



# SPORTING REGULATIONS FIA-CEZ Karting Trophy 2009.

## *Event & Series Sporting Regulations*

### REGULATIONS

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

### ARTICLE 1: ORGANISATION

The Series and its events shall be run in accordance with the **FIA International Sporting Code** and its appendices, the **FIA and CIK-FIA official Bulletins**, the **CIK-FIA Technical and Sporting Regulations**, the **CEZ-Trophy-regulations 2009**, the **Series Technical Regulations 2009**, these **Sporting Regulations** and the **Supplementary Regulations of each Event of the Series**.

### ARTICLE 2: INFORMATION SPECIFIC TO THE SERIES.

#### 2.1 Reception office.

Secretariat of the FIA Central European Zone  
Pasettistraße 96-98  
AUT-1200 Wien  
0043/1/33 22 669-0  
Email: [osk@oeamtc.at](mailto:osk@oeamtc.at)  
<http://www.osk.or.at/cez>

#### 2.2 The series is proposed by the ASN's of the Central European Zone/CEZ

#### 2.3 Dates / Events / Organizers

11 - 12 April	Circuit of Kecskemet, Hungary	Magyar GoKart Szövetség, Tel: +36/303817745 <a href="http://mgsz.net">http://mgsz.net</a>
09 -10 May	Circuit of Pannoniaring, Hungary	Magyar GoKart Szövetség, Tel: +36/303817745 <a href="http://mgsz.net">http://mgsz.net</a>
27 June	Circuit of Rechnitz, Austria	Motorsport Promotion Austria, Tel: +43/69911160536 <a href="http://www.mspa.at">http://www.mspa.at</a>
04 - 05 July	Circuit of Pisek, Czech Republic	Auto Club Hradiste, Tel: +420/604294077 Email: <a href="mailto:autoklub_pisek@volny.cz">autoklub_pisek@volny.cz</a>
14 - 16 August	Circuit of Speedworld, Austria (Double Event)	Speedworld Tel: +43/216268380 <a href="http://speedworld-kart.at">http://speedworld-kart.at</a>
25 -27 September	Circuit of Stary Kisielink,Zielonej Gory, Polen	Wallra Kisielin POL

## 2.4 Entries / Entry-fees:

Entries can be made automatically on the web [www.osk.or.at](http://www.osk.or.at) or request entry form by fax and then be sent to the respectively organizer.

Entrants must complete an entry form for each round of the FIA Karting Zone by the closing date announced for each event. Entry forms received after closing date of each event, shall be null and void, No entry fee will be reimbursed.

Entry-fees for each single event, (from open to closing date) and for late entry if entry is accepted, see Supplementary Regulations of each event.

Entries are only accepted once full payment has been received.

Entrants will be entered on a first come first served basis (by payment only, not the date of entry form).

Maximum Entries apply in all classes. KF2 34, KF3 34, KZ2 62, Rotax Juniors 62, Rotax Seniors 62.

Drivers are allowed to enter more than one class / category per event.

## 2.5 Categories:

### 2.5.1 KF2

Maximum number of entries: 34 Drivers.  
Minimum number of entries: 12 Driver.  
Minimum age: CIK-FIA Appendix B. International Karting Licenses for Drivers/Senior.  
Starting-numbers: according Article 24 of the CIK-FIA Technical Regulations

### 2.5.2 KF3

Maximum number of entries: 34 Drivers.  
Minimum number of entries: 12 Driver.  
Minimum age: CIK-FIA Appendix B. International Karting Licenses for Drivers/Junior.  
Maximum age: CIK-FIA Appendix B. International Karting Licenses for Drivers/Junior.  
Starting-numbers: acc. Article 24 of the CIK-FIA Technical Regulations

### 2.5.3 KZ2

Maximum number of entries: 62 Drivers.  
Minimum number of entries: 12 Driver.  
Minimum age: CIK-FIA Appendix B. International Karting Licenses for Drivers/Senior.  
Minimum weight: 175 kg (including full race gear)  
Starting numbers: acc. Article 24 of the CIK-FIA Technical Regulations

### 2.5.4 Rotax Max Juniors

Maximum number of entries: 62 Drivers.  
Minimum number of entries: 12 Driver.  
Minimum age: CIK-FIA Appendix B. International Karting Licenses for Drivers/Junior.  
Maximum age: CIK-FIA Appendix B. International Karting Licenses for Drivers/Junior.  
Minimum weight: 145 kg (including full race gear)  
Starting numbers: acc. Article 24 of the CIK-FIA Technical Regulations

