

BNL

KARTING
SERIES

2021 SPORTING REGULATIONS



1. INFORMATION / DATE / ENTRY / FREE PRACTICE

1.1 Organization Office

Limburg Karting
Damstraat 1
B-3600 GENK
Belgium
Tel.: +32-475-272589
Mail: info@bnlkartingseries.com
Web: <http://www.bnlkartingseries.com>

1.2 Dates / Calendar 2021

The BNL Karting Series is proposed by the Belgian RACB

Round 1	02 – 04 April 2021	Circuit: Karting Genk (BEL)
Round 2	02 – 04 July 2021	Circuit: Karting des Fagnes Mariembourg (BEL)
Round 3	08 – 10 October 2021	Circuit: Karting Genk (BEL)

Circuit Karting Genk : Home of Champions
Damstraat 1, B-3600 GENK
Tel : +32-89-658182
info@kartinggenk.be

Circuit Karting des Fagnes
Rue du Karting 13, B-5660 COUVIN
Tel : +32-60-312670
info@eurokarting.be

1.3 Entries / Subscriptions

1.3.1 Entry for **BNL Championship** must be made automatically on the web: <http://www.rotax-ems.com/bnl>
Driver participant list: <http://www.rotax-ems.com/bnl/entrylist>

A copy of the race license of the driver and a copy of the entrant license is mandatory to upload during the registration process. Race licenses which are suspended are not valid!

1.3.2 Entry open and closing date for the event:
Entry opens: 01-01-20201
Entry closes : Tuesday before the each round

1.3.3 Entrant's applications
Applicants must hold a valid Entrants' Licenses and the necessary authorizations (visa) issued by their ASN's.

1.3.4 Drivers are allowed to enter in maximum two classes /categories.

1.4 Entry fee per race weekend (2 races)

1.4.1 Entry fee for Rotax-Mini Rotax-Junior, Rotax-Senior, Rotax-DD2 and Rotax DD2-Master is € 350,-
1.4.2 Entry fee for Rotax-Micro is € 310,-

1.5 Payments

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

Name: **Limburg Karting vzw**
IBAN: **BE07 4579 0650 0166**
BIC: **KREDBEBB**
Bank: **KBC**

1.5.1 Should the driver fail to attend to the event there will be no refund of the entry fee.

1.5.2 Should the driver not able to attend (sick, school,) there will be a refund of the entry fee minus 15% after receiving an official written document.

1.5.3 In case the event must be cancelled due government decisions there will be a 100% refund.

1.5.4 Late entry administration fee (after Tuesday before the event) € 100,= in supplement (If entry is accepted).

1.6 Free Practices

1.6.1 On Friday before the event there will be a free practice possibility which will be organized by the track owner or organizer. Practices according time table.

Day tickets for Round 1 and 3 (Karting Genk) must be purchased through:

<https://www.apex-timing.com/gokarts/ticketing.php?center=264&language=en>

Day tickets for Round 2 (Karting Des Fagnes) must be reserved/purchased through:

<https://www.kartingdesfagnes.com/en/private-kart-session-booking/>

After lunch break (see Timing) it is mandatory to drive with scanned tires. It is mandatory to scan one set of tires after registration has been completed. (non-parc fermé tires). A maximum of 2 front and 2 rear tires can be used. Drivers which show up in a session with not scanned tires are not allowed to take part in the session. The amount of sets of rain tires for the practice sessions on Friday are free and will not be scanned.

1.6.2. Contact the tracks for more possibilities for testing prior to the event.

Karting Genk: Home of Champions:

<https://www.apex-timing.com/gokarts/calendar.php?center=122&tracks=10&track=10>

Karting Des Fagnes:

[Opening Hours – Private Karts – Karting des Fagnes](#)

2. CLASSES / LICENSES

2.1 Rotax Max Micro

Maximum of 36 entries/drivers

License: National Karting License or higher issued by an ASN affiliated to the FIA + permission to drive abroad from the ASN of the country where the license is issued.

Age: 7-11 years, a driver must be 7 years old when the license is issued.

Weight* : 110 kg

2.2 Rotax Max Mini

Maximum of 36 entries/drivers

License: National Karting License or higher issued by an ASN affiliated to the FIA + permission to drive abroad from the ASN of the country where the license is issued.

Age: 10-13 years, a driver has to have his / hers 10th birthday during the calendar year when the license is issued.

Weight* : 120 kg

2.3 Rotax Max Juniors

Maximum of 36 entries/drivers

License: National Karting License or higher issued by an ASN affiliated to the FIA + permission to drive abroad from the ASN of the country where the license is issued.

Age: 12-15 years, a driver has to have his / hers 12th birthday during the calendar year when the license is issued.

Weight* : 145 kg

2.4 Rotax Max Seniors

Maximum of 74 entries/drivers

License: National Karting License or higher issued by an ASN affiliated to the FIA + permission to drive abroad from the ASN of the country where the license is issued.

Age: from 14 years, a driver has to have his / hers 14th birthday during the calendar year when the license is issued.

