KARTING REGULATION (KR - MMF) - - GENERAL RULES - SPORTS REGULATION 2022

Art.1 INTRODUCTION

The Kart is a terrestrial vehicle without closed body, with 4 non-aligned wheels, constantly in contact with the ground, of which two ensure the direction and two the propulsion. Karting is a sports discipline of motor sport. MMF has drawn up and issued this Sporting Regulation of the Karting Sector (KR) whose observance is mandatory in all Karting sports events. For what is not provided for in this Regulation and in the Additional Rules, please refer to the International Sports Code and the International Karting Regulation. Any question on the interpretation of this KR shall be decided by MMF.MMF shall bring to the attention of interested parties' changes and updates as well as any other provisions of a regulatory nature, through its official publications (Sports Yearbook, Newsletter published directly or regularly in specialized magazines, federal website) and/or by other appropriate means

Art. 2 - SPORTING EVENTS: ORGANIZATION - CLASSIFICATION - CALENDAR -

Karting sports events

Karting racing events commonly called (**2nd level**):

Speed races in line with the classes related to basic activity, national trophies, MMF cups and classes related to international karting technical regulations; endurance races (endurance with normal competitive content).

Karting racing events Renting (1st level):

Renting events with CE certified karts with 15 horsepower

Demonstrations and Promotional Activities (free management but authorized by the Federation);
Historic Kart events (free management but authorized by the Federation);

Classification

The provisions of Art. 12 et seq. of the KR shall apply
Karting races can be:
International: when they are registered in the International Sports Calendar;
National: when they are registered in the national calendar;
Races, that are open to competitors and drivers who meet certain conditions specified by MMF are to be considered national races.

International races can also be entered in the International Calendar

- Calendar

In case of concurrent requests, the MMF has the right to decide unquestionably and unequivocally the priority criteria: priority is given to events valid for a FIA title, to those valid for the Championships, Cups or National Trophies, International ones not valid for an FIA title, national ones and reserved to the ones

-Races that were not held the previous year or races that are at their first edition, races that are registered after the discussion of the calendar or that change their date in the course of the year are placed in the sports calendar at the discretion of MMF.

-The events valid for MMF Championship are held on tracks holding a national permanent track license issued by MMF according to the calendar published on the website and on street circuit where there are no approved tracks in the Country

The approval of the calendar of races organized by the promoter of a Brand Trophy must be subject to compliance with the time distances shown above

2. 1 National Series

The National Series are held within the territorial scope of the MMF.

Given the prior opinion of the Karting Commission, the MMF reserves the recognition of a National Series through the approval of the relevant Sporting and Technical Regulations and the related calendars presented by an Organizer/ Promoter with the following requirements:

Be a registered and paid up member of the MMF and authorised by the MMF to organise Karting events;

Seniority of the Organizer/Promoter license of at least 5 years;

To have organized at least one National event in the last three years.

The regulations of the series, approved by the MMF, must be attached to the Special Rules of Race

It is also applied a fee for the MMF Euro 500,0 to cover Timekeeper and Officials fees.

2.2 - Organisation permit

The organisation permit is the document authorising the organisation of an event.

No event can be organized without having been previously entered in the Sports Calendar and without having obtained the permission of organization.

The application for the organization permit must be accompanied by the Health Emergency Plan as provided for in the following Art. 23.

If all or part of the competition is held with the aid of artificial light, the organizer must attach to the Special Rules of Competition a copy of the certification of compliance with the laws in force of their lighting system issued by a professional to competent professional bod

Art. 3 – CIRCUITS

Karting events must be held on permanent tracks in compliance with the TIT. I - Chapter III - National regulations for karting tracks and circuits, approved by the CIK/FIA and in possession of the valid Track Licence. Karting events can also take place on temporary circuits conforming to the safety standard approved by MMF. Both permanent circuits and city circuits must be in possession of the required administrative authorisations and the valid MMF circuit licence. The maximum

circuit capacity is based on the type of homologation received. The capacity for the Entry Level group classes is reduced by 50%.

Art. 4 - ALLOWED KARTS

Only Karts approved or registered by MMF and/or CIK-FIA, as indicated in the regulations of the various classes are allowed in the races that take place in Malta. Karts must have been homologated at time of manufacture but expired homologation is allowed

Art. 5 - INSURANCE

Under MMF control - Insurance is mandatory

Art. 6 - Competitors and drivers - licences

Competitors and drivers holding MMF Karting Competitor/ Conductor are allowed in races. Competitors and drivers holding a licence issued by a foreign ASN (National Sports Authority) wishing to participate in a national or international event organized in Malta (the events must be entered in the national and/or international sports calendar) must be in possession of the authorization of its ASN that issued their license, except for driverswith national karting license issued by Switzerland and Italy) of the International Sports Code FIA, can participate in the Malta National competitions, entered in the national sports calendar. The authorisation must be submitted to the organiser who must check it. The absence of such document, if brought to the knowledge of the MMF or the FIA constitutes a violation of articles 2.3.10 and 3.9.4 of the International Sports Code, and involves the adoption of the sanctions provided for. Licences must be valid and they are valid for the classes and categories in which registration is required. The Car driver licence is not allowed.