### 2.5.5 Rotax Max Seniors

Maximum number of entries: 62 Drivers.  
Minimum number of entries: 12 Drivers.  
Minimum age: CIK-FIA Appendix B. International Karting Licenses for Drivers/Senior.  
Minimum weight: 165 kg (including full race gear)  
Starting numbers: acc. Article 24 of the CIK-FIA Technical Regulations

## 2.6 Licenses – KF3 and Rotax Juniors

All Drivers entering FIA Karting Zone Trophy for KF3 and Rotax Junior class must be holders of a Grade C-Junior Karting License (national or international); all licenses must be issued by their parent member-ASN of the CEZ.

## 2.7 Licenses – KF2, KZ2 and Rotax Seniors

All Drivers entering FIA Karting Zone Trophy for KF2, KZ2 or Rotax Seniors classes must be holders of a Grade C-Senior or B Karting license (national or international), issued by their parent member-ASN of the CEZ.

## 2.8 Entrant License

All applicants must hold a valid Entrants' license (national or international) and the necessary authorizations (visas) issued by their ASNs affiliated to the CEZ. Drivers who are younger than 18 and do not have full legal capacity cannot be their own Entrants.

## **2.9 Mandatory Visa**

Entrants and Drivers who wish to take part in a 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.

## **2.10 Prizes and Awards**

Trophies will be awarded in each class or to the first 3 finishing drivers in the final of the event.

## **2.11 FIA Zone Rotax**

BRP-Rotax grants the free invitation to the Rotax Grand Final 2009 to the following drivers of the FIA CEZ Rotax Trophy 2009:

Rotax Max Juniors: 1<sup>st</sup> placed in the series

Rotax Max: 1<sup>st</sup> placed in the series.

All travel costs (flight, accommodation, kart, tyres, fuel, tools and tool box) will be supplied and paid by BRP-Rotax

## **ARTICLE 3: ORGANISER'S SUPPLEMENTARY PROVISIONS**

### **3.1 ROTAX JUNIOR TYRES DRY MOJO D1 and SENIOR TYRES DRY MOJO D2**

Front: 4.5 x 10.0 – 5 Rear: 7.1 x 11.0 – 5

It is compulsory for every driver to order 8 tyres (4 front and 4 rear) for each of the CEZ-events. The Tyres must be bought from the resp. organizer of the event (prizes see Supp. Regulations of the event).

Strictly "Parc Ferme" rules apply during Qualifying Practice, Qualifying Heats, Second Chance Heat and the Finals,

Under no circumstances the tyres may leave the "Servicing Park Area" during the whole race meeting including Warm-Ups.

During Free Practise the choice of tyres is free. (Free practice before official race, see timetable).

### **3.2 KF2, KF3 and KZ2 TYRES DRY DUNLOP DDM**

Front 4.5 x 10.0 – 5 Rear 7.1 x 11.0 – 5

It is compulsory for every driver to order 8 tyres (4-front and 4 rear) for each of the CEZ-events. The Tyres must be bought from the event-organisers – prizes see supplementary regulations for every event.

Strictly "Parc Ferme" rules apply during Qualifying Practice, Qualifying Heats, Second Chance Heat and the Finals,

Under no circumstances may the tyres leave the "Servicing Park Area" during the whole race meeting (including Warm-Ups)

During Free Practise the choice of tyres is free. (Free practice before official race, see timetable).

### **3.3 TYRES WET for ALL CLASSES**

Front 4.0 x 10.0 – 5 Rear 6.0 x 11.0 – 5

For Rotax Junior and Senior the use of MOJO W2 wet tyres is obligatory. For all other Classes the make is free, It is compulsory for every driver to order 4 tyres (2-front and 2 rear) for every FIA Zone Event.

Strictly "Parc Ferme" rules apply during Qualifying Practice, Qualifying Heats, Second Chance Heat and the Finals,

Under no circumstances may the tyres leave the "Servicing Park Area" during the whole race meeting (including Warm-Ups)

During Free Practise the choice of tyres is free. (Free practice before official race, see timetable).

### **3.4 TYRES AVAILABILITY.**

Tyres used for free practice are available from all well stocked kart traders, or to be ordered from reception office at the events.

### **3.5 TYRES, RUNNING IN OF WET TYRES.**

The running in of wet tyres, on a dry track is prohibited.

