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GENERAL UNDERTAKINGS

All Drivers, Entrants, Mechanics and Officials participating in an MI permitted karting event undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the Motorsport Ireland GCRs and Appendices, FIA International Sporting Code (ISC), the Code of Driving Conduct on Karting Circuits, the Karting Technical Regulations (the Technical Regulations), the General Prescriptions applicable to the CIK-FIA Karting International Competitions and Championships, Cups and Trophies (the General Prescriptions) the Supplementary Regulations of the Competition concerned, the Final Instructions of the Competition concerned and these Sporting Regulations.

ORGANISATION

The National Karting Championship and its events will be run in accordance with the Current MI Yearbook, the General Competition Rules (GCRs) and Appendices contained therein.

The MI National Karting Championship and its events will also be run in accordance with:

- the FIA International Sporting Code and its appendices,
- the FIA and CIK- FIA official bulletins,
- the CIK-FIA Technical Regulations,
- the General Prescriptions applicable to CIK-FIA International Karting Events,
- Article 3 International Karting Regulations and International Karting Licenses for Drivers & Code of Driving Conduct,
- the MI National Karting Championship Technical Regulations, these Sporting Regulations, and the Supplementary Regulations for the event concerned.

In the event of a conflict the following order of priority will apply:

1. MI GCRs
2. MI National Karting Championship Sporting Regulations (App 70.1)
3. MI National Karting Championship Technical Regulations (App 70.2)
4. MI National Karting Championship Class Regulations (Appendix 70.3)
5. Technical fiche found on www.motorsportireland.com/karting
6. FIA / CIK regulations.

For information purposes the Official Notice Board for the National Karting Championship is www.motorsportireland.com/karting

All updates and / or clarifications will be posted on the website.

The official digital notice board for communicating grids, results, penalties, etc. at events is www.timing.ie

SUPPLEMENTARY REGULATIONS

Supplementary Regulations for every event will be published in advance on the MI website www.motorsportireland.com/karting

These will also be notified via email, along with any Final Instructions, to competitors / entrants who have entered the event via the INEO system.

1. INFORMATION SPECIFIC TO THE SERIES

1.1. Registration Secretary

Registration secretaries and Championship registrars for the classes will be published in a Motorsport Ireland Bulletin when registration opens.

1.2. Registration for Championship Classes

All competitors must complete the registration process online via INEO (www.ineo.events/mi-t4-iame and www.ineo.events/mi-rotax) with the appropriate fee being paid upon checkout. The registration fee is €80.00 per Championship class. The fee to change class at any time during the season is €20.00.

1.3. Event Dates and Circuits

All circuits must be licensed to hold an MI Kart event. For more details see www.motorsportireland.com/karting

Information on dates and tracks are available on www.motorsportireland.com/karting

1.4. Entries

All race entries must be completed online via the INEO System. This can only be done after successful registration. Entries will open a minimum of two weeks before the event and will close at 23:59 on the Sunday before the event.

Any competitor who is under 18-years old must have their parent/legal guardian hold a Minor Entrant licence. This is applied for by the parent/legal guardian. This person must be present at check in at all events the under-18-year-old wishes to compete in and remain for the duration of the event and publication of results. Alternatively they may nominate a third party to act as entrant as outlined below and in GCR 108.2.3.

For those wishing a third-party (anyone who is not a parent/legal guardian) to fulfil this role, then Garda Vetting is required. You will be asked to upload a paper copy of the Garda Vetting form when applying for this licence online.

If the holder of the Minor Entrant Licence is not the parent / legal guardian of the minor then a duly completed Minor Entrant nomination form must be presented at licence check (available at <https://motorsportireland.com/Public/Public/Competitors/Competitor-forms.aspx>).

The event organisers reserve the right to refuse an entry without providing a reason.

1.5. License requirements

Drivers entering an event must be holders of a Motorsport Ireland Kart license or a Motorsport UK Kart licence or a license issued by another ASN affiliated to the FIA of the correct grade for the class entered.

2. CLASSES

The MI National Karting Championship classes are:

IAME: IAME Cadet, IAME X30 Junior, IAME X30 Senior, IAME X30 Master

ROTAX: Micro MAX, Mini MAX, Junior MAX, Senior MAX, Senior MAX 177

TILLOTSON: T4 Bambino, T4 Mini, T4 Junior, T4 Senior, T4 Senior 168

For further information on classes and applicable ages refer to Appendix 70.4

3. PRIZES AND AWARDS FOR NATIONAL CHAMPIONSHIP ROUNDS

3.1. Trophies will be awarded for drivers finishing in the Final at each event as follows:

T4 Bambino – first 5 placed finishers

T4 Mini – first 5 placed finishers

T4 Junior – first 3 placed finishers

T4 Senior – first 3 placed finishers

T4 Senior 168 – first 3 placed finishers

IAME cadet – first 5 placed finishers

IAME x30 Junior – first 3 placed finishers

IAME x30 Senior – first 3 placed finishers

IAME x30 Masters – first place finisher

Rotax Micro MAX – first 5 placed finishers

Rotax Mini MAX – first 5 placed finishers

Rotax Junior MAX – first 3 placed finishers

Rotax Senior MAX – first 3 placed finishers

Rotax Senior MAX 177 – first 3 placed finishers

3.2. Trophies will be awarded in all classes for the first 5 drivers in the final Championship Standings.

3.3. IAME X30 Masters

The award will be presented to the highest placed Master driver in the final IAME X30 Senior championship standings.

4. NATIONAL CHAMPIONSHIP STRUCTURE AND POINTS

4.1. This structure will be used at all National Championship rounds. Plate races may differ.

4.2. See www.motorsportireland.com/karting for dates and locations of Championship rounds.

4.3. Race Format

The format for each round will be confirmed in event Final Instructions, and will typically be:

T4/IAME:

5 minute Timed Qualifying, 2 Heats, 1 Final for each class.

