

2026 TILLOTSON EURO CUP IRELAND



2026 Tillotson Euro Cup Ireland.

SPORTING REGULATIONS

VENUE: KILTORCAN RACEWAY DATE: JULY 18 & 19 2026

PERMIT NUMBER: 26/091



ART.1 – ORGANISATION**1.1 – General Undertakings**

Munster Kart Club in conjunction with Tillotson and with the approval of the Motorsport Ireland are sole organisers of the TILLOTSON EURO CUP EVENT.

All Drivers, Entrants, Mechanics and Officials participating in the event undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting code (ISC). Karting Code (« the Code »), the Code of Driving Conduct on Karting Circuits, the Karting Technical Regulations (« the Technical Regulations »), the General Prescriptions applicable to the CIK-FIA Karting and Championships, Cups and Trophies (« the General Prescriptions) the Supplementary Regulations of the competition concerned, these Sporting Regulations and all other relevant Regulations applicable within this event.

1.2 – ORGANISATION

The event shall be run in accordance with, these Sporting Regulations, the Supplementary Regulations of the Competitions Concerned and all other relevant Regulations applicable within this event. Entries are only accepted through the TILLOTSON ORGANISATION

1.3 – Applicable regulations

The event shall be run in accordance with the:

- Current MI Yearbook, the General Competition Rules (GCRs) and Appendices contained therein
- FIA International Sporting Code (ISC) and its appendices.
- CIK-FIA Technical Regulations
- General Prescriptions applicable to CIK-FIA International Karting Events
- Article 3 International Karting Regulations and International Karting Licenses for Drivers & Code of Driving Conduct
- Applicable Sporting Regulations, Technical Regulations and the Supplementary Regulations for the event concerned
- T4 Series Global Regulations.

1.4 – Organising Committee for the Event.

The Organising Committee for the Event will be formed by:

Kieran Coleman

Sinead Carey, Colm Forde, Brian Grogan Karl Harris, Jim Murphy.

Organisation Office:

Tillotson Head Office,

Clash Road

Tralee

Co Kerry

Contact: liza.giani@tillotson.ie

Phone: +34662178430

1.5 – Supplementary Regulations

For each event a Supplementary Regulations will be published on the organisation's website with the form approved by the Organisation.

ART. 2 – GENERAL CONDITIONS**2.1 – Entrants responsibilities**

Competitors will be responsible for ensuring that the team members respect the regulations applicable in the Regulations of this Event.

2.2 - General conditions

A. It is the Competitor's responsibility to ensure that all persons concerned by his entry observe all the requirements of the Code, the Technical Regulations and the Sporting Regulations. If a Competitor is unable to be present in person at the Competition, he must nominate his representative in writing. The person having charge of an entered kart during any part of a Competition is responsible jointly and severally with the Competitor for the respect of all the provisions of the Code and of the CIK-FIA Regulations.

B. Competitors must ensure that their karts comply with the conditions of eligibility and safety throughout practice and the race.

C. All persons concerned in any way by an entered kart or present in any other capacity whatsoever in the Paddock, Servicing Parks or on the track must wear an appropriate pass at all times.

2.3 – Application of the Regulations

Any clarification of any of the Regulations must be requested to the Organising Committee, to whom it concerns to solve the arisen doubts.

In case of any doubt arising while applying the Championship Regulations in the framework of an event, the Organising Committee will be the only place to clarify the matter.

2.4 - In the case of queries/clarification on technical matters these will be forwarded to the organising committee for final decision

2.5 – OFFICIALS

The following Officials will be appointed by the Organising Committee:

Clerk of the Course – Jim Murphy

Deputy Clerk of the Course – Garry Manning

Assistant Clerks of the Course (Disciplinary) – Kieran Coleman, Brian Grogan

Assistant Clerk of the Course (Direction) – Dave Ritzen

Chief Timekeeper – Paul Grogan.

Chief Scrutineer – Colm Forde

Judges of Fact in charge of Pre Grid, Assembly Area, Parc Ferme Post Race.

The following Officials will be appointed by the Organiser hosting the Competition or delivering the permit to organise the Competition, and their names will be stated at the same time as the Supplementary Regulations of the Competition:

Motorsport Ireland Appointed Stewards – David McCormack, Karl Harris

Club Appointed Steward – Pere Saura

Secretary of the meeting – Sinead Carey

The Clerk of the Course must stay be in contact with all Marshals' posts whenever karts are allowed to drive on the track. The disciplinary team, and the Chief Scrutineer, must be in permanent radio contact.

ART. 3 – CATEGORIES, LICENSES AND WEIGHT

3.1 – Categories

For this Tillotson Euro Cup Event the following categories will be proposed:

TILLOTSON BAMBINO

TILLOTSON T4 MINI

TILLOTSON T4 JUNIOR

TILLOTSON T4 SENIOR

TILLOTSON T4 SENIOR 168

3.2 – Licences:

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

3.x – Tillotson Bambino

Age 6 – 8

Minimum weight. 88 kg

3.2 – Tillotson T4 Mini

Age 7 - 12

Minimum weight. 110 kg

Age 8 -13

3.4 – Tillotson T4 junior

Minimum weight. 140 kg

3.5 –Tillotson T4 Senior

Minimum weight. 158 kg Senior

3.6 Tillotson T4 Senior 168

Minimum weight 168 kg

ART. 4 – ELEGIBLE KARTS

4.1 – T4 BAMBINO

4.2 – T4 Mini

4.3 – T4 Junior

4.4 – T4 Senior

4.5 – T4 Senior 168

T4 classes Mini, Junior and Senior classes will run to T4 Global Rules as published on the event website.

ART. 5 – ENTRY OF COMPETITIONS

5.1 – Dates open & close of entries for the round

Entries open On publication of these regulations

Entries close 23:59 on 12/07/26

5.2 – Entries for the round and fees:

5.3.0 T4 Bambino 200 Euro (no Friday practice/no tyres)

5.3.1 T4 Mini 650 Euro

5.3.1.1 T4 Junior 650 Euro

5.3.1.2 T4 Senior 650 Euro

5.3.1.3 T4 Senior 168 650 Euro

5.4 – Entry Conditions

5.4.1 - All entries must be completed online via [INEO](#) following successful registration.

5.4.2 – Entry includes: practice Friday, tyres and fuel for event.

5.4.3 – Should the driver fail to attend there will be no reimbursement of entry fees.

ART. 6 – ELIGIBLE RACES IN THE EVENT

6.1 Dates

Round 2 – 18/19 July 2026

ART. 7– EVENT FORMAT

7.1 –Free practice will be 3 laps: heats & final duration will be stated on the official timetable.

7.2 – Race Times.

All races will be run to time rather than number of laps. Times will be stated in the Supplementary Regulations for each event

ART.8 – TYRES & FUEL**8.1 – Free Practice Tires Friday Practice are open**

Tires used for race days Saturday and Sunday are the race day tyres scanned at tyre handout.