### **3.6 FUEL**

It will be the responsibility of every competitor to purchase his or her own fuel from free practice until the end of the race weekend. The place of purchase of the fuel will be stated in the Supplementary Regulations of the event.

**3.6.1** The fuel used must be unleaded commercial pump fuel with a maximum of 95 octane.

At any time there must be at least 1.5 litres fuel left in the tank.

**3,6,2** The Scrutineers, following a decision of the Stewards, have - at any time - the right to change/replace any driver's fuel.

Example 1: - Should this be the case the driver will be asked to enter the servicing park (without fuel in the tank of

her/his kart), where the fuel will be added, at no cost for the driver. The added fuel will be the one published in the supplementary regulations of the event.

**Example 2:** - Fuel will be changed without warning, at no cost for the driver.

Changed/Replaced fuel will be the one published in the supplementary regulations of the event.

**3.6.3** It is recommended that evaluation of fuels at the racetrack be conducted using one or all of the following tests.

- 1) Digatron DT- 47 Fuel Meter Test.
- 2) Specific Gravity Test
- 3) Water Solubility Test
- 4) Ceric Nitrate Reagent Test

**3.6.4** Further tests: If will be at the cost of the Entrant/Driver, these costs will be stated in the supplementary regulations of the event.

#### **ARTICLE 4: CEZ-Karting-Trophy / EVENTS**

**4.1** The CEZ-Karting Trophy event's shall comprise free-Practice, non-Qualifying Practice, Qualifying Practice, Qualifying Heats, Second Chance Heats, Pre Final and Final. Race distances will be stated in the event Supplementary Regulations:

Approximately 10 - 15 km for Qualifying Heats.

Approximately 10 - 15 km for Second Chance Heats & Mojo Cup.

Approximately 15 - 20 km for Pre Finals.

Approximately 25 - 30 km for Finals.

#### **4.2 Free Practice**

Free Practice before race event: see S.R. of the events; the daily fee is not included in the entry fee. All drivers must have passed the sporting checks before allowed to take part in free practices.

Drivers are also obliged to show their racing numbers from free practice on front & back bumpers and side pods. Racing numbers should be of CIK/FIA size, according to Art.24 of the CIK-FIA Technical Regulations.

#### **4.3 Non / Qualifying practice**

Already for the obligatory non-qualifying practice and for all race activities onwards the Transponder is mandatory and has to be fixed on the lower part of the back of the kart seat. The practice will commence in groups of even and odd numbers. Every group will have their practice according to the timetable; all drivers and karts must have passed the Sporting Checks and Scrutineering.

#### **4.4 Warm up on mornings before races**

For the official warm up it is obligatory to use tyres from Parc Ferme.

#### **4.5 Qualifying Practice Session: 15 Minutes timed**

Drivers in each of the classes will be divided into groups depending on the number of registered drivers in every class.

#### **ARTICLE : 5 QUALIFYING PRACTICE**

**5.1** For every group a 15 minute qualifying practice during which all laps will be timed is scheduled. The fastest time during this session will determine the grid position in the qualifying heats. Any ties will be decided by the second best time and so on.

**5.2** If in the Qualifying Practice a driver stops in the Repair Area or in the Servicing Park, it will be final. He/She will not be allowed to restart during qualifying practice.

**5.3** If a driver returns to "Servicing Park" (for what reason ever) he/she immediately must proceed to checking her/his weight. All drivers must leave only through the "Servicing Park".

#### **ARTICLE 6: STARTING GRID / QUALIFYING HEATS & FINAL RACES**

**6.1** At the end of the final Qualifying Practice session, the list of qualified Drivers as well as the starting grid positions will be officially published.

**6.2** Only these drivers will be allowed to start in the Second Chance Heats and/or of the Finals.

**6.3** Any Entrant whose kart(s) is (are) unable to take the start for any reason or who is able to explain that his/her kart(s) will not be ready to take the start must inform the Official in charge of the Assembly Area, who will advise the Clerk of the Course as soon as possible.

**6.4** The grid-positions will be drawn up according the fastest times achieved by every driver, taking into account the qualifying practice session. Should one or several drivers achieve the same time, the tie will be settled on the base of their

second best time, and so on.

**6.5** The pole position driver will have the choice of the pole position (on the left or right side of the track), providing that he advises the Clerk of the Course as soon as he reaches the Assembly Area. This choice will only modify the first row, to the exclusion of the others. Failing this, the pole position driver of each grid has to take the grid position which was the pole position the previous year or, if it is a new circuit, that which was designated as such by the CIK-FIA, or designated in the Supplementary Regulations of the Event.