Rotax:

Option 1: 3 lap warm up / practice, 2 Heats and 1 Final for each class

or

Option 2: 3 lap warm up / practice, 3 Heats and 1 Final for each class.

In the event that the number of entries exceed those allowed for the track licence, the manner in which the heats will be conducted shall be specified in the event final instructions.

4.4.1. Official Practice / Warm Up / Timed Qualifying

It is compulsory for all competitors to have a working transponder fitted to their kart for official practice / warm up / timed qualifying.

4.4.2. Official Practice / Warm Up (Rotax classes)

All competitors must complete 3 laps of the track in the warmup / practice session. Any driver failing to complete 3 warmup laps must report to the COC who may impose penalties at their absolute discretion as follows:

No laps completed = 15 second penalty

Only 1 lap completed = 10 second penalty

Only 2 laps completed = 5 second penalty.

The penalties will be applied to the results of Heat 1.

4.4.3. Timed Qualifying (IAME/T4 Classes)

All competitors must leave the dummy grid area a maximum of one minute after timed qualifying starts. The dummy grid positions for all drivers for timed qualifying will be by

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random selection for Round 1 of the championship and will be issued based on each drivers finishing position in the Final at the previous round from round 2 onwards. Timed Qualifying will start at the scheduled time whether all drivers are in place or not.

4.5.1. Grid Positions for Heats (Rotax Classes)

For any event where there are 2 Heats and a Final, the starting positions for Heat 1 will be randomly generated. The starting positions for Heat 2 will be the reverse of the randomised order for Heat 1.

For any event where there are three Heats and a Final, the starting grids for all Heats will be generated by random ballot, each competitor will have a comparable average starting position.

Drivers who have been marked as “Novice” on their race entries will take up positions at the back of the grids for Heat 1 and 2. Novice drivers can however take up their calculated grid positions for the Final based on their combined score from the Heats.

Each driver’s combined points after the Heats will decide their starting position for the Final.

For MI Permitted events starting grids will be published on www.timing.ie

4.5.2. Grid Positions for Heats (IAME / T4 Classes)

Grid positions for Heats will be set by the competitors fastest lap time in Timed Qualifying. If two competitors record the exact same fastest lap, the higher grid position shall be awarded to the competitor who set the fastest time first.

For MI Permitted events starting grids will be published on www.timing.ie

4.5.3. Heats scoring

The classification of Heats will be counted in points as follows: 1st Place = 0 points, 2nd Place = 2 points, 3rd Place = 3 points, 4th Place = 4 points, 5th Place = 5 points and so on. The sole purpose of these points is to generate the starting grid for the Final.

If a driver is not classified as a finisher in a Heat (for whatever reason) they will receive the number of points equal to the total number of participants who started that Heat.

If a driver has been black-flagged or excluded from a Heat, he/she will receive a number of points equal to the number of participants who started that Heat plus 5.

If a driver does not take the start in a Heat, they will receive the number of points equal to the total numbers of participants in that Heat plus 1.

4.6. Grid positions for the Final

The points from the Heats are added together and the driver with the lowest number of points after the Heats will start the Final from pole position and so on. Where two or more drivers have the same points score, they will be placed on the grid in order of their fastest

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lap in the competitors first Heat where no Timed Qualifying has taken place. Where two or more drivers have the same points score after the conclusion of the Heats, then the results from Timed Qualifying will decide the order of placement for the Final with the competitor with the faster qualifying position taking the higher grid position.

4.7. Championship Points

Championship points will be awarded to the combined results of the Heats (in effect the start grid for the Final) and the results of the Final.

Points for the combined result of the Heats will be as follows: 1st - 40 Points, 2nd - 38 Points, 3rd - 36 Points, 4th - 35 Points, 5th - 34 Points, 6th - 33 Points, 7th - 32 Points, 8th - 31 Points ...Continuing to the last classified finisher.

Points for Final will be as follows: 1st - 55 Points, 2nd - 50 Points, 3rd - 48 Points, 4th - 46 Points, 5th - 45 Points, 6th - 44 Points, 7th - 43 Points, 8th - 42 Points ...continuing to the last classified finisher.

4.8. To be classified as a finisher, a kart must cross the finish line with the driver seated correctly in their kart, within two minutes of the winner and have completed not less than 50% of the race distance.

4.9. Dropped Scores

T4/IAME - Each driver can drop their worst Combined Heats score and their worst Final score. Should a driver have any zero scores by reason of exclusion / disqualification from a Final, such zeros will be classified as counting scores for the Championship. Should a driver be excluded from all Heats, resulting in a zero championship score for the combined Heats result (grid for Final) then such zeros will be classified as counting scores for the Championship.

Rotax - Each driver can drop their worst 2 Combined Heat scores and their worst 2 Final results. Should a driver have any zero scores by reason of exclusion / disqualification from a Final, such zeros will be classified as counting scores for the Championship. Should a driver be excluded from all Heats, resulting in a zero championship score for the combined Heats result (grid for Final) then such zeros will be classified as counting scores for the Championship.

4.10. Should it be necessary to cancel or abandon a round of the Championship the counting rounds will be reduced by one for each round affected, however if four rounds or less are run, ALL Combined Scoring Heats and Finals will count.

4.11. To constitute a National Championship there has to be a minimum of three rounds run.

4.12. In the event of a tie for any Championship place, the result will be decided under the following procedure. The greater number of 1st place finishes in the Finals will decide the tie. If this does not give a result, the greater number of 2nd places in the Finals will be

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used. If this does not give a result, the tie will be decided by the earliest scoring of a 1st place in a Final, or if no 1st then 2nds etc.

4.13. For Championship points to be awarded for a race there must be a minimum of 5 starters. To reach the minimum number of starters required, grids from compatible classes may be combined. Where there are less than 5 entries for a class that cannot be run on a combined grid, that class may be removed from the schedule.