8.2 – Wet tires regulation

Wet tyres are restricted to 1 set of tyres per event. The wet tyres must be scanned at pre event scrutiny are will be the only wet tyres allowed. Maxxis tyres must be supplied by Tillotson

8.3 – Running on wet tires

Running in of wet tires on a dry track is prohibited. Wet tires may only be used if the CoC has declared Wet Race / practice. The choice of tires in a declared wet race will be left to the appreciation of the Driver. The Clerk of the Course reserving the right to use the black flag if he deems that a Driver's kart is fitted with the wrong set of tyres and that the Driver is too slow and dangerous for other Drivers. The use of «slick» tyres is therefore mandatory in any other case.

8.4 – Tires for T4 Bambino:

Tillotson is the exclusive supplier of the Maxxis tyres. The tyres will be as follows: T-MAX-DRY1(slick), T-MAX-MK-W1 (wet)

8.5- Tires for T4 Mini:

Tillotson is the exclusive supplier of the Maxxis tyres. The tyres will be as follows: T-MAX-MK-DRY1(slick), T-MAX-MK-WET1 (wet)

8.6 –Tires for T4 Junior:

Tillotson is the exclusive supplier of the Maxxis tyres. The tyres will be as follows: T-MAX-DRY3 (slick), T-MAX-WET1(wet)

8.7 –Tires for T4 Senior & T4 Senior 168:

Tillotson is the exclusive supplier of the Maxxis tyres. The tyre will be as follows: T-MAX-DRY3(slick), T-MAX-WET1(wet)

8.8 – Petrol and oil

It will be each competitor's responsibility to collect their own petrol from free practice until the end of the race on Sunday. Competitors must use fuel as supplied by the organisers (MARLENE FUEL). This is the only fuel allowed.

Tillotson T4Racing oil for the T4 classes T-OIL-001

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

At any time, the volume of the fuel in the tank must be over or equal to 1.5 litres.

Petrol testing with an independent testing company will be charged at 500.00 Euro if test is positive.

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

The Scrutineer, following a decision of the Stewards, has the right to change and/or replace any driver's petrol at his discretion, at any time. Fuel will be charged at 7 euro per litre.

It is recommended that evaluation of fuels at the racetrack be conducted using one or all of the following tests. A. Digatron FT- 64 Fuel Meter Test.

B. Specific Gravity Test

ART. 9 – SPORTING CHECKS AND SCRUTINEERING**9.1 - Scrutineering and Sporting Checks**

- A. During the initial Scrutineering and Sporting Checks, which will take place on the dates and at the locations specified in the Supplementary Regulations of the Competition, each Driver and each Competitor must have all required documents and information available.
- B. Unless a waiver is granted by the Stewards in particular circumstances, Drivers and Competitors who do not keep to the time limits imposed will not be allowed to take part in the Competition.
- C. A Competitor, a Driver or any other person concerned by a kart may not be required to sign a discharge or any other document which has not previously been approved by the Motorsport Ireland.
- D. The Clerk of the Course or the Chief Medical Officer may ask a Driver to undergo a medical examination at any time during a Competition.
- E. No kart may participate in a Competition unless it has been checked by the Scrutineers.
- F. At any time during a Competition, the Scrutineers may:
- a) check the eligibility of the kart or of the Driver's equipment,
 - b) require a kart to be dismantled by the Competitor to make sure that the conditions of eligibility and conformity are fully satisfied,
 - c) require a Competitor to supply them with such parts or samples as they may deem necessary.
 - G. Any kart which, after being passed by the Scrutineers, is dismantled, modified or mended in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for Scrutineering approval.
 - H. The Clerk of the Course may require that any kart involved in an accident be stopped and checked.
 - I. Checks and Scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organisation of the Servicing Parks and/or the Parc Fermé, and who alone are authorised to give instructions to the Competitors.
 - J. The CoC will publish the findings of the Scrutineers concerning every karts controlled and will place them at the disposal of other Competitors on request. These findings will not include any specific figures.
 - K. Submitting a kart to Scrutineering shall be considered as an implicit statement of conformity.
 - L. Racing numbers and possible advertising signs shall be on the kart when the equipment is submitted to Scrutineering.
 - M. A Driver shall not be allowed to change his/her equipment after it has been identified at Scrutineering.

Art 9.2 The penalty for breach of the technical regulations shall be exclusion from the session where the infringement was detected (heat or final) unless otherwise stated for a specific offence.

ART. 10 – RACING NUMBERS AND NAME OF THE DRIVER

10.1 – The numbers on the karts shall be black (without shadow and/or colour stripes) on a clear Yellow Back-Ground, and they shall be at least 14 -15 cm high and have a 2 cm thick stroke and represented with an Arial type or similar font. The competition number shall be bordered by a yellow background of 1 cm minimum. They must be fitted before free practice and must be clearly visible during the whole race event (damaged numbers and ID must be replaced regularly) on both front and rear and on both sides towards the rear of the bodywork. The number plates fitted at the back of the kart shall be plane and have rounded corners (diameter of rounded corners 15 to 25 mm) with 22 cm sides.

The plates shall be flexible and made of opaque plastic, and they shall always be visible (fixation without a possible displacement).

10.2– Driver is responsible at all times for ensuring that the required numbers and I.D are clearly visible to Officials, Timekeepers and Marshals.

10.3 – Karts not compliant with the prescriptions of these articles may be refused entry to any session.

ART. 11 – BRIEFING (TBA)

11.1 - BRIEFING

A. **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.

B. Aim of the Briefing: to remind Competitors and Drivers of the specific points of the Supplementary Regulations concerning the organisation of the Competition; to remind them of the safety notions, either general, or specific to the circuit used; to give any clarification concerning the interpretation of the Regulations.

Extra meetings may be organised if this is deemed necessary.

ART. 12 – TRANSPONDER AND ON BOARD CAMERAS

12.1 - Each Entrant / Driver has to provide his/her own transponder with compatibility with the official timekeeping system. (Kart Classic Transponder, Kart Flex Transponder... of My Laps)

12.2 - Transponders can be rented from Friday to end of event at a price of 25.00€ Transponders are limited and must be booked by visiting the website (www.timing.ie)

12.3 - Already for the free practice (see timetable) 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. It is the Entrant / Drivers responsibility to ensure the transponder is fully functional and battery charged at all times.

12.4 - The use of transponders is mandatory at all times. The first time that an Entrant/Driver does not respect the mandatory use of transponders at a competition, a fine of 100 euros will be imposed, which must be paid to the Stewards of the event.

12.5- Subsequent infringements of this rule by the same Entrant/Driver at the same competition will result in a disqualification from the Qualifying practice, Heat or final phase concerned.

12.6 – Cameras on board

No private cameras are allowed on any part of karts and/or Drivers from first Time Qualifying practice to the end of the race event, no cameras are allowed on any part of the helmet at any time.