**6.6** Access to the grid will be closed three minutes before the time scheduled for the start of the race. Any kart, which has not taken its position on the grid at that moment, shall not be allowed to do so anymore, except under exceptional circumstances left to the decision of the Clerk of the Course.

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

**6.8** If it begins to rain before the drivers have left the assembly area, and by decision of the Clerk of the Course, the competitors will be given the possibility to change tyres. The "START DELAYED" board will be shown on the line, and the starting procedure will be delayed by 5 minutes to allow the change of the wheels.

## **ARTICLE 7: STARTING PROCEDURES**

See Article 2.20. CIK –FIA International Karting Regulations, General Prescriptions.

**7.1** The start signal shall be given by means of light.

**7.2** The regulations for "Rolling starts for karts with clutches and without gearboxes" of the CIK-FIA general regulations apply for all categories.

**7.3** Two 2-metre wide lanes bordered by white lines will be painted along the 110 meters leading to the start line. A yellow line shall be placed 25 m ahead of the start line. Any karts leaving the lane before the lights are switched off, shall be sanctioned according to Article 2.4 of the General Prescriptions.

**7.4** Starters will do one warm up lap and one formation lap (total 2 laps) before the start may be given.

**7.5** If a Driver stops for any reason during the formation lap, he will not be allowed to start again and proceed before the whole field has passed him. He then shall start from the back of the formation. Should he/she try to start ahead of the field forcing the leading drivers to overtake her/him, he/she will be shown the black flag and be excluded from that race.

**7.6** A driver who is delayed will have the possibility of regaining his/her's grid position only if this does not impede other drivers and under any circumstances before having reached the Red Line on the track, indicated by the Clerk of the Course at the Briefing.

**7.7** If the Clerk of the Course considers that a driver has been immobilized as a result of another driver's mistake, the Clerk of the Course may stop the formation lap and start again the starting procedure on the base of the original grid or allow the impeded driver to regain his position.

**7.8** At the end of the formation lap, drivers will proceed at a reduced speed or, if the circuit is equipped with a speed control system, at a speed of 30 kph minimum to 50 kph maximum towards the starting line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track. When the karts approach, the red lights will be on. No driver may accelerate before the red lights have been switched off. Drivers must maintain their position until the start signal is given. If the Clerk of the Course is satisfied with the formation, he will release the start by switching off the red lights. If he is not satisfied with the procedure, he will switch on the orange light, which means that an additional formation lap must be done. Should the engine of a Kart stop during the formation lap, an Official or Mechanic nominated to carry out this task may assist by the restart as soon as the entire field has passed. Then the driver may rejoin at the back of the formation and must not try to regain his grid position. If the kart cannot be started, then it must be removed from the track to a place of safety. Similarly should a driver fall behind the entire field without stopping, he must remain at the rear for the Start and must not attempt to regain his position.

**7.9** The grid shall be made up of two lines of karts. For the heats, the grid shall be arranged in the order of the best lap times set during the Qualifying Practice 1.-28. and 29.-34. = Second Chance Heat.

### **7.10 Jump start**

**7.10.1** A Jump Start will be deemed to have occurred when a driver crosses the starting line ahead of his prescribed grid position at the start of the race. This is recorded by the timing system, and will be determined by the Official Timekeepers, who will be nominated as Judges of Fact.

**7.10.2** The penalty for a jump start will be 10 seconds, which will be added to the total race time of the driver concerned.

## **ARTICLE 8: CODE OF DRIVING CONDUCT ON KARTING CIRCUITS**

### **8.1 Observance of 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 be part of this Code of Driving Conduct. All Drivers must be thoroughly acquainted with these.

### **8.2 Overtaking**

A) During a race, a kart alone on the track may use the full track-width. However, as soon as it is caught up by a kart, which is either temporarily or constantly faster and when the other competitor is already along its side, 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 manoeuvre. He shall give the other kart the right of way to pass.

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

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

D) Any obstructive manoeuvre 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 authorised only if there is not another kart trying to overtake. Otherwise the blue flag will be waved.

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

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

G) During the race the drivers shall use only the racetrack.

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

### **8.3 Stopping of a kart during the race**

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

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

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

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

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

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

### **8.4 Entrance to the Pits (or Repairs Area or Servicing Parks)**

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

During the practice sessions and the race, access to the Pits or to the Repairs Area is allowed only through the deceleration zone. The penalty for a breach of this rule shall be exclusion from the race.