5. TYRES

5.1. T4 & IAME - Tyres will normally be barcode scanned at tyre collection point on the Saturday of each event between the hours of 10:00am and 4:00pm. This information will be updated on an event-by-event basis to ensure all competitors are afforded a suitable opportunity to collect their race tyres and complete the necessary scanning process. These race tyres must be used for Official Practice/Timed Qualifying, Heats & Finals. Only barcoded tyres that have been purchased from the official tyre retail outlets can be used for Official Practice/Timed Qualifying, Heats & Finals. Specific tyre brand & codes and regulations for all classes as stated in Appendix 70.3 and Appendix 70.5 must be adhered to at all times.

5.2. Rotax: Competitors must enter the barcodes from their tyres into the INEO system in advance of each event and these tyres must be used for Official Practice, Heats & Finals. Only barcoded tyres that have been purchased from the official tyre retail outlets can be used for Official Practice/Timed Qualifying, Heats & Finals. Specific tyre brand & codes and regulations for all classes as stated in Appendix 70.3 and Appendix 70.5 must be adhered to at all times.

5.3. Number of slick tyres allowed

Refer to class regulations (Appendix 70.3 & 70.5) for the number of sets allowed for your class.

5.4. Warm Up / 3-Lap Practice / Timed Qualifying

Race day slick tyres must be used for warm up / practice / timed qualifying unless it is declared 'wet' by the Clerk of the Course. The tyres used must match those registered to the competitor for the event.

5.5. Wet / Open weather conditions

Competitors must use the prescribed dry weather tyres / slicks for the relevant class (as set out in the class regulations) unless the Clerk of the Course (COC) has declared a Wet Race / Practice, at which time they will be required to run the prescribed wet weather tyre (as per the class regulations).

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In intermediate track conditions the COC may classify the tyre choice as 'Open', at which time the driver may choose to run either wet or dry tyres.

It is not permitted to use a mix of wet and dry tyres.

5.6. Wet Tyre regulations

Refer to class regulations for the number of sets allowed for your class (Appendix 70.3 & 70.5). The wet tyres must match those registered to the competitor for the event. These will be the only wet tyres allowed.

Running in wet tyres on a dry track is prohibited.

The Clerk of the Course reserves the right to use the black flag if he deems that a driver's kart is fitted with the wrong set of tyres and that the driver is too slow and dangerous for other drivers.

5.7. Damaged tyres

Damaged tyres may be replaced with an equally worn replacement ONLY at the discretion of the Scrutineer in consultation with the CoC. The damaged tyre must be reported to the Scrutineer prior to exiting parc ferme and the damaged tyre must remain in the possession of the Scrutineer.

6. PETROL / OIL

6.1. It will be each competitor's responsibility to purchase their petrol for racing from the fuel station specifically designated for each round. The petrol pump(s) to be used will be specified in the Supplementary Regulations or Final Instructions for each event. This is the only fuel that can be used.

6.2. Fuel samples may be taken for further analysis at the discretion of the CoC by a scrutineer to confirm fuel is as per regulation 6.1 above. Evaluation of fuels at the racetrack shall be conducted using one or all of the following tests:

A. Digatron DT- 47 Fuel Meter Test.

B. Specific Gravity Test

C. Water Solubility Test

6.3. Further evaluation may be performed by sending petrol for testing with an independent external approved testing company – this will always be completed in full compliance with CIK/FIA Technical regulations procedure.

6.4. The Scrutineer in consultation with the CoC has the right to change and / or replace any driver's petrol at their discretion, at any time.

Case 1 - Should this be the case the drivers will be asked to enter the servicing park without petrol in their petrol tank, where the fuel will be added, at the cost of €3 litre for

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the driver/ entrant. The added petrol will be the petrol as stated in the Supplementary Regulations of the event.

Case 2 - Petrol will be changed without warning, at the cost of €3 per litre for the entrant / driver.

6.5. Refer to technical regulations in Appendix 70.2 for information on the oil that must be used.

7. CAMERAS, DRONES

7.1. Private cameras are NOT allowed on any part of karts from first warm up/practice to the end of the race event.

7.2. Cameras are NOT allowed on any part of the helmet or body at any time.

7.3. The use of drones is NOT allowed at any part of the race venue.

7.4. Use of cameras or drones as described in sections 7.1, 7.2 and 7.3 above will result in exclusion from the event.

8. TRANSPONDERS

8.1. Each entrant / driver must provide their own transponder to the specifications listed in Articles 8.3 and 8.4 below.

8.2. The transponder identification number must be entered into the INEO system at the time of entering the event. It is the responsibility of the competitor/entrant to ensure that the transponder number is entered correctly, and that the transponder is working and fitted correctly and safely to the kart as per 8.7 below. Failure of the transponder may result in the competitor not being timed.

8.3. Manufacturer: MyLaps/AMB.

8.4. Permitted Transponder Models: AMB TranX 160 Yellow, MyLaps TranX 160 Yellow, AMB TranX 260 Red, MyLaps TranX 260 Red, MyLaps Kart Flex Yellow, MyLaps Car/Bike Flex Red, MyLaps X2 Kart, MyLaps X2 Car/Bike, MyLaps TR2 Yellow Kart, MyLaps TR2 Red Car/Bike.

8.5. Where an entrant/driver does not have their own transponder, transponders can be rented from www.timing.ie and must be pre-booked directly via their website.

8.6 Transponders can also be ordered from www.mylaps.com click on “shop”

8.7 It is mandatory to carry a transponder for all on track activities. The transponder must be fixed on the lower part of the back of the kart seat. It is the entrant / driver's responsibility to ensure the transponder is fully functional and battery charged at all times. Penalties will be applied as per 8.9 below.

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8.8. If you are in any doubt about the operation of your transponder, please visit the Timekeepers at the circuit who will be able to facilitate a pre-session test of your transponder to check that it is registering with their system.

8.9. Any kart that enters the track without a working transponder will receive a warning for their first offence. This will be noted at the bottom of the results sheet when posted. Failure to rectify the issue before your next track session will result in a 30 second penalty being applied to each track session thereafter until a working transponder has been fitted. Multiple offences will be subject to further sanctions at the discretion of the Clerk of the Course.