ART. 13 – GENERAL SAFETY

A. 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.

B. During Free Practice (according to the regulations of the championships concerned), Qualifying Practice, the Qualifying Heats and the races of the final phase, Drivers may use the track only and must at all times observe the dispositions of the Code relating to driving on circuits. The circuit is defined by the white lines on both sides of the track. Drivers are allowed to use the whole width of the track between these lines. If the four wheels of a kart are outside these lines, the kart is considered as having left the track.

C. During Free Practice (according to the regulations of the championships concerned), Qualifying Practice, the Qualifying Heats and the races of the final phase, a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or be an impediment for other Drivers. If the Driver is unable to remove the kart from a dangerous position by driving it, it is the marshals' duty to help him; however, if the kart restarts as a result of such help, it will be disqualified from the

classification of the Qualifying Practice or the race in which this help was provided. Except for medical or safety reasons, the Driver must stay close to his kart until the end of Free Practice, Qualifying Practice, the Qualifying Heat or the races of the final phase.

In the case of a Practice session run over two parts separated by an interval, all karts abandoned on the circuit during the first part must be taken back to the "Start Servicing Park" during the interval and may participate in the second part of Practice.

D. Any repairs with tools are banned outside the "Repair Area". It is forbidden to take any tools and/or spare parts on board the kart. The Driver can receive help only in the "Repair Area" determined by the Supplementary Regulations or during the Briefing.

E. Except in cases expressly provided for by the Regulations or by the Code, no one except the Driver is authorised to touch a stopped kart unless it is in the "Repair Area".

F. When the track is closed by the Race Direction during and after Practice and after the finish until all concerned karts, whether they are mobile or not, have arrived at the "Finish Park" or at the Parc Fermé, no one is allowed to accede to the track, with the exception without the authorisation of these Officials.

G. During Free Practice (according to the regulations of the championships concerned), Qualifying Practice, the Qualifying Heats and the races of the final phase, the kart may be restarted only by the Driver himself, except if he restarts from the "Repair Area" "The Driver may not receive any outside help on the track during the running of a Competition, except in the "Repair Area", which he may reach only by his own means.

Pushers are not allowed to help Drivers once they have crossed the line drawn at the exit of the "Pre-Grid"

H. A speed limit may be imposed in the pit lane and in the Repair Area during Practice, races and the Formation Laps. Any Driver braking this speed limit will be imposed a penalty provided for in the Regulations or the Code.

I. If a Driver is faced with mechanical problems during Practice, the Qualifying Heats or the Races of the final phase, he must evacuate the track as soon as possible for safety reasons.

J. If a Driver is involved in a collision, he must not leave the circuit without the Stewards' agreement.

K. No Driver may leave the "Repair Area" without having been invited to do so by Marshals.

L. Official instructions will be transmitted to the Drivers by means of the signals provided for in the Code. Competitors must not use flags similar to these ones in any way whatsoever.

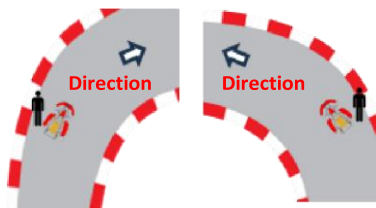
M. Any Driver who intends to leave the track, to return to the "Finish Park" or to stop in the "Repair Area" shall demonstrate his intention in due time and shall ensure that he may do so safely.

N. During the Competition and at the order of the Clerk of the Course Driver who breaches the Technical Regulations, except during the final lap, must stop in the "Repair Area" and remedy the breach before re-joining the track.

O. When they participate in Free Practice (according to the regulations of the championships concerned) or Qualifying Practice, in the Qualifying Heats or the Races of the final phase, Drivers must at all times wear the approved clothing for karting.

P. It is forbidden to circulate with motorbikes, scooters or any other motorised devices in the Paddock.
The starting up, running in, warming up or testing of kart engines in the Pre Grid park and Grid is strictly prohibited. Offenders will be penalised by a fine of minimum 100 euros. In the event of repeated breach, the stewards may disqualify the driver concerned of the competition. Appeals against the stewards' decisions have no suspensive effect when in the course of the same

Competition, a further breach is committed justifying the Disqualification of the same Competitor.



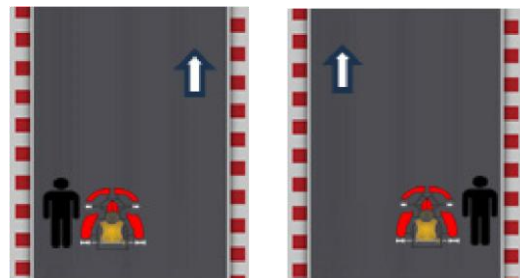
N. The Organiser undertakes to have on the track all safety devices provided for meetings in the Circuit Regulations, Part 2, from the beginning of Free Practice until the end of the Competition.

O. In the case of a « wet race » (conditions signalled by means of a panel by the Race Direction the choice of tyres will be left to the appreciation of the Drivers, Clerk of the Course reserving the right to use the black flag if he deems that a Driver's kart is fitted with the wrong set of tyres and that the Driver is too slow and dangerous for other Drivers. The use of « slick » tyres is therefore mandatory in any other case.

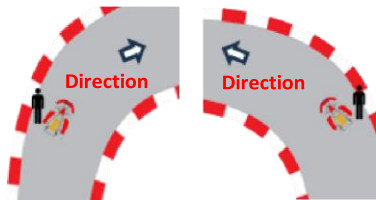
P. Pushers are not allowed to help Drivers once they have crossed the line established at the exit of the "Pre-Grid" This line is to be drawn at a distance of 15m minimum, from the first position pre-grid start box. The Official in charge of the "Pre-Grid" may, at any time, intervene to stop a pusher from pushing a kart for safety reasons, such as incoming traffic." All karts of the "Group 2" and "Group 1" categories, as defined by the CIK-FIA Technical Regulations shall be subject to the following regulation:

- If the kart is to stop on track for any reason, the Driver shall only have a singular attempt to restart, after which the kart is to be moved in a safe location. In any case, the restart attempt must be done outside of the racing line, and must further respect the following principles:

- **RESTART ATTEMPT ON A STRAIGHT SECTION:** Push restart attempt to be done with the Driver physically positioned to the side of the kart that is **OPPOSITE** to the racing line.



RESTART ATTEMPT IN A TURN: Push restart attempt to be done with the Driver physically positioned to the **LEFT** of the kart, for right-hand turns, and to the **RIGHT** of the kart, for left hand turns.



- The only exception to the above is for karts equipped with an onboard electric starter and clutch, which will be allowed to attempt to restart at any moment during a race or practice in a safe manner. Any unsafe re-joining of the track will be reported to the Stewards. In any case, the re-joining of the track must be done on the kart's own power and at no instance is the Driver to leave his seat to push the kart to restart.

ART. 14 – INSTRUCTIONS AND COMMUNICATIONS TO DRIVERS AND ENTRANTS

14.1 - Signification of flags

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

(a) National flag:

This flag is normally used to start the race. The starting signal must be given by lowering the signal 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. This flag shall only be used in certain circumstances (e.g. in the case where the light signals no longer function) and for Qualifying Practice.

