Driver will not be classified.

**12.8.4** Drivers who have been black-flagged or who have misbehaved in the service area during or after a Race, will be permitted to take part in the following Race by decision of the Stewards. Drivers excluded for technical non-compliance will be by decision of the Stewards following the opinion of the Technical Commission; all other qualified Drivers will be allowed to start.

### **13 STARTING GRID**

Article 2.19 of the General Prescriptions

**13.1** At the end of the last qualifying practice session, the list of qualified Drivers, as well as the starting grids, will be officially published.

**13.2** Only these Drivers will be authorized to start the qualifying heats or the final phase.

**13.3** Any Driver whose kart(s) are not able to start for any reason, or who has good reason to believe that his kart will not be ready to start, must inform the Official in charge de la Prégrille, who will inform the Clerk of the Course as soon as possible.

**13.4** The grids are formed on the basis of the best time achieved by each Driver, while taking into account the qualifying practice session. If two or more Drivers finish with the same time, they will be decided on the basis of their second best time, and so on.

**13.5** The Driver in pole position of each grid will have the choice of pole position (on the left side or the right side of the track), provided that he informs the Clerk of the Course of his choice as soon as he reaches the Pre-grid. This choice will only modify the first line; the others will not be affected. If he does not indicate his choice, the Driver in pole position of each grid will start the race from the location of the grid which constituted the pole position the previous year. If it is a new circuit, it will start from the place designated by the CIK-FIA, or that designated in the Supplementary Regulations of the Event.

### **14 DEPARTURE PROCEDURE X30 Mini / X30 Junior / X30 Senior / X30 Master / KA100**

Article 2.20a of the General Prescriptions (Rolling Start)

**14.1** Rolling starts for direct drive karts, with clutch: at the end of the Formation Lap, the Drivers will proceed at a reduced speed of 30 km/h minimum to 50 km/h maximum towards the Starting Line, on two lines of karts. Each line must stand in the lanes drawn on the track. Any Driver leaving the lane may be penalized by the Stewards, with a time penalty of 3 seconds for a partial exit from the lane and 10 seconds for a full exit from the lane. Any exceeding of the approach speed towards the Start Line may be penalized by the Stewards, at the rate of a time penalty of 1 second per excess km/h, the absolute maximum penalty being 10 seconds. During the approach phase of the karts, the lights will be red. The karts must maintain their position, in formation, until the starting signal is given. A space must be present between each kart of the same column. If he is satisfied with the formation, the Clerk of the Course or his deputy will give the start by turning off the red lights. If he is not satisfied with the procedure, he will turn on the orange light, which means that an additional Formation Lap will have to be taken.

**14.2** The Stewards may use any video or electronic system likely to help them make a decision. The decisions of the Stewards may prevail over those of the Judges of Fact. Any breach of the provisions of the Code or these Sporting Regulations relating to the start procedure may lead to the disqualification of the Driver concerned from the Event.

### **15 DEPARTURE PROCEDURE Z-I**

Article 2.20a of the General Prescriptions - Starts from a standstill for karts with gearbox (short circuits).

**15.1** Standing starts for karts with gearbox: at the end of their Formation Lap, the Drivers will take their starting position and the Clerk of the Course or his deputy will be on the Starting Line to raise a red flag. All lights will remain off until the last kart has taken its place on the grid. When all the karts are stationary on the grid, the Track Marshal will display a green flag at the end of the grid. The Clerk of the Course, his deputy and the Marshal of the course will clear the track together, and the Drivers will then be under the orders of the Clerk of the Course. The Clerk of the Course or his Deputy will trigger the automatic lighting sequence of the 4 red lights (which lasts 4 seconds). The start will be considered given when the red lights manually controlled by the Clerk of the Course or his Deputy are extinguished within 2 seconds. If he is not satisfied with the procedure, he will turn on the orange light, which means that an additional Formation Lap will have to be taken. When a Driver is unable to leave, he must remain in his kart and draw attention to his situation by raising one arm. In this case, an additional Formation Lap may be granted; any Driver who has not been able to start will be authorized to get out of his kart and restart only by his own means as soon as the other competitors have passed him. He will not be allowed to return to his original position in the formation and must start in last position. No other Driver will be authorized to occupy the places that have remained unoccupied. During the formation lap(s), it is forbidden to perform start simulations.