9. SIGNING-ON, CHECK-IN AND SCRUTINY

9.1. Competitors must sign on online via the INEO system in advance of the event.

9.2. Competitors must present to event check-in at the time specified for their class in the Supplementary Regulations or Final Instructions. Any competitor not presenting as instructed will be fined €100 by the COC. A competitor who is unable to attend Saturday check-in must notify the event secretary in advance to make arrangements for Sunday check-in.

9.3. Drivers must present the following at check in:

- Valid competition kart license of the appropriate grade
- Valid minor entrants license for drivers under 18 years.

9.4. Refer to Supplementary Regulations and Final Instructions for scrutiny requirements for each event.

9.5. Only components registered by each competitor into the INEO system for each event and/or scanned at tyre collection can be used on race day. Use of unregistered components will result in exclusion from the session where detected.

10. NUMBERS AND ID ON KARTS

10.1. The competitor / entrant is responsible for ensuring that the required race numbers are clearly visible to Officials, Timekeepers and Marshals at all times.

10.2. Competitors not complying with article 10.1, 10.4 and 10.5 may be refused entry to the dummy grid.

10.3. Numbers 1 to 5 in each class are reserved for the top 5 finishers from that class in the previous season's Championship standings.

10.4. MI reserves the right to nominate the following special numbers "O" "IRL" and "C".

"IGP", "B", "NC", "NW" may be used by the winner of the relevant plate events for the year preceding that event.

10.5. At driver registration, the INEO system will automatically assign a race number.

T4 / IAME classes

All number plates must be yellow with letters / numbers in black for the Tillotson and IAME classes, except for Novice drivers which must be black plates with white letters / numbers.

Numbers will be as follows:

T4 Bambino	100-199
T4 Mini	200-299
T4 Junior	300-399
T4 Senior	400-499
T4 Senior168	500-599

IAME Cadet	600-699
X30 Junior	700-799
X30 Senior	800-899

Rotax classes

Novice drivers must have black plates with white letters / numbers.

Rotax Micro MAX	101-199	Yellow with black numbers
Rotax Mini MAX	201-299	Yellow with black numbers
Rotax Junior MAX	301-399	Red with white numbers
Rotax Senior MAX	401-499	Blue with white numbers
Rotax Senior MAX 177	501-599	Green with white numbers

11. OFFICIALS

11.1. The Motorsport Ireland Kart Commission will reserve the right to nominate the following personnel for each event of the National Championship:

- 1: Clerks Of the Course
- 2: Deputy Clerks of The Course
- 3: MI Stewards
- 4: Race Control / Timing

11.2. Appointed Officials must be in conformity with MI GCR's Chapter 9.

11.3. The duties of the Clerk of the Course may be delegated to one or more assistants. The names and functions of these assistants will be given in the Supplementary

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Regulations or Final Instructions or posted in a Bulletin on the Official Notice Board before the event commences.

11.4. No official or marshal shall be under 18 years of age, except for off track duties.

11.5. No official shall commence their duties before signing on and completing all mandatory documentation or declaration forms.

12. NOVICE DRIVERS ALL CLASSES

12.1. A driver is classed as a novice if it is their first MI/ Motorsport UK/CIK Permitted event. A driver will remain a novice until they obtain 5 Final finishes at MI/Motorsport UK/CIK events. Race finishes in T4 Regional events will be also be accepted.

12.2. Once 5 finishes are reached it is the responsibility of the driver / entrant to contact the registrar of their specific Championship to change their status from Novice.

12.3. Novice drivers must use black plates with white numbers as stated in Section 10.5

12.4. The Kart Commission reserve the right to return a driver to novice status in the interest of overall safety.

12.5. The Clerk of the Course or the Stewards of the Meeting, acting as a body, may waive or mitigate a penalty for infringement of the technical regulations. This waiver may only be applied while the drivers hold novice status, and only for those drivers who are not eligible for an award.

13. UPGRADING CLASSES

Once a driver has upgraded to a senior class they may not revert to a junior class.

Once a driver has upgraded to a junior class they may not revert to a cadet or mini class.

Once a driver has upgraded to Rotax Mini Max they may not revert to Rotax Micro Max.

Once a driver has upgraded to T4 Mini they may not revert to T4 Bambino.

14. CIRCUITS

14.1. From the 1st January 2026, a new application for a kart track licence shall be made at least thirteen weeks in advance of any date on which it is proposed to run a meeting. If the organisation is by a new club the first three meetings after the granting of a Track Licence shall be restricted to members of the organising club and shall be subject to observation before upgrading.

Track Licences will only be granted after inspection by MI. Licences will be graded as follows:

- (a) Short Circuits: Suitable for all status meetings up to and including international.

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- (b) Long Circuit: Tracks including those incorporating a Short Circuit, which will be subject to individual grading and Track Licence.

Existing Track Licences will be graded as above following an inspection by MI.

14.2. Categories of Tracks for Kart racing: Permanent Track with a lap distance of less than 2500m, where the shape can be determined at any time and all protective barriers are permanently in position.

14.3. Except where varied on the track licence, all tracks shall comply with the following conditions:

- (a) Minimum width - 6m.
- (b) Chicanes are not encouraged but when essential they must be approved by MI.
- (c) The surface shall be similar, i.e., sealed or unsealed, throughout the length of the track. The surface shall be durable and well graded, free of holes, rough spots or loose particles. All obstacles to a Kart leaving the track such as poles, ditches, etc, shall be suitably protected.
- (d) The track edges shall be marked in a manner approved by MI. Half tyres set in the ground must not be used, and there shall be no drop between the edge of the track and the verge. Any marker shall be of such size and weight that it will not constitute a hazard.

14.4. Where alternative routes on the same track may be used, those not in use must be clearly marked by bollards or marker boards. Painted lines on the track surface are not sufficient.