The license category allows you to participate in the following Groups and Classes listed in the following table

License	Driver's age	Classes
National Entry Level	From 6 years of age to 8 years of age.	Entry Level - Entry level TDM.
National D	From 9 years of age to 12 years of age (will be 9 during the championship year)	• 60 Mini (2015-2021) • 60 Mini (2010-2014) • TdM Mini ROK • TdM 60 Easy Kart • TdM Rotax FR 125 Mini • TdM X30 Mini **From 11 years of age:** • TdM Junior ROK • TdM Rotax FR 125 Junior • TdM 100 Easy Kart • IAME X30 Junior
National C Junior	From 12 years of age to 14.	• OKJ • TdM Junior ROK • TdM Rotax FR 125 Junior

		• TdM 100 Easy Kart • IAME X30 Junior •
National. C Senior	15 anni years of age	• OK • KZ2 • KZN • TdM Rotax FR 125 Max • TdM 125 Master Easy Kart • TdM Rotax DD2 • KGP Direct Drive • TdM IAME X30 Senior • TdM IAME X30 Master • Super ROK • Shifter ROK •
		•

Licenses in the International category will follow the following CIK FIA 2022 legislation

6.1 - **Participation in international races**

Contestants and drivers that want to participate in an international competition must have an international license as per the COD (International Sports Code) of the FIA, the International Karting Regulations and the Rules of the International Karting Licenses of Drivers. Competitors and drivers holding a licence issued by a foreign ASN (National Sports Authority) wishing to participate in an international event organized in Malta (the events must be entered in the national and/or international sports calendar) must be in possession of the authorization of its ASN that issued their license. The authorisation must be submitted to the organiser who must check it. The absence of such a document, if brought to the knowledge of the MMF or the FIA constitutes a violation of articles. 2.3.10 and 3.9.4 of the International Sports Code, and involves the adoption of the penalties provided for.4.2 Registrations.

6.2 - **Participation of Maltese Drivers / Entrantsin races held abroad.**

The international licenses of competitor and Karting driver , issued by MMF, automatically include the general authorization, with the same validity as the licenses, to participate in all Karting races entered in the International Sports Calendar or the national sports calendar with foreign participation, which take place abroad.

Art. 7 – RACE OFFICIALS

SPORTS COMMISSIONERS

The Stewards of the meeting at each sports event is composed of one or three Stewards - one of whom acts as Chairman of the Stewards - and is competent to judge the violations to the rules and regulations committed during the course of sports events and to adopt the disciplinary measures provided for by the Regulations and or International Sporting Code. In place of the Sports Commissioners, appointed in the same manner as the members of the Stewards, can act a Sports Commissioner with the function of Single Judge ~~- The Single Judge can be designated only for Endurance races In any case, the Organiser is entitled to request the designation of the Single Judge in place of the CCSS college , but cannot accept more than 50 entries.~~

COMPETITION OFFICERS

In each Karting race there must be designated, a Race Director, at least two Technical

Commissioners (one in the non-titled races, unless otherwise advised by the Organizer) and a number of marshals determined in relation to the characteristics of the track

Art. 8 - Timekeeping

Under MMF control – Mandatory for National Events -

Art. 9 – ALERTS/SIGNALS

For the surveillance of the track and therefore for the safety of the drivers and to enforce the rules, the Race Director and other Race Officers use flags provided by the Organizers (minimum size 60 x 80 cm.) which the drivers are obliged to comply with. The flags are indicated in the National Track and Karting Circuit Regulations.

Signals with the flags that must be used by the Race Director or his representatives on the starting line.

(a) National flag:

This flag is normally used to start the race. The starting signal must be given by lowering the flag that, for races that start from standstill, must not be raised above the head before all karts are stationary and in no case for more than 10 seconds. This flag should only be used in certain circumstances (e.g. if the light signals are no longer working) and for Qualification Tests.

(b) Red flag:

It must be waved at the starting line when it was decided to stop a practice session or the race. The red flag can be used by the Race Director or his representative to close the circuit. If instructed by the Race Director or his representative, the flag may be used at a Marshal post. Drivers are expected to reduce speed to the slowest possible and return to the ~~Parc Ferme~~grid.

(c) White and black chequered flag:

It must be waved. It indicates the end of the test session or a race.

(d) Black flag:

It must be used to inform the driver concerned, who must stop at his box or at the place designated in the Supplementary or Championship Regulations at the next access to the Closed Park. If a Driver fails to comply for any reason, this flag should not be shown for more than 4 consecutive laps. The decision to display this flag is only made by the Sports Commissioners. The Competitor concerned is immediately 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 his Kart has mechanical problems such as to create danger for himself or the other Drivers and means that he must stop at the repair area on the next lap. When the mechanical problems have been solved, the kart can resume the race.

(f) Black and white flag divided diagonally:

This flag should only be shown once and is a warning to the affected Driver that has been reported for anti-sports behaviour.

These last 3 flags (d, e & f) must be shown stationary and accompanied by a panel with a white number that must be shown to the kart driver who carries the indicated number.

These flags can also be shown in places other than the starting line if the Race Director or the Race Director deems it necessary.

Normally the decision to show the last two flags (e & f) is the Race Director; however, it can also be taken at the request of the Sports Commissioners to impose a sports penalty.

(g) blue and red flag (double diagonal) with number:
The Driver concerned must stop before being dubbed or even after being dubbed.
This flag can only be used if it is permitted in the Championship, Cup or Trophy Sports Regulations or in the Additional Competition Regulations.
* Flag signals for use at C.P stations:
(h) Yellow flag
This is a signal of danger and must be shown to the Drivers in two ways with the following meanings:
-single waved: reduce speed, do not exceed and be ready to change direction. There is a danger on the edge or on a part of the track.
-double waving: reduce speed, do not exceed and be ready to change direction or stop. There is a danger here that blocks all or part of the track.
The yellow flag must be shown only at the position of the Route Commissioners who are immediately before the danger.
It is not allowed to pass between the first yellow flag and the green flag displayed after the accident.
(i) Yellow flag with red stripes:
This flag must be shown without movement to inform the Drivers that there is a deterioration of adhesion due to oil or water on the track in the area beyond the flag.
This flag shall be displayed for at least 4 turns unless the surface returns to normal first.
However, the Commissioners of Route in the sector beyond the place where this flag was shown, do not have the obligation to show a green flag.