(b) Red flag:

This flag must be waved at the start line 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 his 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 he must stop at his pit or at the place designated in the Supplementary or Championship Regulations on the next approach to the Parc Fermé entrance. If a Driver fails to comply for any reason, this flag should not be shown for more than four consecutive laps.

The decision to show this flag rests solely with the Clerk of the Course The Competitor concerned will immediately be informed of the decision.

(e) Black flag with an orange disc (40 cm in diameter): This flag should be used to inform the Driver concerned that there is a technical issue likely to endanger himself or others and means that the he must stop in the "Repair Area "on the next lap. When the technical issue has been rectified, the kart may re-join 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 he has been reported for unsportsmanlike behaviour.

These last three flags (in d, e & f) should be shown motionless and accompanied by a black board 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 Clerk of the Course deem this necessary.

Normally the decision to show the last two flags (in e & f) rests with the Clerk of the Course; however, it may be taken on request of the Stewards in order to impose a sporting sanction.

(g) Blue and red flag (double diagonal) with number: The Driver concerned must stop before being lapped or also when he has been lapped. This flag may only be used if it is provided for in the Championship, Cup or Trophy Sporting Regulations or in the Supplementary Regulations of the Competition.

* Flag signals to be used at observation posts:

(h) Yellow flag:

This is a signal of danger and should be shown to Drivers in two ways with the following meanings:

- single waved: reduce your speed, do not overtake and be prepared to change direction. There is a hazard on the edge or on part of the track.
- double waved: reduce your speed, do not overtake and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track.

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.

(i) 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.

(j) Blue flag:

This flag should normally be waved, as an indication to a Driver that he is about to be overtaken.

(k) White flag:

This flag should be waved and is used to indicate to the Driver that there is a much slower vehicle on the sector of track controlled by that flag point.

(l) 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 Clerk of the Course, to signal the start of a warm-up lap or the start of a practice session.

ART. 15–1 FREE PRACTICE

A. *The discipline applied in the Servicing Parks and on the track as well as the safety measures will be the same for all practice sessions as those applied for Qualifying Heats and the races of the final phase.*

B. *No Driver may take the start of a Race without having participated in at least one Free Practice session.*

C. *The Clerk of the Course may interrupt Practice as often and for as long as he deems it necessary for the clearance of the track or the removal of a kart. Further, if, in the CoC's opinion, the stop is deliberately caused by a Driver, the times he has achieved in that session may be cancelled and he may be refused the authorisation to participate in any other Practice session. In the case of Free Practice only, the Clerk of the Course, with the Stewards' agreement, may decide not to resume the Practice session after such an interruption.*

D. *Should one or several Practice sessions be interrupted in such manner, no protest relating to the possible effects of this interruption on the qualification of Drivers would be accepted.*

E. *Every lap completed during the Qualifying Practice sessions will be timed to determine the position of Drivers at the start.*

ART. 16

Free practice/warm up will be reserved for drivers who have entered the Event.

Those drivers must have passed the Sporting Checks and have their race numbers and names on the kart. Transponder is mandatory from the first warm up session. All drivers will not be able to take part on the session if they have not passed the Scrutineering.

ART. 17 – TIME QUALIFYING

Art. 2.17 of the CIK-FIA General Prescriptions will apply.

17.1 - Drivers who have passed Scrutineering are divided into equal series, if possible. This selection will be done randomly by the organisers. One session per series is provided for. Each series will comprise a maximum number of 36 Drivers.

17.2 - The drivers will be able to start moving their karts from the "Start Servicing Park" to the "Pre-Grid" from five minutes before the time scheduled for the start of the Qualifying Practice concerned until the end of the same Qualifying Practice period. Each driver has to take his chassis to the "Pre-Grid" and this choice will be final. The karts placed on the "Pre-Grid" must be ready to race. As soon as the signal indicating the end of the Qualifying Practice is given, access to the "Pre-Grid" is forbidden. "Pre-Grid" positions will be allocated by the organisers of the event randomly. This process is not subject to protest and any decision concerning this will not be appealable.

17.3 - During the session, drivers will take the start when they choose. Any driver having crossed the line drawn at the exit of the "Pre-Grid" will be considered as having started, and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is counted. The time retained is that of the best lap covered during the session. Any ties will be

decided by the 2nd best time set by each driver, and so on in the case of further ties.

17.4 - The final classification of Qualifying Practice will be drawn up as follows:

- If there is only one series: the grid will be drawn up in the order of the fastest time achieved by each driver.

- If there are two series: 1st place goes to the fastest time of the 1st series (fastest time overall), 2nd place to the fastest time of the 2nd series, 3rd place to the 2nd fastest time of the 1st series, 4th place to the 2nd fastest time of the 2nd series, 5th place to the 3rd fastest time of the 1st series, and so on.

- If there are three series: 1st place to the fastest time of the 1st series (fastest time overall), 2nd place to the fastest time of the 2nd series, 3rd place to the fastest time of the 3rd series, 4th place to the 2nd fastest time of the 1st series, 5th place to the 2nd fastest time of the 2nd series, and so on.

- And so on according to the same principle if there are further series. If no time is taken into account for a driver, he shall take the start at the end of the grid. If several drivers are in that situation, their starting positions shall be decided by drawing lots. If a driver stops in the "Repair Area" or in the "Finish Park", it will be final. He/she will not be allowed to restart.

ART. 18 – STARTING GRID FOR HEATS, & FINAL RACES

18.1 - *At the closing of sign on, the list of the starting grids will be officially published.*

18.2 - *Only these Drivers will be allowed to take the start of the Heats and/or of the final phase.*

18.3 - *Any Entrant whose kart(s) is (are) unable to take the start for any reason whatsoever or who has good reasons to believe that his/her kart(s) will not be ready to take the start must inform the Official in charge of the Pre-Grid, who will advise the Clerk of the Course as soon as he has the opportunity.*

18.4 – *Grid positions for heats shall be determined by time qualifying.*

18.5 - *Access to the Start Servicing Park for each session during the event will be stated in the official time board at grid entry point, only the driver and his mechanic (one only) are allowed to enter the Servicing Park (in) as will the Team Principle and, the closing time of the Servicing Park will be stated in the official time board at grid entry point.*

18.6 - *The karts placed on the Pre-grid must be ready to race; it is strictly forbidden to carry out any work and/or set-up on the kart on the Grid, with the exception of tyre pressures, which can be adjusted by the Driver or his/her Mechanic using his/her own tyre pressure gauge by leaving air out only.*

18.7 - *If, for whatever reason, a kart is present on the Pre-Grid and is found not to be "ready to race" within a specified time window before access to the Pre-Grid is closed (time stated in the timetable), the kart is permitted to be return to the Start Servicing Park so that repairs can be carried out by the Driver's Mechanic. In all cases, any kart that has not taken its position on the Pre-Grid before the time stated in the timetable for the closing of the access of the Pre-Grid will have its access to it denied.*