Weight*: 163 kg

2.5 Rotax Max DD2

Maximum of 36 entries/drivers

License: National Karting License or higher issued by an ASN affiliated to the permission to drive abroad from the ASN of the country where the license is issued.

Age: from 15 years, a driver has to have his / hers 15th birthday during the calendar year when the license is issued.

Weight* : 175 kg

2.6 Rotax Max DD2-Masters

Maximum of 36 entries/drivers

License: National Karting License or higher issued by an ASN affiliated to the FIA permission to drive abroad from the ASN of the country where the license is issued.

Age: from 32 years, a driver has to have his / hers 32nd birthday during the calendar year when the license is issued.

Weight* : 175 kg

The organizer/promoter has the right to combine the classes DD2 and DD2-Masters together, if the amount of entries in the class DD2 and DD2-Masters is under 36 competitors.

*Weight : Minimum weight. Complete chassis + driver + race gear

The organization has the right, whether or not, to grant a participant/driver dispensation. This dispensation must be submitted to the organizer in writing.

2.7 License table overview for Rotax Max Challenge Grand Finals (RMCGF)

<https://www.rotax-kart.com/en/Max-Challenge/MAX-Challenge/Regulations/Regulations-2021>

2.8 Mandatory Entrant License

In order to participate in this event, applicants must hold a valid National Entrant Licenses and the necessary authorizations (visas) issued by their ASNs affiliated to the FIA, valid for Karting and for the current year, Entrant's licenses may not be delivered to persons who are still under age and do not have full legal capacity.

3 POINTS, PRIZES AND AWARDS

3.1 Event result (weekend result)

3.1.1

- In case there are 36 drivers or less in the category, the event will have two Pre Finals + two Finals.
- In case of more than 36 drivers in the category, the event will have Qualifying Heats with Ranking after Heats, a **potential Second Chance Heat**, one Pre-final and one Final.
- Only the result from the Pre-final(s) and the Final(s) will count towards for the weekend ranking, see points table below
- In case of a tie (ex-aequo) the Final from Sunday will act as determining factor.

Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Points Pré Final + Final	25	20	16	13	11	10	9	8	7	6	5	4	3	2	1

3.1.2 Drivers that are present in the pre-grid will get points, drivers which are disqualified of a final will get no points.

3.1.3 Trophies in all classes for the first 3 (Micro & Mini first 5) placed drivers of the weekend results.

3.2 Season Ranking / Championship in all classes

3.2.1 The final season ranking will be the sum of the 10 best results out of the total 12 results.

All Pré – Finals + all Finals will count for the championship. The two lowest results (Pré – Finales or Finals) will be deducted.

In case of Qualifying heats the official result of the ranking after Qualifying heats will count as a Pre-final and counts double!

The two lowest results (Pre-finals or Finals) will be deducted.

3.2.2 When a driver has been disqualified from a pre-final or/and final, this needs to count for the championship and is not deductible. Only DNS in a Pre – Final or and Final, not attended events or zero points (position 16 or less) are deductible. In case of a tie (ex-aequo) the best 1st places will count, than 2nd places, than 3rd places, and so on until the ex-aequo is discontinued.

In case it is not possible to organize the complete championship, the championship result will be drawn up as follows :

- 1 race weekend : Championship is event result
- 2 race weekends : Championship is 7 best results out of 8 results

3.3 Rotax Max Challenge Grand Finals Ticket

3.3.1 The winner (after the official 2021 BNL Karting Series championships standing) wins the RMCGF Ticket. (see 2.7)). **Tickets are available for all Rotax classes independent of nationality.**

If the winner won already a GF ticket in the Rotax Max Euro Trophy or Rotax CEE championship, classified number two of the official result of the championships result wins the ticket. And so on.

Rotax Max Challenge Grand Final invitation includes: Entry fee, fuel, supplied Kart, tires, tools and tool box. All users will be responsible for any damage to the karts, tires, tools and tool box caused by them self.

3.3.1 If the winner has the Belgian nationality or the winner has a Belgian license he must race with Team Belgium. A contribution of € 500,= (netto) will be charged.

4 EQUIPEMENT

4.1 Amount of equipment

For all classes:

- 1 sealed chassis
- 2 sealed engines
- 2 sets of slick race tires (parc-ferme, voucher system),
- 1 set of **NEW** rain race tires : own contribution

4.2 Tires

For all classes : during technical scrutineering one set of new rain tires must be scanned!

Rotax Max Micro

Dry Mojo C2 CIK front 4.0 / 10.0 – 5 rear 5.0 / 11.0 – 5

Wet Mojo CW CIK front 3.6 / 10.0 – 5 rear 4.5 / 11.0 - 5

Rotax Max Mini

Dry Mojo C2 CIK front 4.0 / 10.0 – 5 rear 5.0 / 11.0 – 5

Wet Mojo CW CIK front 3.6 / 10.0 – 5 rear 4.5 / 11.0 - 5

Rotax Max Junior

Dry Mojo D2XX CIK front 4.5 x 10.0 – 5 rear 7.1 x 11.0 – 5

Wet Mojo W5 CIK front 4.5 x 10.0 – 5 rear 6.0 x 11.0 – 5

Rotax Max Senior

Dry Mojo D5 CIK front 4.5 x 10.0 – 5 rear 7.1 x 11.0 – 5

Wet Mojo W5 CIK front 4.5 x 10.0 – 5 rear 6.0 x 11.0 – 5

Rotax MAX DD2/Masters

Dry Mojo D5 CIK 4.5 x 10.0 – 5 rear 7.1 x 11.0 – 5

Wet Mojo W5 CIK 4.5 x 10.0 – 5 rear 6.0 x 11.0 – 5

Strictly no modifications or tire treatment are allowed. All tires will be barcode scanned and will be checked before each session.