14.5. Any area which may at any time during practice or racing contain any persons, other than organising staff carrying out their duties or competitors actually taking part in an event, should be protected from the track and from area where Karts are in motion, by a physical barrier and safety precautions conforming to the following specification: A barrier of a permanent type having a continuous, smooth, vertical face of at least 1m in height on the track side and of sound construction so as to be incapable of deflection away from the track if struck by a Kart travelling at the maximum speed likely to be achieved at that portion of the track. If this barrier is used to contain the persons in the enclosure it must be sited not less than 3m from the edge of the track. On a bend or corner, if this barrier is less than 10m from the edge of the track, there should be a post and rope fence, keeping spectators a further 1m behind the barrier. Under no circumstances may any spectator be within 3m of the edge of the track on a straight, or 8m on a bend or corner.

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14.6. No variation of barriers/enclosures from the Track Licence will be permitted unless specifically approved by MI.

14.7. Greater safeguards may be required if an area is deemed to be hazardous or in the vicinity of Karts travelling at high speeds. In all cases, the maximum possible space shall be allowed in head-on situations and through any corner. Energy absorbing protection of either tyre stacks or straw bales should be placed directly in front of the ultimate barrier in head-on situations.

14.8. Access to all enclosures and to the track should only be by means of controlled entrances.

14.9. Temporary tracks will be subject to MI approval and must conform in all ways to the approval conditions.

14.10. The maximum number of starters will be stated on the Track Licence.

15. EQUIPMENT

15.1. The following minimum equipment is mandatory for all Kart meetings:

15.2. Warning notices, tickets, ID Cards etc., as specified hereunder.

15.3. Warning Notices should be prominently displayed as follows: At any entrance to an event or part of an event on private ground - Notice A.

Unless any enclosure is surrounded by secure fencing, in the area between the enclosure and the course there shall be displayed at intervals Notice B or notices stating that “This area is prohibited, and the public are not permitted”.

Notice A: Warning motor sport can be dangerous despite the organisers taking all reasonable precautions unavoidable accidents can happen THEREFORE you are present at your own risk.

Notice B: PROHIBITED AREA SPECTATORS ARE NOT PERMITTED IN THE AREA BEHIND THIS NOTICE ANY SPECTATOR ENTERING THE PROHIBITED AREA WILL BE REGARDED AS A TRESPASSER.

15.4. Organisers may also use a notice stating “It is a condition of your presence that you will obey the instructions of Marshals and Officials in relation to the Safety of yourself and others”.

15.5. All Officials, Marshals and members of the press must be identified by armlets, tabards or badges which are not transferable. They undertake their duties at their own risk and must not go nearer the course than is essential to the performance of their duties. No official under the age of 18 should be given duties which require him/her to be on track.

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15.6. The Final Instructions of the meeting, all tickets, badges, tabards, labels (including Kart labels) and passes of admission whether for spectators or officials shall bear or be accompanied by a copy of Notice A.

15.7. Where the wording is printed on the reverse side of a ticket, armlet or lapel badge, the words “for conditions of admissions see over” should appear on the face of the ticket, armlet or lapel badge.

15.8. At a minimum 1 set of flags as detailed in Article 19 of this Appendix 70.1 to be available for each marshal post.

15.9. In addition to marshals at each post, a number of ‘roaming marshals’ may be present at various locations on the track for the purpose of assisting in clearing karts from the track to ensure flag marshals stay on post.

15.10. Track cleaning equipment comprising two units of: (a) One ordinary shovel (b) Two sweeping brushes.

15.11. A public address system available to the Clerk of the Course (a hand-held powered megaphone) is acceptable (as a minimum), for communicating with competitors.

15.12. A starter’s Sheet and an Officials’ signing-on sheet, in the control of the Secretary of the Meeting. An Official Notice Board prominently sited in the paddock for all official communications, grid positions and race results. A digital notice board may also be used by the officials if they decide to do so. Details of the digital noticeboard will be included in the Final Instructions.

15.13. Scales with Certified Check Weights are deemed correct on the day. The onus is on each competitor to check their weight. Minimum weight limits will be strictly enforced for all classes.

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 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.

16. STARTING GRID (ON PREGRID) QUALIFYING HEATS & FINAL RACES

16.1. Access to the dummy grid area for each race during the event will open once the previous race has left the dummy grid area. There will be an entrance “GATE” in the form of a physical barrier at the entry point to the dummy grid area and it will be closed by an Official 5 minutes after the start of the previous race. There will be no warning system in

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place, and it will be the responsibility of each competitor to ensure they are present at the pre-grid area on time for each race.

16.2. Only the driver and their mechanic (one only per kart) are permitted to enter the dummy grid area at any time during the event. Officials, stewards, and other members of the organising committee are permitted to enter the dummy grid area when necessary. Driver coaches, team principals, parents and any other not listed above are NOT permitted to enter the dummy grid area unless they are actually working as a mechanic for a competitor. A parent / entrant / team principal will only be allowed on the dummy grid when requested to do so by the COC or appointed Official.

16.3. The karts placed on the ground in the dummy grid area must be ready to race. Once a kart is placed on the ground on the dummy grid it is forbidden to place it back on the trolley unless a wet race is declared by the COC or officials and or a clear instruction to do so is issued by the COC or official for all competitors on the dummy grid at that time.

16.4. It is strictly forbidden to carry out any work, adjustment and/or set-up on the kart once it has entered the dummy / start grid area, with the exception of tyre pressures, which can be adjusted by the driver or their mechanic using a tyre pressure gauge only.

16.5. Karts that enter the dummy grid area are prohibited from returning to the pre grid area once the dummy grid entry “GATE” has been closed.

16.6. Karts not ready to race (for whatever reason) will be removed from the dummy grid without taking part in that particular warm up / race.

16.7. If a wet race is declared while karts are located in the dummy grid area the COC will confirm the amount of time permitted for the following changes to be carried out should competitors wish to do so.