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 time and make sure that it is safe to do so.

Except in cases of Force Majeure (accepted as such by the Stewards of the meeting), the crossing of the line separating the deceleration zone and the track in any direction is prohibited.

## **ARTICLE 9: SECOND CHANCE HEATS.**

**9.1** Winner of every race is the driver who fulfilled the stipulated quantity of laps in the shortest time. All drivers behind him will be considered to have finished the race without taking into consideration the numbers of laps completed.

**9.2** KZ2/Rotax Juniors and Rotax Max Seniors: The best 28 drivers are qualified for the Finals. The drivers from position 29 to 62 are qualified for the Second Chance Heat (last chance to qualify for final). The 6 (six) best of the Second Chance Heat will be promoted to the Final.

**9.3** Drivers who were excluded by a black flag and/or misbehave in the servicing park will not be authorized to participate in the Final. Drivers excluded for technical non-compliance will be at the discretion of the Stewards; all other qualified drivers will be allowed to take the start.

#### **ARTICLE 10: POINT SCORING FINAL**

For every Final points will be awarded to the drivers correctly entered or designated as such, according to the scale 25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 in each of the groups mentioned in Art. 2.5. If there are less than 6 starters, ½ points will be allocated.

#### **ARTICLE 11: STOPPING A RACE OR PRACTICE.**

Should it be seen necessary to stop the Race or Practice because the circuit is blocked because of an accident or because bad weather or if other conditions make it dangerous to continue, the Clerk of the Course shall order a red flag to be shown on the Line.

Simultaneously, red flags will be shown at marshals' posts provided with these flags. The decision to stop the race or practice may be taken only by the Clerk of the Course (or, if he had to leave, by his deputy).

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

A) During Practice: all karts shall immediately reduce speed and go back slowly to the «Finish» Servicing Park, and all karts abandoned on the track shall be removed;

B) During the Second Chance Heats: all karts will immediately reduce their speed and proceed to the «Finish» Servicing Park entrance, or stop on the track at the place designated during the briefing, considering that:

The classification of the Heat will be the one at the end of the lap prior to that lap during which the signal to stop had been 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 Heat leader before the signal to stop was given:

Less than 75% of the distance scheduled for the Heat (rounded up to the next whole number of laps). If the Heat can be restarted, Article 2.22 of CIK-FIA general prescriptions will apply.

75% or more of the distance scheduled for the Heat (rounded up to the next whole number of laps). The karts will be directly led to the "Servicing Park", and the Heat 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;

C) During a Race of the final phase, all karts must immediately reduce speed and go to the entrance to the «Finish» Servicing Park, 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:

Case A: less than 2 laps. No points will be awarded. If the Race can be restarted, Article 2.22 Case A will apply.

Case B: more than 2 laps but less than 75% of the distance scheduled for the Race (rounded up to the next number of laps). If the Race can be restarted, Article 2.22 Case B will apply. Should this not be possible, half of the points will be awarded.

Case C: 75% or more of the Race distance (rounded up to the next number of laps). The karts shall be sent directly to the "Finish Servicing Park" 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.

#### **ARTICLE 12: RESTARTING OF A RACE**

Working on karts will be allowed only in the Servicing Park; the only persons allowed to intervene on a kart are the driver himself and his appointed mechanic, holder of the appropriate pass. Refuelling will be allowed, only in the "Servicing Park"

Case A: If less than 2 laps have been covered, a new start will be given within 30 minutes after presentation of the red flag (in the conditions provided for under Article 2.19 F). The length of the new race will be the full original race distance. The original start will be deemed null and void.

The starting grid will be the same as for the original race. Those drivers having crossed the Finish Line at the end of the lap prior to that during which the race was stopped and those who were in the Repairs Area when the red flag was shown will be eligible to take the restart. Unoccupied places on the grid shall remain vacant.

Case B: If more than 2 laps have been covered, a new start will be given within 30 minutes after presentation of

the red flag (in the conditions provided for under Article 2.19). 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 Repairs Area (except in a final phase Race) when the red flag was shown will be allowed to take the new start. Grid positions will be determined by the finishing order at the end of the lap before the one on which the race was stopped.

The result of a race, which has been stopped and restarted, will be done by adding the times of the stopped race and those of the race held after the restart.

#### **ARTICLE 13: NEUTRALISATION OF A SECOND CHANCE HEAT OR A RACE**

**13.1** The Clerk of the Course may decide to neutralise a Second Chance 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 Second Chance Heat or Race.