**15.2** The Stewards may use any video or electronic system likely to help them make a decision. The Stewards' decisions may prevail over those taken by the Judges of Fact. Any violation of the provisions of the Code or these Sporting Regulations relating to the starting procedure may result in the disqualification of the Driver concerned from the Event.

## **16. CODE OF BEHAVIOR WHEN DRIVING ON KARTING TRACKS**

### **16.1 Observing signals**

The instructions detailed in Article 2.15 of the General Prescriptions and in Article 2.3 of the Circuit Regulations (Part II) are deemed to form part of the Code of Conduct when Driving. All Drivers must be absolutely familiar with these instructions.

### **16.2 Overtaking**

**a)** During the race, a kart which is alone on the track can use it over the entire width. However, as soon as he is overtaken by a kart that is about to lap him, the Driver must allow the faster Driver to pass him at the earliest possible opportunity.

**b)** If the Driver who has been overtaken does not seem to notice that another Driver wishes to overtake him, the Clerk of the Course will give him a warning by waving the blue flag, in order to indicate to him that another Competitor wishes to overtake him. Any Driver who disregards the blue flag may be penalized by the Stewards. Systematic or repeated infractions may result in disqualification of the offender from the race.

**c)** The curbes, as well as their approach and exit zones, can be negotiated by Drivers as they wish, within the limits of the track. Depending on the circumstances, overtaking can be done from the right or from the left. However, maneuvers that may interfere with other Drivers, such as premature or dangerous changes of direction, more than one change of direction, the deliberate gathering of karts to the inside or outside side of the curve, or any other change dangerous direction, are strictly prohibited and will be penalized according to the importance and the repetition of the infractions, with penalties ranging from a fine to disqualification from the competition. Repeated dangerous driving, even unintentional, may result in disqualification from the race.

**d)** Any obstruction maneuver carried out by one or more Drivers, having or not having a common interest, is prohibited. Persistent driving of multiple karts abreast is permitted only when no other kart is attempting to overtake.

**e)** The penalty imposed for ignoring the blue flag will also be applied to Drivers who obstruct part of the track. It will be more severe in the event of systematic obstruction, ranging from a fine to disqualification from the race. The same penalty will be applied to Drivers who oscillate from one side of the track to the other in order to prevent other Competitors from overtaking.

**f)** The repetition of serious errors or the appearance of lack of control of the kart (such as leaving the track) may lead to the disqualification of the Drivers concerned.

**g)** During the event, only the track can be used by the Drivers.

**h)** Contacts / collisions (during the race, "deceleration lap" included): penalties may be imposed on a Driver who pushes another Driver.

## **17. NEUTRALIZATION OF A QUALIFYING EVENT OR A RACE**

**17.1** The Clerk of the Course may decide to neutralize a Pre-final or a Race. This procedure will only be used when the track is obstructed, the Drivers or the Officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping a Qualifying Event or a Race.

**17.2** When the order to neutralize a Qualifying Event or a Race is given, all observer posts will wave a yellow flag and display a "SLOW" sign (yellow sign with the word "SLOW" written in black), which will remain visible as long as neutralization is applicable. Orange flashing lights will be activated on the Line.

**17.3** All competing karts must then line up behind the leading kart. Overtaking is strictly prohibited, unless a kart slows down due to a serious problem.

**17.4** During the neutralization laps, the leading kart will set the pace, at a moderate speed. All other karts should stay in as close a formation as possible.

**17.5** The karts may enter the repair area during the neutralization, but may only rejoin the track when a Race Marshal gives them permission. A kart that joins the track will do so at moderate speed until it reaches the row of karts behind the leading kart.

**17.6** When the Clerk of the Course decides to complete the neutralization, he will deactivate the orange flashing light. This will be the signal for the Drivers that the race will start again as soon as the Line is next crossed. During the last neutralization lap, the "SLOW" signs will continue to be displayed, but the yellow flags will remain stationary.