16.8. If a wet race is declared while on the dummy grid, for T4 & IAME Classes, a wet air intake box may be added. For IAME & Rotax classes the width of the rear wheels and rear bumper may be adjusted but the wheels must be in line with side bodywork and rear wheel protection and conform to the latest CIK-FIA technical drawings (<https://www.fiakarting.com/page/technical-drawings>). For T4 Classes the wheels may be adjusted in line with T4 Technical regulations. NO other modifications and/or changes are permitted.

16.9. Tyres must be changed from dry to wet but must conform to the necessary technical regulations and all other necessary regulations for the event. During this time the mechanic or driver will be permitted to return to the pre grid area to retrieve their Trolley and wet tyres. At no stage is anyone other than each driver and one mechanic per kart permitted to enter the dummy grid area. A two-minute warning will be issued prior to the permitted time for all changes to be completed expiring. All karts MUST be placed back on the ground in their correct grid positions before the permitted time expires. Failure to do so will result in that kart or karts being asked to leave the dummy grid area.

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16.10. Lifting a kart with the engine running on the dummy grid is not permitted at any time. The penalty for this offence is automatic disqualification from that particular race.

17. STARTING PROCEDURE

Starts shall normally be rolling starts. If a class is using standing starts, it shall be notified in Final Instructions.

17.1. The pole position shall be on that side of the track which is on the inside of the first corner after the start. Race starts shall normally be rolling start unless specified in Final instructions in which case the classes and start type shall be listed.

17.2. As soon as the Clerk of the Course or their Deputy or Official appointed Starter (the Starter), indicates with the green flag that the karts may take the start, the drivers are under the orders of the Starter and may no longer receive any outside help. Any driver who has not placed themselves at the orders of the Starter in time with their kart in working order will only be allowed to leave the dummy grid only at the orders of the Starter, or of the Officer in charge of the dummy grid.

17.3. The number of Formation Laps shall be indicated in the Supplementary Regulations / Final Instructions. Karts will cover approximately one Formation Lap before the start may be given. It is forbidden to overtake another driver under pain of a penalty imposed by the Clerk of the Course (10 seconds or exclusion from the Heat).

17.4. If a driver stops for any reason during the Formation Lap, they will not be allowed to try and start again before they have been passed by the whole field. They shall start again from the back of the field. Should they try to start ahead of the field in the hope that the leading drivers overtake them, they will be shown the black flag and be excluded from that race.

17.5. In order to regain one's position, it is forbidden to use any course other than the track used during the race. In the case of rolling starts, a driver who is delayed will have the possibility of regaining their grid position only if this manoeuvre does not impede other drivers and in all cases before having reached the Red Line which will be identified on the track and also shown on the Final Instructions for each event. In the case of standing starts, a driver who is delayed will have the possibility of regaining their grid position until the red starting lights are switched on.

17.6. If the Starter considers that a driver has been immobilized as a result of another driver's mistake, s/he may stop the Formation Lap and recommence the Starting Procedure on the basis of the original grid or allow the impeded driver to regain their position.

17.7. 2-metre-wide lanes bordered by white lines will be painted over the 110 meters leading to the start line. A yellow line shall be placed 25m ahead of the start line. For

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rolling starts, this Yellow Line will also be identified by soft cones (1 cone of each side of the track).

17.8. At the end of the Formation Lap, drivers will proceed forward at a reduced and constant speed towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track. A driver crossing the lanes is liable to be sanctioned by the Clerk of the Course, on the basis of a time penalty of 3 seconds for partly crossing the corridor lanes (2 wheels outside of the tram lines) and of 10 seconds for completely crossing out of the corridor (4 wheels outside of the tram lines). When the karts approach, the red lights will be on. Karts must maintain their position until the start signal is given.

17.9. When the Clerk of the Course or their officially appointed Starter is satisfied that the karts are approaching the start line in the correct position and at an acceptable speed, the starting signal will be given by extinguishing the red light (or by lowering the National flag should a light failure occur). If a further lap is required, the red lights will remain on or the flag will not be raised. Once the race start has been given drivers can break formation but should this occur before the lights go out (i.e. drivers leave the corridors, or break formation before the start signal is given) then a penalty will be applied as per Section 17.8 above. Any drivers who have been unable to start will be allowed to get out of their karts and restart only by their own means and once the whole field has passed them. They will not be authorised to regain their original position in the formation and will take the start from the back. No other drivers will be allowed to occupy the places which remain vacant. During the Formation Lap(s), it is forbidden to practise start simulations.

17.10. False Start or Jump start: occurs when a driver under Starter's orders gains an unfair advantage by either: (a) being in an incorrect position on the grid, or (b) moving forward from their prescribed position. e.g. off pole ahead of pole.

Breaking formation: When a driver, under Starter's orders, in the case of a rolling start, fails to maintain their corridor, or accelerates early or unevenly.

The penalty for the driver concerned shall be the addition of 5 seconds to the time taken by them to complete the course. This will not incur penalty points.

17.11. The start signal will not be given before the Yellow Line. The karts approaching the Start Line must remain in formation, at less than half race speed (which will be set by the pole sitter) and be driven within the set of two metre lanes appropriate to their side of the grid. It will be deemed an offence to accelerate in any way before the Yellow Line or drive outside the marked lines until the signal to start the race has been given.

17.12. In the case of repeated false starts or of incidents during the Formation Lap(s), the Clerk of the Course or the acting Judge of Fact, may stop the starting procedure by means of the red flag and inform the Stewards. The Clerk of the Course will be entitled to impose

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on the offending drivers a penalty of 5 seconds or any other penalty as laid out in GCR 142. 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 subject to amendments for penalties incurred for offences in the false starts. All the drivers present in the starting area or in the repair area before the procedure was stopped will be allowed to take the start of the new Formation Lap.

17.13. As soon as the start has been given racing conditions apply. Irrespective 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.

17.14. In the case of an appeal the Stewards may use official MI video or electronic system likely to help them to make a decision. The Stewards' decisions may supersede those taken by Judges of Fact. Any infringement to the provisions of the International Sporting Code or these Sporting Regulations relating to the starting procedure may entail the exclusion of the driver concerned from the Event.