(j) Blue Flag:

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

(k) White flag:

This flag must be flown and is used to indicate to a driver that there is a much slower vehicle in the sector of the track controlled by that surveillance station.

(l) Green Flag:

This flag is used to indicate that the track is clear and shall be flown at the location immediately following the incident that necessitated the use of one or more yellow flags.

It may also be used if deemed necessary by the Race Director or the Deputy Race Director to signal the start of a warm-up lap or the start of a practice session.

Art. 10 - RACE REGISTRATIONS

- Opening and closing of registrations shall be as designated by the organiser following MMF approval of the event. Registrations should close at a date determined by the organiser and approved by the MMF.~~CHECK IF THE TRANSITIONAL RULES ARE CORRECT AND~~

~~Art. A) TRANSITIONAL RULES This rule, drafted in consideration of the changes to the sport made necessary to combat the Covid 19 epidemic,~~

In compliance with the provisions of the law, it is necessary to avoid gatherings of drivers and teams and to maintain safety distances in all phases of an event, including pre-race sports checks.

It is therefore adopted a compulsory electronic procedure that allows competitors and competitors/drivers to make a pre-registration to the race on line and that is described below: The competitor - both physical and judicial person - and the competitor/driver enter the institutional website www.maltamotorsport.org in "Events" area and follow the link within the event details.

Where it is not possible, for reasons of force majeure, to use what is reported in the general protocol, exceptionally, you can register to the event, and the related payment, at the Race Office with access allowed one at a time, wearing safety equipment and maintaining social distances.

For the same purpose the briefing with the description of the peculiarities of the event can no longer be made in presence but by written text, email or video.

The opening of entries cannot take place before the approval of the particular race regulations.

Limited to races on permanent track, applications for registration must be received by or submitted to the Organizer, within the deadlines provided for in letters a) and b) below, complete with the entry fees and the following mandatory information

All information in the registration must be provided. Incorrect information may lead to the MMF and / or the organiser cancelled your registration.

Only equipment that has been registered on the entry form (Kart and engine(s)) are allowed to be used.

Should a competitor need to alter the registration details of pre registered equipment (chassis or engine(s)), this can only be done PRIOR to the start of the event.

From 25th April 2022 drivers / competitors may only use chassis / engines which appear in their entry form. Items registered with other competitors may NOT be interchanged.

In the karting sector, in the non-titled competitions and in those valid for the Championships, the participation of the Drivers is authorized to a maximum of two classes within the same event.

For all Drivers under the age of 18yrs, participating in the race, shall by means of the registration form be exercising parental authority Under the same authority by which the parents authorised the application for a Competition license.

A minor driver may be entered in a race by one of the parents exercising parental authority who is the holder of a physical person competitor's license, or by another adult or legal person competitor's license holder.

-Championships, Trophies and MMF Cups: Applications and entry fees for each individual race must be received by the Organizer in accordance with the respective Regulations.

Limited to races on Kart Track, for each driver enrolled in the terms, competitors are entitled to occupy in the paddock, free of charge.

The Organizer has the right to establish the opening and closing times of the paddock. Inside the paddock area is not allowed, for safety reasons, the overnight stay and the use of open fire. If it has the possibility, it can grant, against payment, the use of its own areas for the camping of campers, caravans and related services outside the paddock.

The Organizer may request for each registered driver the sum of Euro 15,00 plus VAT as reimbursement of expenses for waste disposal.

Art. 11 - GENERAL CONDITIONS

A) The Driver (or whoever is the holder of a Karting Sporting License) who, during a Karting Sporting Event, transgresses, in any form whatsoever, the regulations directly or indirectly governing the Karting Sporting activity or is responsible for indiscipline towards Officials, Organizers and other Drivers, will be subject to disciplinary sanctions.

Any competitor or driver whose accompanying MMF licensed drivers or mechanics cause disturbances to the regular course of an event will also be subject to disciplinary sanctions.

At the time of registration, Drivers must declare the name of the mechanic or the companion licensed by MMF; family members licensed by MMF are considered companion even if not declared, in case of not licensed the Competitor is responsible - Objective responsibility.

When registering, Drivers must declare the name of their mechanic or companion; family members are considered as companions even if not declared.

B) If a competitor is not able to be present in person at the competition, he/she must nominate his/her representative in writing. The person in charge of the participating kart during the whole duration of the competition is jointly and severally responsible with the Competitor for the respect of all the provisions of the MMF Code and regulations.

C) Competitors must ensure that their karts comply with the conformity and safety conditions during the whole duration of the practice and the competition.

D) All persons interested in any way in a participating kart or present for any other reason in the Paddock area, Service Parks or on the track, must carry an appropriate pass at all times.

E) Circulation with Karts in the Paddock and other areas.

Outside the track itself, it is forbidden for drivers, mechanics and assistants to drive karts, motorcycles, scooters and other vehicles with running engines. In case of failure to comply with this provision, the Stewards must adopt, against the drivers concerned, the disciplinary measures provided in the KR

F) From the end of scrutineering, it is forbidden to start the engines inside the paddock during all the phases of the event, for all the classes admitted. The transgressors will be sanctioned with a fine of Euro 50,00. Starting of karts is allowed in designated areas as referenced in the ASR Repeat offenders will be excluded from the event.

Art. 12 - SAFETY CLOTHING

Both in the trials and during the races, drivers must wear the following attire / full overalls, with valid FIA Karting Homologation; protective helmet in compliance with the following Art.13;

full gloves; high shoes with ankle protection

At scrutineering it is compulsory to fill in the appropriate form regarding clothing.

It is forbidden to wear clothes that could get caught in the various parts of the kart.