18.8 - *If a Driver is unable to start from the Pre-Grid at the display of the green light or flag and if he requests the intervention of a Mechanic, which will be authorised. After assistance from the Mechanic he will be authorized to leave the Pre-Grid only at the orders of a Marshal, the driver may recover his/her position until the red line.*

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

ART. 19 – STARTING PROCEDURE

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

B. *The type of start must be indicated in the Supplementary Regulations of the Competition. It may only be « rolling » or « standing », the grid being constituted of two lines of karts.*

- C. To give the start, the Clerk of the Course or starter shall be placed on a platform located at least 5 metres from the trackside and behind a permanent protecting barrier.
- D. Two 2-metre wide lanes bordered by white lines will be painted over the maximum of 110 metres leading to the Start Line, beginning no earlier than the end of the last corner before the Line. A Yellow Line shall be painted 25 m prior to the Start Line.
- E. As soon as the Clerk of the Course indicates with the green flag that the karts may take the start, the Drivers are « at the orders of the Clerk of the Course » and may no longer receive any outside help. Any Driver who has not placed himself at the orders of the Clerk of the Course in time with his kart in working order will be allowed to leave the "Pre-Grid" only at the orders of the Clerk of the Course, or of the Officer in charge of the "Pre-Grid".
- F. The number of Formation Laps shall be indicated at the Briefing. According to the instructions given at the Briefing, 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 inflicted by the Clerk of the Course (5 seconds or disqualification from the Heat).
- If a Driver stops for any reason during the Formation Lap, he will not be allowed to try and start again before he has been passed by the whole field. He shall start again from the back of the formation. Should he try to start ahead of the field in the hope that the leading Drivers overtake him, he would be shown the black flag and be disqualified from that race.
- G. 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 his grid position only if this manoeuvre does not impede other Drivers and in all cases before having reached the Red Line which will be materialised on the track, equipped with a timekeeping loop and indicated by the Clerk of the Course at the Briefing.
In the case of standing starts, a Driver who is delayed will have the possibility of regaining his grid position until the red starting lights are switched on.
- H. If he considers that a Driver has been immobilised as a result of another Driver's mistake, the Clerk of the Course may stop the Formation Lap and start again the Starting Procedure on the basis of the original grid or allow the impeded Driver to regain his position.
- I. The Starter or Clerk of the Course will give the start as soon as he is satisfied with the formation.
- J. In the case of repeated false starts or of incidents during the Formation Lap(s), the Assistant Clerk of the Course (Direction), acting as a Judge of Fact, may stop the starting procedure by means of the red flag and inform the Clerk of the Course, who will be entitled to inflict on the offending Drivers a penalty according to Article 2.24 of the General Prescriptions. A new procedure will begin either immediately or within 30 minutes, according to the circumstances. The starting grid will be the same as for the initial procedure. All the Drivers present in the starting area or in the repair area before the procedure was stopped will be allowed to take the start of the new Formation Lap.
- K. Any attempts to jump the start or delay it and any karts leaving the lane before the lights are switched off shall be sanctioned according to Article 19 (J) of these regulations
- L. As soon as the start has been given, racing conditions are applied and, irrelevant of the position of a kart on the track, it is forbidden to give it any assistance, except for parking it to a safe location.

ART. 20 – NEUTRALISATION AND RESUMING OF A HEAT OR RACE

- a) The Clerk of the Course may decide to neutralise a Qualifying Heat or a Race. This procedure will be used only if the Track is obstructed, or if the Drivers or Officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the Qualifying Heat or Race.
- b) When the order is given to neutralise the Qualifying Heat or Race, all observation posts will display single waved yellow flag and 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.

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

- d) **During the neutralisation laps, the leading kart will dictate the moderate speed until it reaches the end of the line of karts behind the leading kart.**

- e) When the Clerk of the Course decides to end the neutralisation, he will have the flashing orange lights switched off; this will be the signal to the Drivers that the Race is to resume next time the Line is crossed. In the last neutralisation lap, the "SLOW" boards will be maintained and the yellow flags will be shown immobile.

- f) At that moment, the leading kart will continue to set the pace, at a moderate and constant speed. The Clerk of the Course or Starter 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 a green flag will be waived by the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line preceding the Line. The yellow flags and the "SLOW" boards at the observers' posts will then be withdrawn and replaced with waved green flags. These flags will be displayed for a maximum of one lap.

- g) Each lap completed during the neutralisation will be counted as a racing lap.

- h) 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.

20.1 - Resuming a Race with the "SLOW" process

If a Race is suspended the resuming procedure will be conducted with the "SLOW" process.

At the order of the COC, Drivers will proceed to start in a neutralised situation for one or more laps.

The Marshals' Posts will display "SLOW" boards with static yellow flags.

If the formation is satisfactory, the Starter or the Clerk of the Course will signal the resuming of the Race by means of a waved green flag at the Line. Overtaking will remain prohibited until the karts have crossed the Line.

On approaching the Line, where a green flag will be waived by the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line preceding the Line. The yellow flags and the "SLOW" boards at the Marshals' Posts will then be withdrawn and replaced by waved green flags. These flags will be displayed for a maximum of one lap.

20.2 - Suspending a Practice or Race

Should it become necessary to suspend the Practice or Race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course (or, if he had to leave, by his deputy) If the signal to stop is given:

- a) During Practice:

All karts shall immediately reduce speed and go back slowly to the Servicing Park, and all karts abandoned on the track shall be removed; Practice will be resumed as soon as possible to meet the original Practice time;

- b) During the Race:

Should a Red Flag be shown during a Race, all Drivers must immediately reduce their speed, and be prepared to stop if need be at any time and proceed as directed by or the Clerk of the Course returning to the start-finish line on track. No mechanics or outside assistance is allowed until directed by the Technical Delegate.

Once permission is given, spare parts or complete 'second' chassis may be brought onto the track via the official Service Parc entrance gate, or the designated passing area selected by the

– no equipment is to enter Parc Ferme or the designated repair area via any other route (eg: over fences, exit gates etc.).

The material being passed has to be handed to the official mechanic designated to the Driver in question. No outside help is allowed to enter Parc Ferme, at any time during the procedure. Failure to comply will be reported to the Stewards. will announce a restart time (normally + 15 min) and all mechanics/drivers must have completed any work on the kart and have the kart ready on the ground in their grid position ready to race when the 5 min to race start time is announced. Failure to be ready to race means that kart/Driver cannot restart the race.

N.B. This means that under normal conditions, it is not necessary to bring a second chassis into Parc Ferme in case of a red flag. Any timings to have repairs/replacements carried out must be strictly adhered to.

c) To the "Repair Area":

At this point changes and adjustments are allowed including the introduction of replacement equipment – provided that was placed within "Start Servicing Park" prior to the original race start, refuelling is allowed.

In case of restart procedure more than 2 laps but less than 75% of the race distance": If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the race was suspended, in all situations a time penalty of 5 seconds will be imposed automatically on the Driver(s) concerned. This time penalty is not susceptible to appeal.