18. SUSPENDING A RACE OR PRACTICE

18.1. Should it become necessary to suspend the Race or Practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course shall order a red flag to be shown on the start / finish line. Simultaneously, red flags will be shown at marshals' posts provided with these flags. The decision to suspend the race or practice may be taken only by the Clerk of the Course (or, in their absence, by their deputy) or the Stewards of the meeting.

If the signal to stop racing is given:

During Practice/Timed Qualifying: 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; Practice / Timed Qualifying will be resumed as soon as possible to meet the original Practice time.

During the Heats or Final: all karts will immediately reduce their speed and go to the start finish line, or stop on the track at the place indicated by an Official, 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.

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

Case A: less than 2 laps. No points will be awarded. If the Race can be resumed the original start will be deemed null and void and all competitors who are able to restart the race will do so in their original grid positions – a normal start procedure will be adopted. The length of the new race will be at the discretion of the Clerk of the Course.

Case 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 resumed at the discretion of the Clerk of the Course, the resuming procedure (also known as the ‘Slow’ procedure’) will be conducted as follows:

The start order for the resumed race shall be the classification at the end of the lap prior to that during which the signal to stop was given. At the order of the Clerk of the Course, drivers will proceed to start in a neutralised situation (single file) for one or more laps. The Marshals’ Posts will static yellow flags, optionally “SLOW” boards may be displayed. If the formation is satisfactory, the Clerk of the Course will signal the resuming of the Race by means of a waved green flag at the start finish line. Overtaking will remain prohibited until the karts have crossed the start finish line. On approaching the start finish line, where a green flag will be waved by the Starter, the drivers may accelerate only after crossing the yellow line preceding the start finish line. The yellow flags and the “SLOW” boards at the Marshals’ Posts will then be withdrawn and replaced by waved green flags. These flags will be displayed for a maximum of one lap.

In this case (Case B), where the race is not restarted, half the points will be awarded.

Case C: 75% or more of the Race distance (rounded up to the nearest whole higher number of laps). The karts shall be sent directly to the “parc ferme” area and 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. Full points will be awarded.

18.2. A competitor who is deemed to have caused a red flag will not restart that race and shall not be classified in the Final results of that race. If a competitor has caused the accident they will be dealt with in line with the code of conduct and if necessary, penalised in accordance with GCR 139 & 142.

18.3. The COC in consultation with the attending Medical Officer must be satisfied that drivers who are permitted to restart the race are fit to restart the race. Likewise, the COC in consultation with the Chief Scrutineer must be satisfied that the driver’s equipment is fit to restart the race.

18.4. While the race is stopped the whole course shall be considered as “parc ferme” and no work can be carried out to any kart. If a kart leaves the course during the race stoppage it will not be permitted to rejoin the race. When authorised by the COC plugs may be changed and finger adjustments made to carburettor settings.

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18.5. Front bumpers can only be reset in the event of a **full** restart being declared (Case A, less than 2 laps completed). Anyone tampering with a competitor's front bumper without first getting the permission of the COC will be excluded from the race.

18.6. The Clerk of the Course or Deputy may decide to neutralise a 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 Heat or Race.

18.7. When the order is given to neutralise the Heat or Race, this 'slow' procedure shall apply: All marshals posts will display single waved yellow flag and optionally a "SLOW" board (yellow board with the word "SLOW" written in black), which shall be maintained until the neutralisation is over.

18.8. 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.

18.9. 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.

18.10. The karts may enter the "Repair Area" during the neutralisation, but they can 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.

18.11. When the Clerk of the Course decides to end the neutralisation the signal to the drivers that the Race is to resume next time the Line is crossed will be indicated by a static yellow flag at the last marshal post and a green flag by the Starter at the start finish line.

At that moment, the leading kart will continue to set the pace, at a moderate and constant speed. Overtaking will remain prohibited until the karts have crossed the Line at the end of the neutralisation of the Heat or Race. On approaching the Line, where a green flag will be waved by the Starter, the drivers may accelerate only after crossing the yellow line preceding the Line. The yellow flags and the "SLOW" boards at the marshals' posts will then be withdrawn and replaced with waved green flags. These flags will be displayed for a maximum of one lap.

18.12. Each lap completed during the neutralisation will be counted as a racing lap.

18.13. 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.

19. SIGNIFICATION OF FLAGS

Flag signals to be used by the Clerk of the Course or their deputy at the start line:

- (a) National flag: This flag may be used to start the race. This flag shall only be used in certain circumstances (e.g. in the case where the light signals no longer function) and for Timed Qualifying. The starting signal must be given by lowering the flag which, for standing start Competitions, must not be raised above the head until all karts are stationary and in no case for more than 10 seconds.
- (b) Red flag: This flag must be waved at the start line and all marshal posts when it has been decided to stop a practice session or the race. The red flag may also be used by the Clerk of the Course or their deputy to close the circuit.
- (c) Black and White Chequered flag: This flag must be waved. It signifies the end of a practice session or a race.
- (d) Black flag: This flag should be used to inform the driver concerned that they must return to Parc Fermé. The decision to show this flag rests solely with the COC of the meeting. A driver who receives this flag shall normally be excluded from the race.
- (e) Black flag with an Orange Disc (40 cm in diameter): This flag should be used to inform the Driver concerned that their kart has mechanical problems likely to endanger themselves or others and means that they must stop in the “Repair Area” on the next lap. When the mechanical problems have been rectified, the kart may rejoin the race. A driver who ignores this flag for more than 2 laps shall be shown the black flag and will be excluded from the race.
- (f) Black and White flag divided diagonally: This flag should be shown only once and is a warning to the driver concerned that they have been reported for unsportsmanlike behaviour.

Flags(d), (e) and (f) should be shown motionless and accompanied by a blackboard with a white number which should be shown to the driver of whose kart the number is displayed. These flags may also be displayed at places other than the start line should the Race Director or the Clerk of the Course deem this necessary. Normally the decision to show flags (e) and (f) rests with the Race Director or the Clerk of the Course; however, it may be taken on request of the Stewards of the meeting in order to impose a sporting sanction.