The use of piercings, bracelets and metal necklaces during the races is forbidden and can be subject to a special check before the start.

A CIK/FIA rib protector vest is compulsory in all classes

Art. 13 - SPECIAL PROVISIONS REGARDING HELMETS

Helmets must comply with the specifications given in Table A. Helmets must be properly fastened. Drivers of the Entry level driver and Junior groups must wear a full-face helmet homologated for drivers under 15 years of age (Homologation. CMR - CMH – CMS FIA Homologation)

A) Homologation labels

The identification labels of helmets homologated according to the specifications of the previous paragraph are reproduced in the FIA Technical Karting Regulation

B) Personalisation of the helmet as the helmet must adapt to the characteristics of the driver's head, it cannot be interchanged. To this end, it is recommended to write the name of the driver wearing it on the helmet. If it is written on the outside this must be done with suitable paint recommended by the Manufacturer.

C) Stickers, writing, marks and histories.

It is strongly recommended not to apply stickers to the outside of the helmet as the solvents used to remove them weaken its resistance and to use the paint mentioned in the previous paragraph for any writing, marks and histories painted on the outside of the helmet.

D) Modifications

A helmet shall not be modified from the construction specifications except in accordance with instructions approved by the manufacturer and by one of the bodies listed in Table A above that certified the model in question.

E) Helmets without a valid homologation label

Drivers must ensure that their helmet bears the appropriate homologation label. If, for any reason, the homologation label is missing or illegible, they will have to ask the manufacturer to restore it or, at least, to affix a label or mark able to identify the brand or model of the helmet. Only in the Training Category, full face helmets by the FIA approved manufacturer for road use are also allowed. By 2023 the following standards shall apply for all competitons.

TAB. A - STANDARDS RECOGNIZED BY MMF AND CIK-FIA FOR HELMETS USED IN KARTING FOR DRIVERS OVER 15 YEARS OLD

http://www.cikfia.com/fileadmin/content/REGULATIONS/Technical/Appendices/2020/WEB_Appendix_ 2a Standard_helmets_.pdf

TAB. B - LIST OF COMPULSORY HELMETS IN NATIONAL COMPETITIONS FOR DRIVERS UNDER 15 YEARS OLD

http://www.cikfia.com/fileadmin/content/REGULATIONS/Technical/Appendices/2020/WEB_Appendix_ 2b Standard_helmets_.pdf -

ART. 14 - Rules of conduct for drivers representing Italy in races valid for International Championships.

Drivers who take part, in Malta and abroad, in the races valid for the International Karting Championships and who therefore have the recognition of representing Malta, are obliged to

be familiar with the rules of conduct of such races;

to participate with material conforming to the technical regulations in force;

behave correctly towards the Officials and the representatives of the national and international Sporting Authorities;

always behave in a sporting and correct manner during the competition;

not to behave in such a way as to damage the image of our sport or the sporting results of other Italian competitors;

to participate in the final prize-giving ceremonies;

Failure to comply with these obligations will result in the adoption of disciplinary measures.

Art. 15 - TECHNICAL AND SPORTING CHECKS

A. During the preliminary Scrutineering, which will take place on the dates and in the places specified in the Supplementary Regulations, the Driver and the Competitor must make available all the documents and information required.

1) valid license or certificate and their correspondence to the classes in which they ask to compete;

2) identity document

3) original certificate of valid physical identity

4) MMF card (only for drivers of age)

5) signed declaration of the driver, of commitment to wear safety clothing and helmet of homologated type and to use, for the start-up of the kart, the collaboration of licensed personnel as technical assistant or mechanical assistant.

B. Drivers and Competitors who have not respected the imposed time limits will not be allowed to take part in the Competition, except for derogations granted by the Stewards in particular circumstances.

C. The Race Director or Race Physician may require a Driver to undergo a medical examination at any time during the Competition.

D. No kart will be allowed to take part in the Competition until it is inspected by the Scrutineers.

E. The Scrutineers, by mandate of the MMF, may at any time during the competition:

1) check the conformity of the kart or the Driver's equipment,

2) require a kart to be disassembled by the Competitor to ensure that the conditions of admission or conformity are fully respected,

3) require a Competitor to provide them with those parts or samples they deem necessary.

F. Any kart which, after being approved by the Scrutineers, is disassembled, modified or repaired in such a manner as to jeopardize its safety, or question its compliance, or which is involved in an accident with similar consequences, must be presented again to the Scrutineers for approval.

G. The Race Director may request that all karts involved in an accident be stopped and checked.

H. Checks and Scrutineering will be conducted by duly designated Officials who will be responsible for organizing the Service Parks and/or the Parc Fermé, and who will be the only ones authorized to give instructions to Competitors.

I. The presentation of a kart at Scrutineering will be considered an implied declaration of conformity.

~~J. Each Driver will receive after Scrutineering a "RACE EQUIPMENT IDENTIFICATION AND SELF-CERTIFICATION SHEET". All details of the complete equipment must be entered on this form before it is presented at Scrutineering. An incomplete "SCHEDULE" will be rejected.~~

K. Race numbers and advertising signs, if any, must already be placed on the kart at the time the equipment is presented at Scrutineering.

L. The race number must be applied on the front and rear number plates and on the external side of both side fairings. The race number must always be legible, under penalty of a fine of no less than Euro 25,00, and its digits must have the same dimensions.

M. A Driver will not be allowed to change his equipment after it has been identified during Scrutineering.

N. Maximum speed measurement and/or clutch function control systems may be used in categories where speed and/or clutch function limits are prescribed. They must be installed in strict accordance with the instructions herein.

O. By decision of the Stewards of the Meeting, the Scrutineers may exchange the Competitors' ignition systems with additional systems supplied by the organiser. The replacement of the

ignition system must be of the same make and model as the one used by the Competitor concerned.