For the warm up on Saturday and/or Sunday scanned tires can be used only.

Tires must be mounted according to the sense of rotation defined on the tire at all time. (art. 7.4)

Wet tires may only be used if the Clerk of the Course has declared Wet Race or Wet Practice.

4.3 Fuel / Oil

4.3.1 Unleaded **fuel 98 octane** must be used. Checks will be done with a Digatron DT-47FT fuel tester which is calibrated in pure liquid cyclohexane. If the value (result) of the test is higher than +60 or lower is than -30, the driver will be disqualified from the session. If fuel is changed by the organization, the driver will receive from the designated fuel station, 98 octane fuel that is mixed with 2% XERAMIC XPS DYE 2-stroke oil.

4.3.2 All CIK homologated 2-stroke oil can be used. We recommend XERAMIC XPS DYE 2-stroke oil. During any part of the event the fuel can be controlled and even changed with fuel of the organisation. The designated fuel stations in 2021 are :

Recommended fuel station 2021 :

Round 1 & 3: ESSO Bruno Food corner, Steenweg 103, B – 3665, AS, +32 89 65 72 43

Round 2: ESSO Couvin, Rue de la Gare 15, B-5660, COUVIN, +32 78 480314

4.3.3 It is strictly forbidden to add any liquid and/or power-boosting chemicals in the petrol, other than CIK homologated 2-stroke oil. The brand and the type of oil should be filled out on the technical sheet.

4.3.4 At any time the volume of the fuel in the tank must be over or equal to 1.5 liter. The scrutineer has the right to change/replace any driver's fuel at any time. In this case the fuel will be replaced with the fuel of the petrol station which is published in the supplementary regulations.

Petrol test' if necessary with independent approved testing company will be charged at € 4.500,- if the test is positive.

4.4 Transponders

4.4.1 Only My Laps transponders are allowed, TranX2 Karting Transponder, TranX3 Karting Transponder and X2 Karting Transponder.

4.4.2 With the beginning of the non-qualifying and the free practice on Friday (see Timing) the transponder is mandatory and has to be fixed on the lower part of the back of the kart seat. Transponder must be mounted in the original holder.

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

4.4.4 Transponder can be rented trough the organization : € 50,-

4.5 Cameras

With the beginning of the non-qualifying practices cameras on the kart or helmet are not allowed. On Friday practices it is allowed to use a camera on the chassis. NOT on the helmet.

4.6 Helmets / Overalls / Gloves / Boots

Only helmets, overalls and Gloves are allowed according to CIK-FIA regulations.

4.7 Racing Numbers

Racing numbers shall comply with provisions of the FIA-CIK Technical Regulations yellow background and black numbers. (4 sides). Except DD2 Master : see Technical Regulations DD2/DD2 Master.

5 EVENT

5.1 GENERAL CONDITIONS

5.1.1 It is the entrant's responsibility to ensure that all persons concerned by his entry observe all the provisions of the code, the technical regulations and the sporting regulations. If an entrant is unable to be

present in person at the event he must nominate his representative in writing. The person having charge of an entered kart during any part of an event is responsible jointly with the entrant and/or separately for ensuring that the provisions are observed.

5.1.2 Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the Event.

5.1.3 The presentation of a kart for scrutineering will be deemed an implicit statement of conformity.

5.1.4 Entrants, drivers, assistants and guests must at all times wear the appropriate identification credentials which have been handed over to them.

5.2 SPORTING CHECKS AND SCRUTINEERING

5.2.1 During the initial scrutineering and sporting checks, which will take place at the locations specified in the supplementary regulations of the event, each driver and each entrant must have all required documents and information available.

5.2.2 Unless a waiver is granted by the stewards in particular circumstances, drivers and entrants who do not keep to the time limits imposed will not be allowed to take part in the event.

5.2.3 An entrant, a driver or any other person responsible for a kart may not be required to sign a discharge or any other document which has not previously been approved by the ASN hosting the event.

5.2.4 The clerk of the course or the chief medical officer may ask a driver to undergo a medical examination at any time during an Event.

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

5.2.6 At any time during the event, the scrutineers may:

- check the eligibility of the kart or of the driver's equipment (including fuel tests).
- require a kart to be dismantled by the entrant to make sure that the conditions of eligibility and conformity are fully satisfied.
- require an entrant to supply them with such parts or samples as they may deem necessary.

5.2.7 Any kart which, after being passed by the scrutineers, is dismantled or modified in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.