Stop on the track at the place designated in the briefing: When instructed by the Clerk of the Course (or, if he had to leave, by his deputy) no changes or adjustments can be made to the original equipment (except to reset the front fairing in the correct position supervision of the Scrutineers) and refuelling or chassis/engine changes are not permitted.

All karts must be ready at the 5 minutes' board. Karts not available at this time will start from the pit lane once the race start has been given.

The classification of the Race at the moment of the suspension will be the classification when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped and any front fairing penalty will be taken into account – and will determine the single file starting grid should the race be resumed.

Restart procedure:

LESS THAN TWO LAPS

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 the full original race distance. MORE THAN 2 LAPS BUT LESS THAN 75% OF THE RACE DISTANCE

(Rounded up to the nearest higher whole number of laps).

If the Race can be resumed (at the discretion the Clerk of the Course (or, if he had to leave, by his deputy) The single file grid will be determined by the finishing order when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped. Only karts in the Repair Area at the time when the Race was stopped by the Red flag, will be allowed to take the restart. Should a restart of a race in the final phase not be possible, half championship points will be awarded for this race.

No Restart procedure:

75% OR MORE OF THE DISTANCE OF THE RACE

(Rounded up to the nearest higher whole number of laps). The race will be called complete – 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. In case of a race in the final phase, full championship points will be awarded for this race.

RESUMING A HEAT/RACE:

20.3 - Resuming a race (Qualifying Heat or Race of the final phase)

After a suspended situation, the delay will be kept as short as possible and as soon as a resuming time is known, Drivers will be informed. In all cases at least a 10 minutes' warning will be given. Boards will be presented, 3 minutes, 1 minute and 30 seconds before the resumption. Each signal will be accompanied by an audible warning.

The Race or Heat will be resumed with the "SLOW" process and Article 2.20c will apply. The length of the new race will be equal to the difference between the scheduled time and the time remaining. The Drivers who have crossed the

Finish Line at the end of the lap prior to that on which the race was stopped will be allowed to take the new start.

Resuming start positions will be determined by the finishing order at the end of the lap before the one on which the race was suspended after applying penalties for the non-correct position of the front fairing.

ART. 21 – SUSPENDING A PRACTICE, HEAT OR RACE

21.1 - Should a Red Flag be shown during a race in the cases LESS THAN TWO LAPS, AND MORE THAN TWO LAPS BUT LESS THAN 75% OF THE RACE DISTANCE, drivers must, when possible, return to the start-finish line on track.

No mechanics or outside assistance is allowed until directed by the COC/Chief Scrutineer.

Once permission is given, spare parts may be brought onto the track via the official service parc entrance gate, or the designated passing area selected by the Clerk of the Course – no equipment is to enter Parc Ferme or the designated repair area via any other route. (eg: over fences, exit gates etc).

The material being passed has to be handed to the official mechanic designated to the driver in question. No outside help is allowed to enter Parc Ferme, at any time during the procedure. Failure to comply will be reported to the Coc.

The will announce a restart time (normally + 15 min) and all mechanics/drivers must have completed any work on the kart and have the kart ready on the ground in their grid position ready to race at the moment when the green flag/light it's shown.

Failure to be ready to race means that kart/driver cannot restart the race.

ART. 22 – FINISH

22.1 - Finish

A. 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.

B. Should, for any reason other than under Article 2.21, 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.

C. After having received the signal indicating the end of the race, all karts shall directly go to the Parc Fermé, using the normal course of the track in moderate and constant speed, without any unnecessary delay, without performing doughnuts, without stopping and without any help (except that of Marshals if necessary). Any classified kart unable to reach the Parc Fermé by its own means will be placed under the exclusive control of Marshals, who will supervise the taking of the kart to the Parc Fermé in a regular manner.

D. For a finish to be considered valid, a Driver must have crossed the Finish Line seated at the wheel of his kart.

E. 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."

ART. 23 – PARC FERME

A. Only those Officials charged with the checks may enter the Parc Fermé. No intervention whatsoever may be carried out therein without the authorisation of these officials.

B. As soon as the chequered flag is displayed (Finish), the Parc Fermé regulations will apply for the area between the Finish Line and the entrance to the Parc Fermé.

C. The Parc Fermé shall be large and protected enough to ensure that no unauthorised person may have access to it.

ART.24 INCIDENTS AND CODE OF DRIVING CONDUCT.

24.1 - Incidents

An « Incident » means a fact or a series of facts involving one or several Drivers (or any Driver's action reported to the Stewards by the Clerk of the Course or noted by the Stewards and reported to the Clerk of the Course for investigation).

- provoked the stopping of a Race in application of Article 12 of the Code;
- violated these Sporting Regulations or the Code;
- have jumped the start;
- started from an incorrect position (e.g. ahead of the pole sitter during a rolling start);
- have not respected flag signalling;
- have caused one or several karts to take a false start;
- have caused a collision;
- have forced another Driver out of the track;
- had the front fairing on the kart in the incorrect position; - have illegally prevented a legitimate passing manoeuvre by a Driver;
- have illegally impeded another Driver during a passing manoeuvre;
- have not respected the Briefing Notes;
- have not respected the Clerk of the Course Event Notes; – have not respected the Clerk of the Course or Stewards decisions.

a) It will be the responsibility of the Stewards to decide if one or several Driver(s) is/are involved in an Incident; he/they must not leave the circuit without the Stewards' agreement.

b) If a Driver is involved in an Incident, and if he was informed of this by the Clerk of the Course within thirty minutes after the end of the Race, he must not leave the circuit without their agreement.

c) The Clerk of the Course or Stewards may use any video or electronic system likely to help them to take a decision.

The Stewards shall inflict a 5-second time penalty on any Driver having caused an Incident. If the Incident was caused during a Qualifying Practice session, they shall proceed to the cancellation of the three fastest times which he achieved in the session concerned. However, depending on the gravity of the infringements in light of the facts, the Stewards may decide, instead of the 5-second time penalty, on a sanction among those provided for in the penalty scale of Article 12.4 of the Code, unless the offence relates to the position of the front fairing of the kart.

Time penalties for false starts, including overtaking after the red line in the formation lap, crossing the corridor lines during the starting procedure and being in an irregular position on the starting grid, will be automatically imposed by the COC on the Driver concerned without a hearing.

24.2 - In addition to the CIK-FIA General Prescriptions and Code of Driving Conduct the Clerk of the Course or the Deputy Clerk of the Course will ask the Judge of Facts in Race Control to investigate any on-track incident and, if the incident is susceptible to penalize the Driver involved will receive the black and white warning flag and or Light which means a time penalty of 5 seconds for the Heat or Race concerned will be apply. Following this penalty one or more offenses of the same driver in this Heat or Race, the Clerk of the Course, via Judge of Facts in Race Control, will report this to the Stewards for possible further punishment.

24.3 - This penalty is similar to a drive-through-penalty in circuit car racing. **This time penalty shall not be subject to protest or appeal.**

24.4 – This penalty shall be applied by a decision taken by the Stewards, who can also apply it after the race if, the heat or race was finished at the moment of the investigation was concluded.