P. When checking the documents for admission to the race, the Organizer must issue the following passes free of charge:

~~P1) When the holder of an entry is a Legal Person competitor:~~

~~n.1 "competitor" pass to the legal representative of the Team or Company holding the PG competitor's license or to a non-driver representative with a proxy;~~

~~1 "driver" pass for each verified driver;~~

~~2 "mechanic" passes for each verified Driver. The passes must be issued only to those who have an Assistant Mechanic or a Preparer license and must be of two colours, one of which must be green to allow the bearer to enter the paddock.~~

~~n.1 "assistance means" pass for each verified Driver that authorizes the entrance in the paddock.~~

~~P 2) When the registration holder (competitor) is also a driver:~~

~~n. 1 "conductor" pass;~~

~~n. 2 "mechanic" passes with the same provisions of the 3rd cpv of the previous letter p1;~~

~~n. 1 "assistance vehicle" pass for the entrance in the paddock. e3) When the entry holder is a competitor (physical person) different from the driver:~~

~~n. 1 pass "competitor" n. 1 pass "conductor"~~

~~n. 2 "mechanic" passes with the same provisions of the 3rd paragraph of the previous letter p 1;~~

~~1 "assistance vehicle" pass for entering the paddock. - Tires - Closed Tire Park (compulsory only for permanent tracks):~~

1 Pass for the driver

1 Pass for the Entrant / Competitor

1 Pass for the Mechanics

NB. The driver entering Parc Ferme can be accompanied by ONLY ONE other person who MUST hold an entrant or mechanics pass. People not holding a pass or MMF Officials license shall not be allowed access to Parc Ferme

Art.16 - MATERIAL THAT CAN BE USED

Art.16.1 - MATERIAL THAT CAN BE USED in non-titled races and in those valid for Championships

Chassis – Max 1 Engines – Max 2 Tyres – 1 slick 1 wet~~(slicks and rain) Max 2 of the same brand Max 2 of the same brand Max 1 train.~~ In the case of puncture you must seek authorisation from the scrutineer to replace.

The number of chassis and engines allowed is controlled by "punching". The number of allowed tires is controlled according to the provisions of the following Art.16.2.

Material that can be used in races valid for MMF Championships, Trophies and Cups.

Chassis - one that has to be registered on entry form

Engines – two that need to be registered on entry form

Tires (slick and rain) Max 2 of the same brand Max 4 front+4 rear (1 full set slick and 1 full set wets)

Art. 16.2 Tyres - Park closed tires (obligation only for permanent tracks):

every track (go-kart track) must have an equipped and fenced area to be used as "closed tire park". The management and control of this area, whose function is to ensure compliance with the provisions contained in the next paragraph, must be ensured by the Organizers. In the tire park Engines must be kept off, only the compressors provided by the organizer can be used and only one mechanic (Green Pass) can be admitted for each driver; smoking is also forbidden for safety reasons.

In the races valid as trials of the Brand Trophies and limited to the relative phases of the race, in the Parc Fermé and in the Parc Fermé for tires, the holder of the Promoter's licence or his representative is also admitted - with a special pass issued by the Organizer.

Without prejudice to what is stated in the previous Art.16.1), in the races that take place at the kart track, the Drivers must use, during the whole event, only one set of slick tires.

A set of tires means 4 tires.

The driver has the faculty, at his choice, to use also another tire (front or rear), in case of need and after communication to the scrutuneer. This shall apply only in the case of puncture or damage.

In all the races for the tires (4 tires) the following modalities can be implemented.

~~Obligation (*), for the Competitors, of the purchase on the race field of the tires, under the following conditions - specific authorization issued by MMF at the request of the Organizer by means of compulsory mention in the RPG; - maximum price equal to the list price to the public (VAT included) set by the Manufacturer.~~

- ~~Tyres are assigned by drawing lots before the official qualifying times. In this case, Drivers must deposit a set of new tires, purchased no matter where, in the Parc Fermé. (*)~~
- ~~Tyres, owned by the competitor, must be deposited in the Parc Fermé immediately after the official qualifying session and after every single race, except for the finals.~~
- ~~Use of Mini Rae Lite tool (art.5.16 KR) 0~~
- Tyres must be picked up from Parc Ferme and have their barcodes scanned and assigned to the kart number

The Stewards - after hearing the Race Director - can, in case of wet or rainy track, suspend the purchase of "slick" tires until the track conditions will be such as to allow their use.

ART. 16.3 The Stewards of the Meeting, following the indication of the Technical Stewards, may refuse to allow karts to take part in the race or exclude them from the race if they do not provide sufficient safety guarantees.

ART. 17 FUEL

Fuel used for all National Events shall be Enemed pump fuel of not more than 98ron. Use of other fuels, race or otherwise shall be prohibited, even of the same ron.

Art. 18 - CONSTITUTION AND ASSOCIATION OF CLASSES AND GROUPS

Classes are constituted if there are at least 6 verified karts, in the first event of the championship, unless otherwise provided for in the regulations of the Championships and of the other national titles approved by MMF.

The constituted classes are attributed full points in the final classification of the race.

The constitution of the classes is deliberated by the Race Director.

Non-constituted classes are however allowed to compete if they can be combined with other ~~constituted and/or~~ non-constituted classes, equipped with the same starting system, in order to reach the minimum number of six.

~~The non-constituted classes, even if they reach the minimum number of three verified karts, will have their score reduced to 50%.~~

The non-constituted classes that cannot be combined or that, even combined, do not reach the minimum number of six, cannot be admitted to the competition.

The classes of the Rookies and Cadets groups cannot be combined under any circumstances, but they can be considered constituted whatever the number of members.