**17.7** At this time, the leading kart will continue to mark the pace, at a moderate speed. The Clerk of the Course or his deputy will signal the resumption of the Race by waving a green flag on the Line. Any overtaking will continue to be prohibited until the karts have crossed the Line at the end of the neutralization of the Qualifying Event or the Race. Approaching the Line, when a green flag is waved by the Clerk of the Course, Drivers may only accelerate after crossing the yellow line preceding the Start Line. The yellow flags and "SLOW" signs on the observation posts will then be removed and replaced by waved green flags. These flags will remain visible for a maximum of one turn.

**17.8** Each lap completed during the neutralization will be considered as a race lap completed.

**17.9** If the race ends during the neutralization, the karts will take the chequered flag as usual. Overtaking will only be allowed if a kart slows down due to a serious problem.

## **18. STOPPING THE RACE OR A TEST**

Article 2.21 of the CIK-FIA General Prescriptions.

## **19. RESTARTING A RACE (QUALIFYING EVENT OR RACE IN THE FINAL PHASE)**

Article 2.22 of the CIK-FIA General Prescriptions.

## **20. FINISH**

Article 2.23 of the CIK-FIA General Prescriptions.

## **21. INCIDENTS**

Article 2.24 of the CIK-FIA General Prescriptions.

## **22. ENTRY INTO THE REPAIR AREA OR THE ASSISTANCE AREA**

**a)** The zone called "deceleration zone" is part of the Assistance zone.

**b)** During the practice and race sessions, access to the Assistance zone or the Repair zone is only authorized via the deceleration zone. The penalty for violating this rule is disqualification from the race.

**c)** Any Driver intending to leave the track or enter the Assistance Zone or the Repair Zone, will signal his intention in time and ensure the safety of the manoeuvre.

**d)** Except in cases of force majeure (considered as such by the Stewards of the Meeting), crossing in any direction of the line separating the deceleration zone from the track is prohibited.

**e)** Except in cases of force majeure (considered as such by the Stewards of the race), any line painted on the track at the exit of the pits or the Repair Zone in order to separate the karts leaving the pits or the Repair Zone repair of those on the track, cannot be crossed by any part of a kart leaving the pits.

## **23. SCALE, WEIGHING PROCEDURE**

The scale used during the day will be in the Support Zone. This scale will be the only one to be officially used. The scale will be accessible from the unofficial qualifying sessions.

**23.1** After the Qualifying Practices, the qualifying heats and the Races of the final phase, any kart crossing the line will be weighed. If the kart is unable to reach the Weighing Zone by its own means, it will be subject to the exclusive control of the Race Marshals, who will go or have the kart picked up. The Driver will present himself at the Weighing Zone as soon as he returns to the pits, in order to be able to have his weight recorded.

**23.2** At the end of the Qualifying Practice, the Driver and his kart will be weighed simultaneously then separately. If, for a reason of "Force Majeure", the Driver is unable to go to the scale at the end of the Qualifying Event or the race of the final phase, his kart must be weighed alone. The weight of the Driver recorded after the Qualifying Practices will then be added to that of the kart.

**23.3** No solid, liquid or gaseous objects; no substance of any kind may be added, placed or removed from a kart before the weigh-in (except by a Scrutineer as part of his official duties).

**23.4** Only Scrutineers and Officials may enter the Weighing Zone. No intervention whatsoever is authorized in this Zone without the agreement of these Officials.

**23.5** No kart or Driver may leave the Weighing Zone without the authorization of the Technical Steward.

**23.6** Any breach of these provisions relating to the Weighing of karts may result in the disqualification of the Driver and the kart concerned.

**23.7** The Organizers will place the scales under a shelter, at the entrance to the "Arrival" Service Zone and will ensure that there are enough personnel to place the karts on the scales. The Mechanics will stay away from the karts until the Weighing Procedure of their kart has been completed.

**23.8** If the weight of a Driver and his kart is below that specified in the Technical Regulations, the result will be communicated in writing to the Participant, and the kart and its Driver will be excluded from Qualifying Practice, the Qualifying Heat or the Race in question.