24.5 - Disallowance or deletion of a Driver's race, qualifying and practice lap time(s); drop of grid position(s); obligation for a Driver to start a race from the pit lane; time penalties and penalty lap(s) imposed by the Clerk of the Course are not susceptible to appeal.

ART. 25 – FRONT FAIRING & FRONT FAIRING MOUNTING KIT

The black flag with an orange disc will not be shown to a Driver if his front fairing is no longer in the correct position. If the Scrutineers/Judges of Fact report, after Heats and final phase races, that the front fairing on one or more karts was no

longer in the correct position when the “black and white chequered flag” was waved and the kart(s) concerned crossed the finish line, or when the race has been suspended under Article 20.2 of these regulations except if fewer than two laps have been completed, a time penalty of 5 seconds will be automatically imposed in all cases by the Coc on the Driver(s) concerned. This decision is not subject to appeal. The Competitors concerned shall not be invited to sign the decision documents.

At any time from Heats until the final phase, including after the «black and white chequered flag» has been waved, or when the race has been stopped under article ??? of these regulations, except if less than two laps have been done, and until the weighing of the kart, if it is found / proven that a Driver or a third party has attempted to refit or has successfully refitted, outside the repair area, a front fairing that was not correctly positioned, the Driver concerned will be disqualified from the Competition. This decision is not subject to appeal.

ART. 26 – PADDOCK AND SERVICING PARKS REGULATIONS AND SAFETY

26.2 - It is forbidden to use motorbikes, scooters or any other motorized devices in the Paddock, except where Clerk of the Course has given special permission. A fine of 100 euro will be applied to any offender.

26.3 - The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Areas is strictly prohibited. Offenders will be penalized by a fine of minimum 100€. In the event of repeated breach, the stewards may disqualify the driver concerned of the competition.

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

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

26.6 - It is strictly forbidden to smoke or to use any device risking provoking fire in the Paddock area, it is forbidden to Cook in the Paddock, except with a special authorization from the Organiser. In all cases, these installations shall be electrical, isolated and equipped with at least one (1) 5 kg fire extinguisher All Drivers/Competitors are required to have a fully serviceable fire extinguisher to the minimum recommended standard, minimum 5Kg suitable for oil and petrol fires.

26.7 - Only ONE driver per kart, ONE mechanic and registered Team Principle of the driver are allowed in Pre Grid Park.

ART. 27 – PROTESTS AND APPEALS

27.1 The right to protest lies only with Driver/Entrants. They must be presented in writing to the Clerk of the Course or to his Deputy within 30 minutes after the posting of the results of the Heats and within 30 minutes after the posting of the classification of the Final Races. In the absence of the Clerk of the Course or of his deputy, they shall be presented to the Stewards of the competition or to one of them.

The deposit will be refunded if the protest is judged founded. It will be possible to appeal against the COC judgement.

27.2 - All competitors have the right to appeal the decisions of the Stewards of the event, in the manner and deadlines established in the article, accompanied by the caution established by the ASN, such caution shall be made firm by a payment method, which identifies the appealing party.

In application of Article 12.2.3 of the Code, appeals against the stewards' decisions have no suspensive effect when in the course of the same competition, a further breach is committed justifying the Disqualification of the same Competitor, for the total of the event including free practice.

27.2.1. - The decisions of the stewards are immediately binding, subject to the following provisions:

27.2.2. - If a Competitor appeals, excluding the cases cited below and when the intention of appeal is submitted outside of the applicable deadline, the penalty will be suspended, in particular to determine the application of any Handicap

rule having an influence on participation in a later *Competition*. The suspensive effect resulting from the appeal does not allow the *Competitor* and the *Driver* to take part in the prize giving or the podium ceremony, nor to appear in the *Final Classifications* published at the end of the *Competition*.

27.3 - Certain decisions are not subject to appeal. These include decisions to impose a drive-through penalty, a stop- and-go penalty, or other penalties as specified in the applicable sporting regulations as not being susceptible to appeal.

27.4 – Appeal fees for 2026 is as follows:

Protest fee to COC: 300 EURO

Appeal Fee to Steward: 500 EURO

Appeal fee to National Court. 2500 EURO

ART. 28 – RESULTS 28.1 – Heats

For the Heats, points will be awarded as follows: 0 point to the 1st, 2 points to the 2nd, 3 points to the 3rd and so on according to an increasing progression of one point per place for determining the classification at the end of the heats. If a Driver does not take the start in a Qualifying Heat, he/her will receive a number of points equal to the number of participants plus 1. If a Driver has been black-flagged or disqualified, he will receive a number of points equal to the number of participants plus 2.

- Any Driver who has not covered all the laps scheduled, even if he has not finished the Heat, will be classified according to the number of laps he has actually completed. At the end of the Heats, an intermediate classification will be established. Possible ties between two or more Drivers will be decided according to their classification in the heat.

ART. 29 -

ART. 30 – PRIZE AND AWARDS:

See Tillotson website T4 Euro Cup – Join the Blue Revolution - Tillotson

ART. 31 – APPLICATION AND INTERPRETATION OF THE REGULATION

31.1 - Any clarification of these regulations must be referred to the Organising Committee, who will answer any queries.

31.2 General weighing

- The scale must be declared as the official scale of the event, stating the following:

Type of the scale and Serial number of the scale This can be published with the weights of the karts at the scale.

- The scale must be calibrated and the calibration certificate must be presented to the Technical Delegate. The Technical Delegate or a Scrutineer appointed by the Technical Delegate needs to check if the calibration certificate belongs to the official scale and is still valid.

A copy of the calibration certificate needs to be made available to the Stewards.

- Test weights with exact 20.0 kg must be available before and during the event.

- The scale must be checked each day by the Chief Scrutineer with the 20 kg test weights before the start of the event. This check is documented and published at the scale.

- Environmental influences at the scale, e.g. wind, must be kept to a minimum, to avoid that the measurement could be influenced.

- The official scale must be available to the participants throughout the event.

31.3 Weighing procedure (incorrect numbering, please fix)

According to FIA Karting Specific Prescriptions: Article 11, Point G Weighing Procedure.

If a driver and his kart is found to be underweight, the following procedure needs to take place:

- Check if all driver safety equipment is present.

- Note the measured weight.

- Remove the driver and kart from the scale.

- Tare the scale.

- Use the 20 kg test weight to check the scale is displaying the 20.0 kg.

- If the scale is displaying the 20 kg, remove the weights. - Put the kart and driver again on the scale and check the weight.

- No tolerance will be considered, as the overall weight of driver and kart is a minimum weight.

- The weight shown must be applied.

- If the underweight is determined and confirmed a report must be issued to the Clerk of the Course

PENALTY GUIDELINES

This is an appendix to the Regulations that does not replace the sporting regulations, if any doubt arises regarding the interpretation of this appendix and the applicable regulations these will prevail.

The Stewards are in no way obliged to impose the penalties stated in this appendix, being this a pure and genuine recommendation, the Stewards are the only authority to impose under their sole criteria -according to the relevant and applicable regulations- any of the penalties of the International Sporting Code or relevant regulations.