5.2.8 The clerk of the course may require that any kart involved in an accident be stopped and checked.

5.2.9 Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organization of the servicing parks and/or the Parc Fermé, and who alone are authorized to give instructions to the entrants.

5.2.10 The stewards will publish the findings of the scrutineers concerning all karts controlled and will place them at the disposal of other entrants on request. These findings will not include any specific figures except concerning fuel tests.

5.2.11 Racing numbers and possible advertising signs shall be on the kart when the equipment is submitted to scrutineering.

5.2.12 A driver shall not be allowed to change his/her equipment after it has been identified at scrutineering.

5.2.13 At the event, the RACB in collaboration with the event organizer will control all licenses (art. 2.9)

5.3 BRIEFINGS / POSTING RESULTS

5.3.1 Definition: The entrant's and driver's briefing is a meeting organized by the clerk of the course for all entrants and drivers entered in the event.

5.3.2 Aim of the briefing: to remind entrants and drivers of the specific points of the supplementary regulations concerning the organization of the event; to remind them of the safety notions, either general, or specific to the circuit used; to give any clarification concerning the interpretation of the regulations.

5.3.3 The briefing will be online available prior to the event. By registering for the event or championship the driver and entrant declares to have read and understood the content of the briefing.

5.3.4 Extra meetings may be organized if this is deemed necessary.

5.3.5 Stewards decisions, bulletins, official results, etc., will be published at our digital posting board. Prior to the event the link will be published at the BNL Karting Series website as well the ROTAX global APP.

6.1 GENERAL SAFETY

6.1.1 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.

6.1.2 During non-qualifying practice, qualifying practice, the qualifying heats and the races of the final phase, drivers may use the track only and must at all times observe the dispositions of the code relating to driving on circuits.

6.1.3 During non-qualifying practice, qualifying practice, the qualifying heats and the races of the final phase, a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or impede another driver. If the driver is unable to remove the kart from a dangerous position by driving it, it is the marshals' duty to help him; however, if the kart restarts as a result of such help, it will be disqualified from the session. Except for medical or safety reasons, the driver must stay close to his kart until the end of non-qualifying practice, qualifying practice, the qualifying heat or the race(s) of the final phase.

6.1.4 Any repairs with tools are banned outside the repairs area. It is forbidden to take any tools and/or spare parts on board the kart. The driver can receive help only in the repairs area determined by the supplementary regulations or during the briefing.

6.1.5 Except in cases expressly provided for by the regulations or by the code, no one except the driver is authorized to touch a stopped kart unless it is in the repairs area.

6.1.6 When the track is closed by the clerk of course during and after practice and after the finish until all concerned karts, whether they are mobile or not, have arrived at the «Finish» servicing park or at the Parc Fermé, no one is allowed to access to the track, with the exception of marshals carrying out their duties and of drivers when they are driving.

6.1.7 During qualifying practice, the qualifying heats and the race(s) of the final phase, the kart may be restarted only by the driver himself, except if he restarts from the repairs area. The driver may not receive any outside help on the track during the running of an event, except in the repairs area, which he may reach only by his own means.

6.1.8 A speed limit may be imposed in the pit lane and in the repairs area during practice and the formation laps. Any driver braking this speed limit will be imposed a penalty provided for in the regulations or the code.

6.1.9 If a driver is faced with mechanical problems during practice, the qualifying heats or the race(s) of the final phase, he must evacuate the track as soon as possible for safety reasons.

- 6.1.10 If a driver is involved in a collision, he must not leave the circuit without the stewards agreement.
- 6.1.11 No driver may leave the repairs area without having been invited to do so by marshals.
- 6.1.12 Official instructions will be transmitted to the drivers by means of the signals provided for in the code. Entrants must not use flags similar to these ones in any way whatever.
- 6.1.13 Any driver who intends to leave the track, to return to the servicing park or to stop in the repairs area shall demonstrate his intention in due time and shall ensure that he may do so safely.
- 6.1.14 During the event and at the order of the clerk of the course a driver who breaches the technical regulations, except during the final lap, must stop in the repairs area and remedy the breach before rejoining the track.
- 6.1.15 When they participate in non-qualifying or qualifying practice, in the qualifying heats or the races of the final phase, Drivers must at all times wear the full equipment defined in the FIA-CIK Technical Regulations.
- 6.1.16 The organizer undertakes to have on the track all safety devices provided for meetings in appendix 2 to the International Karting Regulations, from the beginning of non-qualifying practice until the end of the event.
- 6.1.17 In the case of a «wet race / practice» (conditions signaled by means of a panel by the clerk of the course), the choice of tires will be left to the appreciation of the drivers, 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 tires and that the driver is too slow and dangerous for other drivers.

6.2 NUMBER OF KARTS ALLOWED ON THE TRACK

The number of karts allowed on the track is - unless homologated differently - limited to 36 for final phase races, 36 for qualifying practice and the qualifying heats and 51 for non-qualifying practice / warm up.

6.3 CODE OF DRIVING CONDUCT ON KART CIRCUITS

6.3.1 Observance of signals:

The instructions detailed in the FIA-CIK General Prescriptions and in the FIA-CIK Circuit Regulations are deemed to be part of this code of driving conduct. All drivers must be thoroughly acquainted with them.