**23.9** The Organizer must ensure that it has certified weights to calibrate its scales.

**23.10** It is absolutely forbidden to drink, pour water on your clothes, and put any type of liquid inside the "Parc Fermé" area.

#### **24. PENALTY APPLICABLE FOR NON-COMPLIANCE OF THE FRONT FAIRING.**

The black flag with orange disc will not be shown to a driver if their front fairing is no longer in the correct position.

A penalty of 5 seconds will apply after the observation of the facts by the officials (Race director, judge of facts, stewards and scrutineers) at the crossing of the finish line, when returning to the service park or before moving on to weighing on the scale.

The penalty is indisputable and final. The penalty is notified to the Driver in the finish service park and each Driver is asked to sign the report sheet. The report sheet is sent to the Sporting Commission and the penalties are applied instantly. Drivers / Competitors who have had a penalty will not be called by the Sporting Commission.

A Driver intentionally causing the detachment of the front fairing of another Driver (Ascertained by an official or a judge of fact), will be penalized by disqualification (qualifying practice, qualifying heats, pre-final or final).

Drivers are strictly prohibited from attempting to reattach or reattach the front fairing, whether on the track, on the pickup trailer or in the finish service area. The violation of such a prescription is subject to the disqualification of the Driver (qualifying practice, qualifying heats, pre-final or final).

Any modification noted on the CIK / FIA fixing system or on one of its components is likely to lead to the Driver's disqualification from the event, without the possibility of appeal.

#### **25. GENERAL SECURITY**

Article 2.14 of the CIK-FIA General Prescriptions.

#### **26. GO-KART SAFETY**

Article 3.1 of the CIK-FIA Technical Regulations.

#### **27. DRIVER SAFETY**

Article 3.2 of the CIK-FIA Technical Regulations.

#### **28. BRIEFING**

Article 2.18 CIK-FIA General Prescriptions.

The Briefing is mandatory for all Drivers and Participants. The exact time will be included in the event schedule. Drivers and Competitors are therefore requested to be present. The presence of the Drivers may also be required during an additional briefing which will take place on Saturday and Sunday, by decision of the Clerk of the Course. It is the duty of the Drivers/Competitors to inquire about any additional briefings. This information will appear on the official signs and will be available at the reception desk.

Tout Conducteur absent lors du briefing se verra enlever ses deux (2) meilleurs temps des essais chronométrés.

### **29. ADDITIONAL INSPECTION**

The Organizer has the right to keep any engine after the end of the final Technical Check and to send it to IAME S.p.A. for additional checks. Any problem noted by IAME S.p.A on these engines will not affect the decisions taken by the Technical Controllers, nor the final result of the event, but it will be indicated by a written declaration to the Organizer, who will have all the power to refuse the commitment of the Driver or Team concerned by the non-compliance in future events. Once IAME S.p.A. has completed the checks, the engines are returned to their owners, as soon as possible and in the same conditions in which they were collected after the event, regardless of the result of the check. Any Driver or Team refusing to present his engine for inspection will no longer be authorized to participate in any Event organized by Victory Concept. These decisions are final and not subject to appeal.

### **30. RESPONSIBILITY**

The Promoter and the Organizer of the event as well as the owners of the circuit decline all responsibility in the event of equipment stolen or lost during the events. Each Driver, Competitor and Team is responsible for his own equipment in the paddock, on the track or in any private area of the site.

### **31. TITLE VALIDITY**

Each competitor, manufacturer or affiliated third party publishing the results of a competition or a record attempt, will mention the exact conditions of the performance in question, the nature of the event or record, the category, class, etc. of the vehicle as well as the position or the result obtained. The winner of an international series is solely and exclusively authorized to use the words "winner of" followed by the full and official name of the international series in question. The "European Champion" and "World Champion" titles are exclusively reserved for the winners of the European Championships and World Championships, which have been organized and approved by the FIA Karting or the FIA, and cannot, under any circumstances, be used for winners of international series. The FIA closely monitors the declarations in relation to the results obtained during all of its international series. We remind you that any inaccurate assertion, omission or modification of a title may be subject to a sanction, in accordance with article 131 of the International Sporting Code.