- (g) Yellow flag: This is a signal of danger and should be shown to drivers in two ways with the following meanings: -

- Single waved: There is a hazard on the edge or on part of the track, reduce your speed, do not overtake and be prepared to change direction. Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.

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- Double waved: There is a hazard wholly or partly blocking the track, reduce your speed, do not overtake and be prepared to change direction or stop. Yellow flags should normally be shown only at the marshals' post immediately preceding the hazard. Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.

(h) Yellow flag with Red Stripes: This flag should be shown motionless to inform drivers that there is a deterioration of adhesion due to oil or water on the track in the area beyond the flag. This flag should be displayed for at least 4 laps unless the surface returns to normal beforehand. However, it is not necessary for marshals in the sector beyond the place where this flag is being shown to show a green flag.

(i) Blue flag: This flag should normally be waved, as an indication to a driver that they are about to be overtaken.

(j) Green flag: This flag should be used to indicate that the track is clear and should be waved at the observation post immediately after the incident that necessitated the use of one or more yellow flags. It may also be used, if deemed necessary by the Race Director or the Clerk of the Course, to signal the start of a warm-up lap or the start of a practice session

(l) Green flag with Yellow V: This flag is used to signify a false start

Drivers who ignore the flags in (g) and (i) may be reported to the Clerk of the Course who may apply penalties according to GCRs chapters 39 and 42.

19.1. Flags to be available at each marshal's post must include Red flag, Yellow flag, Blue flag, Green flag, and optionally yellow flag with red stripes.

20. CODE OF DRIVING CONDUCT ON KARTING CIRCUITS

The instructions detailed in Article 19 Signification of Flags are deemed to be part of this Code of Driving Conduct. All drivers must be thoroughly acquainted with them.

20.1. It is strictly forbidden for drivers to drive their karts in a direction opposite that of the race, unless this is strictly necessary to remove the kart from a dangerous situation.

Observance Of Signals

20.2. Overtaking

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

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20.3. If the driver who has been caught does not seem to notice that another driver wants to overtake them, 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 COC. Systematic or repeated offences may result in the exclusion of the offender from the race. Curves, as well as the approach and exit zones thereof, may be negotiated by the drivers in any way they wish, within the limits of the track. Overtaking, according to the circumstances, may be done either on the right or on the left. However, 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.

20.4. 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.

20.5. 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. Penalties according to GCRs chapters 139 and 142 shall be applied. 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.

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

20.8. The racetrack alone shall be used by the drivers during the race.

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

20.10. 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 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

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to move the kart out of the potentially dangerous position, it is the duty of the Marshals or other officials to help.

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

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

E: Pushing a kart along the track or pushing it across the 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.

20.11. Entrance to the pits (or Repairs Area or Servicing Parks)

A: The so-called ‘deceleration zone’ is a part of the pits area.

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

C: Any driver intending to leave the track or to enter the pits or the Servicing Park or the Repairs Area shall signal their 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.

20.12. Any radio communication between a driver on the track and any other body is forbidden.

20.13. Race Finish: The signal indicating the end of the race shall be given on the Line as soon as the leading kart has covered either the full race distance or the greatest distance during the time scheduled for the race.

Should, for any reason other than under Article 18, the signal indicating the end of the race be given before the leading kart completes the scheduled number of laps or before the prescribed time has elapsed, the race will be deemed to have finished when the leading kart last crossed the Line before the signal was given. Should the signal indicating the end of the race be delayed for any reason, the Race will be deemed to have finished when, under normal circumstances, the end of the race would have been decided if there had been no delay.

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For a finish to be considered valid, a Driver must have crossed the Finish Line seated at the wheel of his kart. In the case of a dead heat on the Finish Line revealed by timekeeping or by a photo finish system (which shall prevail over timekeeping and/or a report from the Finish Line Judge, if such a Judge had been appointed), the rule for deciding between tying Drivers shall be the fastest lap time recorded by each Driver during the race concerned.

20.14. Parc Ferme

At the end of the race, all karts will return to parc ferme.

No personnel (mechanics/parents) other than the drivers are permitted in parc ferme unless given permission by the chief scrutineer.

21. BRIEFING

21.1. Definition: The Competitors' and Drivers' Briefing is a meeting organised by the Clerk of the Course for all Competitors and drivers entered in the Competition.

21.2. Aim of the Briefing: to remind Competitors and drivers of the specific points of the Supplementary Regulations and Final Instructions concerning the organisation of the Competition; to remind them of the safety aspects, either general or specific to the circuit used; to give any clarification concerning the interpretation of the Regulations

21.3. The time of the Briefing is given in the Supplementary Regulations or Final Instructions of the Competition. The time is considered as that of the beginning of the Briefing and any Competitor/Entrant late to the Briefing will be subject to a €50 fine. The meeting will always be held before on track activities commence. Extra meetings may be organised if this is deemed necessary.

21.4. The presence of all Drivers and Entrants is mandatory throughout the briefing under pain of a sanction or even of a possible disqualification from the Competition. Two attendance sheets may be signed, one by drivers and the other by entrants.

21.5. Any instructions given at the briefing shall be deemed to form part of the regulations for the event.

22. PADDOCK REGULATIONS & SAFETY

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

22.2. Each Paddock space (8x6 meter) shall be equipped with at least one 5 Kg fire extinguisher

22.3. Ground sheets are compulsory to be used in the awning or where you are working on your kart for the race weekend

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22.4. Refuelling is only allowed in your paddock space, and only with the use of a groundsheet. Except in the case of 6.4 being applied.

22.5. Standing in or on any unsafe areas such as part of a Vehicle or other portable raised platform for spectating purposes is not permitted at the track during race day. Breach of this rule will result in the exclusion of the driver/entire team and any other driver associated in any manner with those involved in the breach from the event. Contact MI Kart Commission for further information on safe areas to spectate.