6.3.2 Overtaking:

A) 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 maneuver when the other competitor is already by his side. He shall give the other kart the right of way in order to allow for passing.

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

C) 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, maneuvers 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 penalized, according to the importance and repetition of the offences, by penalties ranging from a fine to the disqualification of the session. The repetition of dangerous driving, even involuntary, may result in the disqualification of the session.

D) Any obstructive maneuver carried out by one or several drivers, either having common interests or not, is prohibited. The persistent driving abreast of several karts, as well as fan-shaped arrangement, is authorized only if there is not another kart trying to overtake. Otherwise the blue flag will be waved.

E) The penalty inflicted for ignoring the blue flag will also be applied to the drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, thus ranging from a fine to the disqualification of the session. 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.

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

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

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

6.3.3 Stopping of a kart during the race:

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

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

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

D) Apart from the driver - and, in exceptional cases, the competent officials - nobody is allowed to touch a stopped kart under penalty of it is disqualified of the session.

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

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.

6.3.4 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 a disqualification of the session.

C) Any driver intending to leave the track or to enter the pits or the servicing park or the repairs area shall signal his intention in good time and make sure that it is safe to do so.

D) Except in cases of force majeure (accepted as such by the stewards of the meeting), the crossing, in any direction, of the line separating the deceleration zone and the track is prohibited.

E) Except in cases of force majeure (accepted as such by the stewards of the meeting), any line painted on the track at the pit exit or the repairs area for the purpose of separating karts leaving the pits or the repair area from those on the track must not be crossed by any part of a kart leaving the pits.

6.4 RUNNING OF THE EVENT

The event could comprise non-qualifying practice, qualifying practice, heats, second chance heats if necessary, Pré- Finals and Finals heats as a minimum.

A) Non-qualifying practice

The time schedule of the event provides 1 non-qualifying practices for each category.

They are reserved for those drivers having passed the sporting checks and scrutineering.

If the number of drivers is equal or less than 23 it will be done in group, otherwise it can (not compulsory) be divided in 2 groups odd and even numbers.

The use of transponders is mandatory as from the beginning of the non-qualifying practice.

B) Qualifying practice

Duration of the qualifying practice will be 5 Minutes, only drivers who have passed scrutineering can participate.

If the number of drivers is equal or less than 23 it will be done in one group, otherwise it can (not compulsory) be divided in 2 groups raffled by electronic lotto (group 1 and group2).

The use of transponders is mandatory.

During each session, drivers will take the start when they choose. Any driver having crossed the line drawn at the exit of the start area will be considered as being a starter and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is timed. The time retained is 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.

The final classification of qualifying practice will be drawn up as follows:

If there is only one group

-The grid will be drawn up in the order of the fastest time achieved by each driver.

If there are two groups (more than 23 Drivers)

The right row (polesitter) of the grid will be drawn up in the order of the fastest time achieved in the fastest group.

The left row of the grid will be drawn up in order of the fastest time achieved in the slower group.

If no time is taken into account for a driver, he/she will take the start at the end of the grid. If several drivers are in that situation, their starting position will be decided by drawing lots.

DNS competitors will be placed in front of DQ competitors.

If a driver stops in the repair area or in the servicing park, it will be final. He/she shall not be allowed to start again.

C) Heats

Case A : 36 or less drivers : No Heats. See chapter F.

Case B: 37 or more entered drivers - at the end of qualifying practice, drivers will be separated into groups for the qualifying heats. The number of drivers per group will be 18 maximum. Each group must compete versus all the other groups.

Check timing for the amount of groups.

3 groups : Pole Position Group A, 2nd Group B, 3rd Group C, 4th Group A, 5th Group B, 6th Group C, and so on.

4 groups : Pole Position Group A, 2nd Group B, 3rd Group C, 4th Group D, 5th Group A, 6th Group B, and so on.

3 groups each group two heats : < A – B >, < B – C >, < C – A >. Check timing for sequence.

4 groups, each group three heats : <A – B >, < B – C >, < C – A >, < C – D >. Check timing for sequence.

Duration of heat : Junior Max : 7 minutes + 1 lap

Duration of heat : Senior Max : 7 minutes + 1 lap

For the qualifying heats, points will be awarded as follow: 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.

D) Ranking after heats

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

Drivers on position 1-30 are qualified for the Pre-final, the ranking after heats determines the start positions. Drivers on position 31-72 will drive, in case of more than 40 participants, a second chance heat.

If there are 40 or less drivers : **all first 36 qualified drivers after the official result from the ranking after heats will go to the Pre-final. In this case there will be no Second chance heat.**

E) Second chance heat in case of more than 40 participants

Drivers on position 1-6 move up to the Pré-final and getting start position 31-36 for the Pre-final, according to their race position.

F) Pre-finals and Finals

36 drivers are qualified from the official result of the Qualifying.