These penalties are the usual standard penalties applied by the Stewards, every case is different and the Stewards always analyse all the information and evidence provided to them, they could be mitigating or aggravating factors that could lead to increased or decreased penalties. This list is not exhaustive, whatever is not specified in this appendix will be subject to be penalize according to the scale of penalties under Art. 12.4 of the International Sporting Code and 2.24 of the CIK FIA General Prescriptions.

ART.	INFRIGEMENT	SESSION	PENALTY
TECHNICAL INFRINGEMENTS			
3	The total mass of driver + kart is found to be underweight	TQ/Heats/Final	Disqualification of the session. – Appealable.
8	Not respecting tires regulations	TQ/Heats/Final	Not allowed to take part in the session. – Not appealable Disqualification of the session. – Appealable
8	Not respecting tires regulations	Free Practice/ Warm-up	Not allowed to take part in the session. – Not appealable Fine of 500€ – Appealable
9	Passing the Sporting/Technical checks outside of the schedule, with authorisation of the Stewards	All	Fine of 300€ – Appealable
12	Transponder not fitted	All	First time: Fine of 100€ for each time – Appealable Second and following times: DSQ of the session, if happens in another FP session, fine of 100€ – Appealable
12	Camera on board when not allowed	All	Fine of 250€ – Appealable
12	Camera inside or attached to the helmet	All	Not allowed to take part in the session. – Not appealable
13	Repairs outside the repair area	Free Practice/ Warm-up	Fine of 250€ – Appealable
13	Repairs outside the repair area	TQ/Heats/Final	Disqualification of the session. – Appealable
13	Choice of tires not adequate as discretion of the in a wet session	All	Black flag – Not appealable
13	Use of wet tires when track is not declared wet	Free Practice/ Warm-up	Black flag – Not appealable
13	Use of wet tires when track is not declared wet	TQ/Heats/Final	Disqualification of the session – Appealable
26	Running engines on the paddock	All	Fine of 250€ – Appealable
DRIVER INFRINGEMENTS			
11	Not attending/being late the drivers briefing	All	Fine of 125€ – Appealable
13	Drive in opposite direction of the race	Free Practice/ Warm-up	Fine of 350€ – Appealable
13	Drive in opposite direction of the race	TQ/Heats/Final	Disqualification of the session – Appealable
13	Speeding on the pit lane (at the discretion of the officials)	All	First time and FP or Warm Ups: Fine of 250€ – Appealable Second and following times: DSQ of the session – Appealable
13	Kart to restart after external help	TQ/Heats/Final	Black flag and DSQ of the session – Appealable
24	Contact with another driver gaining the place	TQ	Cancellation of the best lap in Time Qualifying – Not appealable
24	Contact with another driver making him/her to retire	TQ	Cancellation of all times in Time Qualifying – Not appealable
24	Contact with another driver gaining the place	Heats/Final	5 sec time penalty – Not appealable

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24	Forcing another driver out of the track	TQ	Cancellation of the best lap in Time Qualifying – Not appealable
24	Forcing another driver out of the track making him/her to retire	TQ	Cancellation of all times in Time Qualifying – Not appealable
24	Forcing another driver out of the track	Heats/Final	5 sec time penalty – Not appealable
24	Forcing another driver out of the track making him/her to retire	Heats/Final	Disqualification of the session – Appealable
24	Unsportsmanlike behaviour towards another driver	All	From fines until DSQ from the Competition – Appealable
24	Unsportsmanlike behaviour towards an official	All	From fines until DSQ from the Competition – Appealable
TRACK LIMITS			
13	Not respecting track limits	TQ	Cancellation of the best lap in Time Qualifying – Not appealable
13	Not respecting track limits	Heats/Final	5 sec time penalty for each time – Not appealable
13	Cutting the track and gaining 1 or more positions	Heats/Final	Disqualification of the session – Appealable
FLAG SIGNALS			
14	Overtaking a single kart under yellow flag conditions without giving immediately the position back	Free Practice/ Warm-up/TQ	Minimum cancellation of the best lap in Time Qualifying – Not appealable
14	Overtaking multiple karts under yellow flag conditions without giving immediately the position back	Free Practice/ Warm-up/TQ	Cancellation of all times in Time Qualifying – Not appealable
14	Overtaking a single kart under yellow flag conditions without giving immediately the position back	Heats/Final	Minimum 5 sec time penalty – Not appealable
14	Overtaking multiple karts under yellow flag conditions without giving immediately the position back	Heats/Final	Minimum 10 sec time penalty – Not appealable
14	Overtaking under red flag conditions	Free Practice/ Warm-up/TQ	Minimum cancellation of three best laps in Time Qualifying – Not appealable
14	Overtaking under red flag conditions	Heats/Final	Disqualification of the session – Appealable
14	Not respecting technical flag	Free Practice/ Warm-up	Black flag – Not appealable
14	Not respecting technical flag	TQ	Black flag and cancellation of all times in Time Qualifying – Not appealable
14	Not respecting technical flag	Heats/Final	Black flag and disqualification of the session – Appealable
14	Ignoring more than one time the black flag	Free Practice/ Warm-up/TQ	Cancellation of all times in Time Qualifying – Not appealable
14	Ignoring more than one time the black flag	Heats/Final	Disqualification of the session – Appealable
14	Ignoring four or more times the black flag	All	Disqualification of the competition – Appealable
21	Driving too fast during SLOW procedure	Heats/Final	Minimum 5 sec time penalty (Not appealable) until DSQ of the session (Appealable)
21	Accelerating before the yellow line in the SLOW restart procedure	Heats/Final	Minimum 5 sec time penalty (Not appealable) until DSQ of the session (Appealable)
STARTING PROCEDURE INFRINGEMENTS			
20	Try to start ahead of the field in the hope that the leading Drivers overtake him/her	Heats/Final	Black flag and DSQ of the session – Appealable

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20	Overtaking after the red line	Heats/Final	5 sec time penalty – Not appealable
20	Wrong position at the start (ahead of the original grid position)	Heats/Final	5 sec time penalty – Not appealable
20	Cause repetitive false starts (and the starting procedure to be stopped)	Heats/Final	From 5 sec time penalty (not appealable) to Disqualification of the session (appealable)
20	Partially out of the corridor	Heats/Final	3 sec time penalty – Not appealable
20	Totally out of the corridor	Heats/Final	5 sec time penalty – Not appealable
20	Jump start (ahead of the pole position)	Heats/Final	5 sec time penalty – Not appealable
FRONT FAIRING			

26	Front fairing in the incorrect position	Heats/Final	5 sec time penalty – Not appealable
26	Attempt to or succeed to remount the front fairing outside of the repair area	Heats/Final	Disqualification of the session – Not appealable
PRE-GRID			
13	Receiving external help beyond the white line that defines the track	TQ/Heats/Final	Disqualification of the session – Appealable
20	Working on the pre-grid	TQ/Heats/Final	Disqualification of the session – Appealable