~~However, if they are formed with less than 3 verified Karts, the score will be reduced by 50%.~~

The total number of Drivers of the constituted / combined classes must not exceed the capacity of the track or of the circuit.

When classes are combined, the starting grid must be established according to the official qualifying times without any class distinction; the classifications must be separate.

For unassembled classes, the Stewards have the right to transform, in agreement with the Organizer, in-line races into pursuit races (see Art. 19.3).

~~Also in this case, the relative ranking will be drawn up and the score will be reduced by 50%.~~ It is the Organizer's right to propose to the Stewards of the Meeting combinations of groups or classes constituted with the same starting system.

Art. 19 - COMPETITIONS

Karting is a sport that is practiced individually or in teams. The competitions can take place on one or more days: art.19.1 - in line; art.19.2 - timed; art.19.3 - with different criteria and modalities approved from time to time by MMF;

- art.19.1 In-line races:

In-line races are those races with a group start, where the drivers must try to cover a given distance in the shortest possible time. In-line races, which can take place on permanent tracks and on city circuits, must be organized as follows:

- International races (holding) For international races, please refer to the International Karting Regulations. - National races: unofficial free practice (optional in case of races on temporary circuits), official free practice, official qualifying (timed), batteries and possible recoveries, pre-final and final. Qualified drivers can be directly admitted to the pre-final if the heats lose their function of selection, in relation to the number of verified drivers and to the capacity of the race track.

Art.19.2- Time Races (excluding 60cc Mini and Entry Level)

They are to time by means of time or lapsthe contests with departure in group where the conductors must try to cover, in a determined time, the greatest possible number of turns of the run of contest. They will be able to be to reduced competitive content or to normal competitive content (see above art. 2).

Art. 19.3 - Races with criteria and methods of development different from those hypothesized in the preceding Articles 15.1 and 15.2 and approved by MMF on proposal of the Organizer (e.g. pursuit races, slalom, promotional events with karts made available by the promoter, etc.) (see above art. 2).

Art. 19.4 Maximum number of Drivers that can be admitted at the same time in the track (capacity).

The maximum number of karts that can be admitted at the same time on the track (capacity) in the races and in the free practices is established:

Race:

For permanent tracks at the time of homologation. In time trials, the number of karts allowed at the same time can be increased by 50%;

for city circuits, at the moment of the release of the organization permit.

Free Practices (official and not)

for permanent tracks (go-karts), at the time of homologation. By decision of the Race Director, the number of karts admitted at the same time can be increased by 50%;

for city circuits, at the moment of the issue of the organization permit. –

Length of Races

Except as otherwise provided for titled races, each heat, pre-final and final must have the following lengths.

		Min / max
	Heats, manches and Recoveries	9/18 km

Junior, Senior, Gear Shift, Super TAG, 100 amateur, 125 speed change Heats	Pre-Finals-Race 1 Finals- Race 2	12/20 km 18/30 km
Cadets Rounds	Heats, maches and 2nd chance heat	8/12 km
	Pre finals race 1	10/15 km
	Finals-race 2	10/15 km
(Entry Level)	Heats, maches and 2nd chamce heat	5/8 km
	Pre-Finals-Race 1	7/10 km
	Finals- Race 2	8/12 km

The above limits are also applied to similar classes that make up the Brand Trophies approved by MMF.

In the classes and/or in the groups with less than ten verified drivers, the length provided in the Supplementary Regulations can be reduced with a motivated decision of the Stewards.

Art. 20 Time Keeping SERVICE

- Timing service is mandatory in every race using a timing system approved by the MMF

Art. 21 RUNNING OF AN EVENT

ART. 21.1 Non-official free practices

The unofficial free practices are part of the event and their program must be indicated in the specific race regulations.

They must take place, on the days foreseen by the SR, with the modalities and the shifts established by the Organizer, during at least 7 daytime hours the day before the race.

Drivers can take part in free practices only after having completed the registration for the race.

The fees for the event shall be as set out by the organiser.

During the unofficial free practice at least one firstaider or and one ambulance, with paramedical staff on board, must be on duty, as well as sufficient track staff to supervise the course.

During the free practices, the drivers must respect the rules of conduct provided by the National Sporting Regulations and by the Karting Sector Sporting Regulations.

The cases of violation must be reported to the Stewards of the Meeting that in its first meeting will be able to adopt disciplinary measures up to the non-admission to the event.

ART.21.2 Official free practice (knowledge of the race track)

Drivers must perform, after the pre-race checks and per group or per class, the official free practice (of knowledge of the race track), without time recording.

The Organizers must give each driver the opportunity to complete at least 3 laps of the race course.

Officials must supervise the regularity of the official free practice. Drivers who do not run at least one lap of the official free practice route will not be admitted to the race. Failing this requirement,

a Driver will be admitted to the race if he declares in writing to have already participated (and with which results) to one or more races on the same track, and therefore to know it.

ART.21.3 Official Qualifying Practice (timed)

In order to qualify for the following stages of the races and the starting grids, the drivers who have taken part in the official free practice must then take part in the official qualifying session with timekeeping.

The Organizers of the races that take place in the karting track must carry out the official qualifying practices according to the single session system with a maximum duration of 10'.

Within each group or class, the tests must be carried out with shifts of a number of drivers (groups) not exceeding the capacity of the track.

In relation to the number of scrutineers, the Drivers can be subdivided, by decision of the Stewards of the Meeting, into two or more groups, each of which will perform the scheduled practice session.

In this case, the general classification must be established on the basis of the time recorded by the best drivers of each group, with the following criterion: if the difference between the two best times does not exceed 1%, the classification must be established taking into account the time recorded by each driver; if the difference between the two best times exceeds 1%, the classification must be established on the basis of the classification position in each group and, subsequently, of the time recorded. Any ex aequo must be resolved on the basis of the second-best lap time, and then the third, the fourth and so on.