Duration :

Category	Pré – Final	Final
Max Micro	13 minutes + 1 lap	13 minutes + 1 lap
Max Mini	13 minutes + 1 lap	13 minutes + 1 lap
Max Junior	13 minutes + 1 lap	13 minutes + 1 lap
Max Senior	13 minutes + 1 lap	13 minutes + 1 lap
Max DD2 / Max DD2 M	13 minutes + 1 lap	13 minutes + 1 lap

Any driver who has not covered all the laps scheduled, even if he has not finished the Final, will be classified according to the number of laps he has actually completed.

6.5 STARTING GRIDS (on pre-final, and final races)

FIA-CIK International Sporting Code, FIA-CIK General Prescriptions Article 2.19

A) At the end of the final qualifying practice session, the list of qualified drivers as well as the starting grids will be officially published.

B) Only these drivers will be allowed to take the start of the second change heat, pre- final heats and of the final phase.

C) Any entrant whose kart(s) is (are) unable to take the start for any reason whatsoever or who has good reasons to believe that his/her kart(s) will not be ready to take the start must inform the official in charge of the assembly area, who will advise the clerk of the course as soon as he has the opportunity.

D) In case there are no Qualifying Heats, the grid for the Pre-final will be drawn up in accordance with the fastest time achieved by each driver, taking into account the qualifying practice session. Should one or several drivers achieve the same time, the tie will be settled on the basis of their second best time, and so on.

The pole position driver of each grid will have the choice of the pole position (on the left or right side of the track), providing that he advises the clerk of the course as soon as he reaches the assembly area. This choice will only modify the first row, to the exclusion of the others. Failing this, the pole position driver of each grid will take the start of the race from the grid position which was the pole position the previous year or, if it is a new circuit, on that which was designated as such by the CIK-FIA, or designated in the supplementary regulations of the event.

E) Access to the assembly area from the servicing park will end as stated in the official time table. Any kart which has not taken its position on the pre-grid at that moment shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the clerk of the course.

The karts placed on the pre-grid must be ready to race; it is strictly forbidden to carry out any work, adjustment and/or setup on the kart on the pre-grid, with the exception of tire pressures, which can be adjusted by the driver or his/her mechanic and by using his/her own means (tire pressure gauge), tire pressure adjustment must stop without delay when the "3 minutes" board is shown and an audible warning is given, at this time the mechanic must leave the assembly area immediately.

F) Karts on the assembly area are not prohibited to return to servicing park, except under exceptional circumstances left to the appreciation of the clerk of the course. It is prohibited to bring a second set of tires to the assembly area.

G) The mechanics will have to clear the assembly area three minutes before the time scheduled for the start of the race. If a driver is unable to start from the assembly area after the display of the green flag and/or light and if he requests the intervention of a mechanic, he will be authorized to leave the assembly area only on the orders of a marshal and he will take the start from the back of the formation when the start at the start/finish line is given, respective of the number of formation laps. No additional time will be allowed to a driver who has not respected these instructions.

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

I) Time qualification: should a driver require assistant after the "30-second" signal in the time qualification the 2 best laps will be annulled.

6.6 START DELAYED

If the clerk of the course considers of safety reasons that the start must be delayed, the following procedure will take place.

A) A time will be given where change can be made.

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

C) By tire change:

- The width of the rear and front wheel may be adjusted but must conform to CIK-FIA Technical Regulations

- No other modifications and/or changes are permitted unless the Race director decides otherwise.

6.7 STARTING PROCEDURE

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

B) The start will be of the «rolling» type. The regulations for "Rolling start and Standing start for karts with clutches karts with gearbox" of the CIK-FIA general regulations apply. The grid being constituted of two lines of karts.

C) The Organizer following a decision of the Stewards has the right to change starting procedure from "Rolling Start" to "Standing Start" or "One Line Rolling Start" with Slow Boards.(SC in car racing)

D) Two 2-meter wide lanes bordered by white lines will be painted over the 110 meters leading to the start line. A yellow line shall be painted 25 m ahead of the start line.

E) As soon as the 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 assembly area only at the orders of the clerk of the course or of the officer in charge of the assembly area.

F) If the clerk of the course considers that a driver has been immobilized as a result of another driver's mistake, the clerk of the course may stop the formation lap and start again the starting procedure on the basis of the original grid or allow the impeded driver to regain his position.

G) The Clerk of the Course will give the start as soon as he is satisfied with the formation.

H) At the end of the formation lap, drivers will go at slow speed towards the start line assembled in two lines of karts. During the approach stage, the red light will be on. No karts may accelerate before the red lights have been switched off. Karts must maintain their position until the start signal is given. If the clerk of the course is satisfied with the formation he will give the start by switching off the red lights. If he is not satisfied with the procedure, he will switch on the orange light, which means that an extra formation lap must be covered. Should the engine of a driver stop during formation lap, an official or mechanic nominated to carry out that task may restart him as soon as he/she has been passed by the entire field. He may then rejoin at the back of the formation and must not try to regain his grid position. If the kart cannot be started, then it must be removed from the track to a place of safety. Similarly should a driver fall behind the entire field without stopping, he must remain at the rear for the start and must not attempt to regain his position.