**13.2** When the order is given to neutralise Second Chance Heat or Race, all observers' posts will wave yellow flags and show a "SLOW" board (yellow board with the word "SLOW" written in black), which shall be maintained until the neutralisation is over. Flashing orange lights will be switched on at the Line.

**13.3** All competing karts must then line up behind the leading kart, overtaking is strictly forbidden. Overtaking will be permitted only if a kart slows down because of a serious problem.

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

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

**13.6** When the Clerk of the Course decides to finish the neutralisation, he will switch off the flashing orange lights and this will be the signal to the drivers that the race is to resume next time the Line is crossed. In the last neutralisation lap, the "SLOW" boards will be maintained and the yellow flags will be shown immobile.

**13.7** At that moment, the leading kart will continue to set the pace, at a moderate speed. The Clerk of the Course, or his deputy will signal the resumption of the Race by means of a waved green flag at the Line. Overtaking will remain prohibited until the karts have crossed the Line at the end of the neutralisation of the Qualifying Heat or Race. On approaching the Line, where the Clerk of the Course will wave a green flag, 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.

**13.8** Every lap completed during the neutralisation will be considered as a racing lap.

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

#### **ARTICLE 14: SCALE – WEIGHING PROCEDURE**

The scale of the day will be located in "Servicing Park". This scale is the **ONLY** one, which will be officially used and valid.

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

**14.2** At the end of Qualifying Practice the driver and his kart will be weighed simultaneously and then separately. Should for reasons of "Force Majeure" the driver be unable to go to the scales at the end of a Second Chance Heat or of a race of the final phase, his kart would be weighed on its own and the driver's weight registered after Qualifying Practice would be added to that of the kart.

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

**14.4** Only Scrutineers and Officials may enter the Weighing Area. No intervention whatsoever is allowed in that Area unless these Officials have given authorization.

**14.5** A kart or a driver is not allowed to leave the Weighing Area without the authorization of the Scrutineer.

**14.6** Any infringement to these provisions relating to the weighing of karts may entail the exclusion of the driver and kart concerned.

**14.7** The organiser shall place the scales under a shelter at the entrance to the "Finish" Servicing Park and

must provide for sufficient personnel to ensure the placing of the kart on the scales. Mechanics will be kept away from the karts until the weighing procedure of their karts is over.

**14.8** If the weight of a driver and of his kart is under that specified in the Technical Regulations, the result will be communicated in writing to the entrant, and the kart and its driver will be excluded from Qualifying Practice, the Second Chance Heat or the race concerned.

**14.9** The organiser must provide for certified weights for the calibration of the scales.

**14.10** Drinking water from a clear plastic bottle is allowed in servicing park, before weighing, however any driver pouring water over head and race overall will be penalized with 1 (one) additional KG on the weight of kart and driver (i.e., junior 145 + 1 = 146)

## **ARTICLE 15: SAFETY**

**15.1** Provisional information of the meeting adapted to each race circuit / track license agreement / conditions, additional information will be available in the event's Supplementary Regulations.

Detailed time schedule of each event will follow on the official notice board.

It is forbidden to use motorbikes, scooters or any other motorised devices in the Paddock.

As soon as the Driver / Entrant arrive and before being able to have access to the Paddock, all Entrants and Drivers entered must present themselves to the Organiser's secretary for identification.

### **15.2 Race Wear**

Helmets, gloves, rib protectors, boots, and race suits must all comply with the Article 3 of the 2008 CIK-FIA Technical Regulations.

### **15.3 Briefing**

Drivers & Entrants Briefing will take place, exact time will be stated on timetable for the event and attending is obligatory for all Drivers and Entrants. A further Drivers briefing may also be obligatory on Race-days under the discretion of the Clerk of the Course. It is the Drivers / Entrants duty to enquire about any further Driver's Briefing. This information will be posted on the official posting board and be available in the Reception office. Drivers / Entrants not attending the briefing will be fined by 125 Euros to be paid to the ASN hosting the event via the Stewards.

### **15.4 Fire Extinguisher**

All Drivers/Competitors are required to have a fully serviceable fire extinguisher to the minimum recommended standard, minimum 5 kilo suitable for oil and petrol fires.

All trucks entering paddock, must show a 5 kilo fire extinguisher per driver, before entering paddock.

### **15.5 Servicing Park**

Only ONE driver per kart and ONE mechanic is allowed in "Servicing Park" and only with pass and/or identification supplied and approved by the organiser.