The composition of the groups must be established by drawing lots.

Drivers, in order to be admitted to the race, must take part in the official qualifying according to the shifts and times communicated at the race.

The qualifying time is acquired only during the session.

Drivers who leave the track during their qualifying session must carry out weighing operations. Once the weighing operations have been carried out, drivers will not be allowed to re-enter the track.

During practices, a timing service will work with time detection at least to 1/100 of a second and all lap times will be recorded for the purpose of admission to the races and the determination of the starting grid.

For each group, the qualifying classifications will be established according to the best lap time recorded by each driver.

Art.21.4 Rounds and 2nd chance heat. (Titled and International races)

Drivers are admitted to the heats according to the ranking of the official qualifying times. If, for example, there are three heats, the Driver with the best qualifying time is assigned to the first heat, the one with the second time to the second heat, the one with the third time to the third heat, the one with the fourth time to the first heat, the one with the fifth time to the second heat

and so on. Drivers who did not record any qualifying time must occupy, by drawing lots, the last positions of the starting grid.

The best classified Drivers, equal to the capacity of the track minus 6, are admitted to the Final. Excluded Drivers must play, in relation to the capacity of the track, one or two recoveries. In case of 2 second chance heat, the drivers are assigned to one or the other recovery on the basis of the classification of the heats which also determines the starting order. The best 6 classified (the best 3 of each Recovery in case of 2 Recoveries) are admitted to the Final. In case of no recoveries, the best classified Drivers in number equal to the capacity of the track will be admitted to the Final.

Art.21.5 Groups, Heats and 2nd chance heat. (Titled and International Races)

Please refer to the specific Regulations of the MMF Kart Championships, of the Brand Trophies and of the National and International Series.

ART.21.6 Pre-Final (Race 1)

The starting grid of the Pre-Final is established on the basis of the ranking positions of the official qualifying or of the heats. In case of equal ranking, according to the best times or laps completed.

ART.21.7 Final (Race 2)

Final preceded by Pre-Final

The starting grid of the Final will be established according to the classification positions of the Pre-Final.

In case of a high number of entrants, such as to compromise the regularity of the event, instead of the Pre-final and the Final, by decision of the Stewards, only the Final can be held, with a starting grid established on the basis of the qualifying times or of the ranking positions of the heats and, in case of equal ranking, on the basis of the times or of the laps completed.

If, after the Pre-Finals, for reasons of force majeure it is not possible to hold the Final of one or more classes and categories, the scores and/or prizes and the ranking of the race will be awarded according to the result obtained in the Pre-Final. This decision must be reported in the closing file.

Final not preceded by Pre-Final - (see art.21.4)

ART.22 TRACK ACCESS

Only the Officials foreseen in the organization chart of the Supplementary Regulations of the competition will have the right to access the track.

Press representatives will be allowed to access the track only if they will have expressly requested it to the Organizer and if the authorization will be granted to them. They will also have to respect all the safety instructions given by the Race Officials.

ART. 23 PARC FERMÉ

A. Only Officials in charge of controls may enter the Parc Fermé. Any entry of any nature may not be made without the permission of those Officials.

B. As soon as the chequered flag (Arrival) is presented, Closed Park Regulations will apply to the area between the Finish Line and the entrance to the Closed Park.

C. The Enclosed Park shall be sufficiently large and protected to ensure that no unauthorized person has access to it.

D. Access to the "Pre-Grid" will end five minutes prior to the scheduled race start time.

Any kart that has not taken position on the "Pre-Grid" will not be allowed to do so again, except upon authorization by the Board of Stewards.

~~E. The Organizer shall provide for the installation of a clearly visible clock at the entrance to the "Pre-Grid" synchronized with the official time, karts placed on the "Pre-Grid" must be ready to race.~~

F. It is forbidden to carry out any work and/or adjustments to the kart in "Pre-Grid" with the exception of tire pressures. by the Driver or his Mechanic at any time, using his own tire pressure gauge, letting only air out.

G. In categories whose engines are equipped with a starter motor, mechanics must leave the "Pre-Grid" once the karts leave for the formation lap.

H. Any driver who could not start from the "Pre-Grid" after the presentation of the Green Flag and would require the intervention of a mechanic will be allowed to leave the "Pre-Grid" only upon order of the Pre-Grid Marshal and will start at the end of the starting grid, regardless of the number of laps formed.

~~I. In case of changeable weather conditions, both chassis must be ready to use and possibly mounted in two different configurations, one of which is "dry (Slick)" the other "rain (Rain)".~~

~~L. To be admitted, both chassis must have been introduced in the "Starting Service Park". Each Driver will select one of the two chassis to bring it from; Starting Service Park to "Pre-Grid" and this choice will be final. No additional time will be allowed.~~

M. Under certain circumstances, karts will be asked to position themselves on the track starting grid, this case will be specified in the event program.

The specific procedure to be followed is as described under point D

ARTICLE 24 GENERAL SAFETY

A. It is absolutely forbidden for Drivers to drive their karts in the opposite direction from the direction of the race, unless it is strictly necessary to remove the kart from a dangerous situation.

A.1. The course must be followed in its entirety. A cut-off is committed when, for any reason whatsoever, the course is not followed in its entirety, with a consequent advantage in terms of ranking or a reduction in the distance of the race. Drivers who violate this provision for any reason whatsoever will be punished, depending on the seriousness of the violation, with measures that can go as far as exclusion.

B. During Free Practice, Qualifying Practice, Qualifying Heats and Final Races, Drivers may only use the track and must observe the provisions of the Code regarding driving on the circuit at all times.