I) In the case of repeated false starts or incidents during the formation lap(s), the clerk of the course, acting as a judge of fact, may stop the starting procedure by means of the red flag and inform the stewards, who will be entitled to inflict on the offending drivers a penalty according to the FIA-CIK 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 repair area before the procedure was stopped will be allowed to take the start of the new formation lap.

J) Any attempts to jump the start or delay it and any karts leaving the lane before the lights are switched off shall be sanctioned according to the FIA-CIK General Prescriptions.

K) A jump start will be deemed to have occurred when a driver crosses the start line ahead of his prescribed grid position at the start of the race. This is recorded by the timing system, and the official timekeepers who act as judges of fact and will determine if a jump start has been committed. The penalty refers to the event 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.

M) The stewards may use any video or electronic system likely to help them to take a decision. The steward's decisions may supersede those taken by judges of fact. Any infringement to the provisions of the code or of these sporting regulations relating to the starting procedure may entail the exclusion of the kart and of the driver concerned from the event.

6.8 STOPPING A RACE

A) Should it become necessary to stop the race or practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course shall order a red flag to be shown on the line. Simultaneously, red flags will be shown at marshal's posts provided with these flags. The decision to stop the race or practice may be taken only by the clerk of the course (or, if he had to leave, by his deputy). If the signal to stop racing is given:

Case A: during practice, all karts shall immediately reduce speed and go back slowly to the «Finish» servicing park, and all karts abandoned on the track shall be removed.

Case B: other than practice, all karts will immediately reduce their speed and go to the «Finish» servicing park entrance or stop on the track at the place designated during the briefing, considering that:

- the classification of the race will be the classification at the end of the lap prior to that during which the signal to stop was given
- karts or rescue vehicles may be on the track
- the circuit may be totally blocked because of an accident
- the weather conditions may have made it impossible to drive at high speed on the circuit.

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

- less than two laps: no points will be awarded. If the race can be restarted, the article of the FIA-CIK General Prescriptions will apply.

- two complete or more than two completed laps but less than 75% of the distance scheduled for the race (rounded up to the nearest higher whole number of laps). If the race can be restarted, the article of the FIA-CIK General Prescriptions will apply.

- 75% or more of the distance scheduled for the race (rounded up to the nearest higher whole number of laps). The karts will be directly led to the Parc Fermé, and the race will be considered as having stopped when the leading kart crossed the line at the end of the lap prior to that during which the signal to stop was given. Full points will be awarded.

6.9 RESTARTING A RACE

A) Working on karts will be allowed only in the Repair Area; the only persons allowed to intervene on a kart are the Driver himself and his appointed Mechanic, holder of the appropriate pass. Refueling will not be allowed. All karts must be ready at the 3 minutes board.

B) After a suspending situation, the delay will be kept as short as possible and as soon as resuming time is known, Drivers will be informed. In all cases at least a 10 minutes warning will be given. Boards will be presented 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds before the resumption. Each signal will be accompanied by an audible warning.

C) The Race or Heat will be resumed with the “SLOW” process and Article 2.20 (CIKFIA General Prescription). The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered. The Drivers who have crossed the Finish Line at the end of the lap prior to that on which the race was stopped and those who were in the Repair Area when the red flag was shown will be allowed to take the new start.

D) Resuming start positions will be determined by the finishing order at the end of the lap before the one on which the race was suspended.

6.10 NEUTRALISATION OF A QUALIFYING HEAT OR RACE

A) The clerk of the course or the race director may decide to neutralize a qualifying heat or a race. This procedure will be used only if the track is obstructed, or if the drivers or officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the qualifying heat or race.

B) When the order is given to neutralizes the qualifying heat or race, all observer’s posts will display waved yellow flags and a “SLOW” board (yellow board with the word “SLOW” written in black), which shall be maintained until the neutralization is over. Flashing orange lights will be switched on at the line.

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

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

E) The karts may enter the repair zone during the neutralization, but they may rejoin the track only when authorized to do so by a marshal. A kart rejoining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart. Overtaking is strictly prohibited

F) When the race director or the clerk of the course decides to end the neutralization, he will have the flashing orange lights switched off; this will be the signal to the drivers that the race is to resume next time the line is crossed. In the last neutralization lap, the “SLOW” boards will be maintained and the yellow flags will be show immobile.

G) At that moment, the leading kart will continue to set the pace, at a moderate speed. The race director or the clerk of the course will signal the resumption of the race by means of a waved green flag at the line. Overtaking will remain prohibited until the karts have crossed the line at the end of the neutralization of the qualifying heat or race. On approaching the line, where a green flag will be waived by the race director or 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.

H) Each lap completed during the neutralization will be counted as a racing lap.

I) If the race finishes during the neutralization, the karts will take the checkered flag as usual, without being allowed to overtake. Overtaking will be permitted only if a kart slows down because of a serious problem.

6.11 Safeties

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

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

C) Equipment Safety. CIK-FIA International Karting Regulation, Technical Regulations Article 3 and 3.2 and the Code (ISC)

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

E) It is forbidden to use motorbikes, scooters or any other motorized vehicles in the Paddock, except where the Clerk of the Course have given special permission.

F) COVID 19 restrictions must be followed strictly and will be online available prior to the event.

6.12 Paddock

A) Entrant, Drivers, Mechanic and Guest passes will be issued at the sporting check. All passes must be presented at any time and no one will be readmitted without a pass.

B) Only vehicles with authorized passes are allowed in the Paddock.

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

D) It is strictly forbidden to smoke or to use any device risking provoking fire in the Paddock area, it is forbidden to Cook in the Paddock, except with a special authorization from the Organizer

E) No Catering awnings are allowed in the Paddock, a separate area next to camping will be allocated, if space allows.

F) Ground sheets are compulsory to be used during the whole race week.

G) Refueling is only allowed in your allocated paddock space, and only with the use of ground sheet.

H) Any fuel and/or spilling will be fined with a € 500,= penalty, to be paid to the track owner before leaving the track.

6.13 Servicing Parc / Pregrid

A) Only one (1) driver per kart and one (1) mechanic is allowed in “Servicing Park” “Pregrid” and only with proven pass and/or proven identification

B) Open and closing times for “Servicing Parc” and “Pregrid” will be announced in the time schedule.

C) Drivers who miss the “Pregrid Gate Closing Time” are allowed to start, but only from the “repair area zone” when the start is given. He is not allowed to follow the formation before.

D) Mechanical help with or without tools in the pregrid area, drivers are allowed to start from the “repair area zone” when the start is given. He is not allowed to follow the formation before.

6.14 Jurisdictions

Limburg Karting reserves the right to issue additional statement following the agreement of the RACB presenting the Series and the CIK-FIA, concerning the Rules and Regulations (previously approved by the RACB proposing the event and the CIK-FIA) from time to time, and all such statements will be issued to all registered competitors by way of Competitor’s Bulletins at the race event, or published on the official website.

The jurisdiction of a court is excluded for decisions of the FIA, the RACB, their jurisdictions, the stewards, and the event organiser.

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

6.15 *Protests and appeals*

The FIA International Sporting Code is applicable for protests and appeals, RACB Event Regulations and the RACB Legal System and Code of Procedure as well the FIA Legal System and Code of Procedure for FIA appeals. **Protest time is 10 minutes after each session.**

7 Series rules and penalties

7.1 Front Fairing

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

If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the “black and white checkered flag” was waved and the kart(s) concerned crossed the finish line, in all situations a penalty will be imposed automatically on the driver(s) concerned. This penalty is not subject to appeal (in application of Art. 12.2 ISC).

Front Fairing Qualifying session : 3 places grid penalty

Front Fairing Heats / Finals : 5 seconds time penalty

When the Scrutineers/Judges of Fact send the reports regarding the incorrect position of the front fairing, the Stewards will automatically apply the decisions, the stewards can also do a collected decision for the involved drivers in a session. The Entrants concerned shall not be invited to sign the decision documents.

Should a Driver or a third party be found/proved to have intentionally replaced a front fairing which is not installed correctly during the last lap or after the “black and white checkered flag” was waved this will lead to a disqualification from the involved session or in worse cases from the event.

7.2 Leaving corridor

If a driver leaving the corridor (lines) before the start was given the following penalties will count.

Case A: 1 to 2 tires out of corridor	time penalty 3 seconds
Case B: more than 2 tires out of corridor	time penalty 5 seconds

This penalty is not susceptible to appeal (in application of Art. 12.2 ISC).

7.3 Time penalty 5 seconds

In addition to the CIK-FIA General Prescriptions the Clerk of the Course have the power to decide a 5 seconds penalty. The penalty will be shown with the black and white flag in connection with the start number and a board 5 seconds at the start/finish line.

During the 2 last laps no flags will be shown, the clerk of the Course inform during the briefing on the procedure for the imposition and notification of these penalties.

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

This penalty is not subject to appeal (in application of Art. 12.2 ISC).

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

5 seconds penalties can be given for the following:

- Unfair driving behavior,
- Dangerous driving behavior,
- Ignoring the yellow flag,
- Not following the instructions of the stewards of the meeting or the clerk of the course,
- Leaving the corridor before the start,

- Causing a false start,
- Not following the specific instructions mentioned during the briefing.

For any incident that is not mentioned, but deemed incorrect by the clerk of the course, a sanction can be proposed by the stewards of the meeting.

The above mentioned incidents can also remain unpunished, or a more severe punishment can be applied, if the clerk of the course thinks it is appropriate.

7.4 Tires mounted with wrong driving direction

If a driver is detected in the “pregrid area” with tires mounted with wrong driving direction, he will be moved to the repair area/zone, there he or his mechanic should mount his tires correctly. No other technical changes are allowed. Afterwards he can take the start of the session, first when the start was given at the start/finish line, he is not allowed to follow the warm-up lap and formation laps before.

This penalty is not susceptible to appeal (in application of Art. 12.2 ISC).

8 Other

The final text of these Sporting Regulations shall be this version, which will be used, should any dispute arise as to their Interpretation headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

The language written and spoken shall be Dutch or English, depending of the nationality of the Entrant/Driver.

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