The circuit is defined by white lines on both sides of the circuit. Drivers are allowed to use the full width of the track between the lines. If the four wheels of a kart are outside these lines, the kart is considered to have left the track.

C. During Free Practice (according to the rules of the relevant championships), Qualifying Practice, Qualifying Heats and Final Stage races, a kart that stops must be removed from the track as quickly as possible so that its presence does not constitute a hazard or obstacle to other Drivers. If the Driver is not able to remove the kart from a dangerous position, the Race Marshal has the duty to help him safeguarding his own safety; however, if the kart restarts as a consequence of such help, he will be excluded from the Qualifying Practice or the race in which this help was given.

C.1 The push to restart the kart stopped during a race can be authorized only for the drivers of the 60 Mini and Entry Level classes. In this case, it must be carried out only by people expressly designated by the Organizer and not having any relationship with the competitors and the entered Drivers.

C.2 Except for safety or medical reasons, the Driver must stay close to his kart until the end of Free Practice, Qualifying Practice, Qualifying Heat or Final Stage races.

C.3 In the event of a two-part Test session run separated by an interval, all karts left on the circuit during the first part must be returned to the Service Park during the interval and may participate in the second part of the Trials.

D. Any repair with tools is prohibited outside the Repair Area. It is forbidden to carry any tools and/or spare parts on board the kart. The Driver may only receive help in the Repair Area determined by the Supplementary Regulations or during the Briefing.

E. If refuelling is allowed, it is only allowed in the area designated for that purpose.

F. With the exception of cases expressly provided for in the Supplementary Regulations, or in the R.D.S. Karting, no one other than the Driver is allowed to touch a stationary kart unless it is in the Repair Area.

G. When the track is closed by Race Direction during and after Practice and after the finish, until all karts involved whether mobile or not, have arrived at the Closed Park, no one is allowed to enter the track, with the exception of the Track Marshals.

H. During Free Practice (according to the rules of the relevant championships), Qualifying Practice, Qualifying Heats and Final Stage races, the kart may only be restarted by the same Driver, except if he restarts from the Repair Area. The Driver cannot receive any external help on the track during a Competition, except in the Repair Area, which he can reach only by his own means.

No pushes to help Drivers are allowed once they have crossed the line drawn at the exit of the Pre-Grid.

I. A speed limit may be imposed in the pit lane and Repair Area during Practice, Racing and Formation laps. A penalty provided in the Championship or RPG Rules will be imposed on the Driver who exceeds this limitation.

J. If a Driver has mechanical problems during Practice, Qualifying Heats or Final Stage Races, he must leave the track as quickly as possible for safety reasons.

K. If a Driver is involved in an accident, he must not leave the track without permission from the Stewards.

L. No Driver may leave the Repair Area without being asked to do so by the Track Marshals.

M. Official instructions will be given to Drivers by means of signals prescribed by the Code. Competitors must not use signals similar to these.

N. If a Driver intends to leave the track, return to the Service Park or stop in the Repair Area, he must show his intention in good time and must ensure that he does so safely.

O. During the Competition and upon Order of the Race Director, a Driver who violates the Technical Rules, except during the last lap, must stop in the Repair Area and remedy the violation before resuming the track.

P. When participating in Free Practice (following the regulations of the relevant championships), or Qualifying Practice, Qualifying Heats or Final Stage Races, Drivers must wear the full equipment defined in Article 12 and 13 of these Regulations at all times.

Q. The Organizer undertakes to have on the track all the safety means provided for the events by the National Karting Tracks and Circuits Regulations, from the beginning of the Free Practice until the end of the Competition.

R. In case of "wet race" (conditions signalled by means of a panel by the Race Director or the Clerk of the Course), the choice of tires is left to the appreciation of the Drivers, the Clerk of the Course or Race Director reserve the right to use the black flag if they believe that a Driver's kart has mounted an inadequate set of tires and is too slow and dangerous for other Drivers. The use of "slick" tires is then mandatory in all other cases.

ART .25 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

All classifications and results of Practice, Qualifying Heats and Final Stage races, as well as any other decision made by the Officials of the Competition will be published on the Official Notice Board.

Transitional rule covid -19: The access to the competition notice board will have to foresee, in order to maintain the social distancing, a path with a separate entrance and an exit.

ART. 26 QUALIFICATIONS

A. The discipline applied in the Service Park and on the track as well as the safety measures will be the same for all the Practice Sessions as those applied for the qualifying heats and the final stage races.

B. No Driver may start a Race if he/she has not participated in at least one Free Practice Session (except for the cases reported in Article 21 .2 of the KR.

C. The Clerk of the Course or Race Director may interrupt Practice as many times and for as long as they deem necessary to clear the track or remove a kart. In addition, if in the opinion of the Board

of Stewards, the stop is deliberately caused by a Driver, the times he achieved in that session may be voided and he may be denied permission to participate in other Practice Sessions.

In case of Free Practice only, the Race Director or the Clerk of the Course, in agreement with the Stewards, may decide not to resume the Practice Session after this type of interruption.

D. If one or more Practice Sessions are interrupted in this manner, no protest concerning the possible effect of this interruption on the qualification of the Drivers will be entertained.

E. Each lap completed during the Qualifying Practice Sessions will be timed to determine the Drivers' position at the start.

ARTICLE. 27 BRIEFING

A. Definition:

The Competitor and Driver Briefing is a meeting arranged by the Practice Director or the Race Director for all Competitors and Drivers engaged in the competition.

B. Purpose of the Briefing:

To remind Competitors and Drivers of the specific points of the Particular Regulations concerning the organization of the Competition; to remind them of safety concepts, both general and specific to the circuit used; to offer any clarification concerning the interpretation of the Regulations.

C. The time of the Briefing is indicated in the Competition program. The time is considered to be that of the start of the Briefing and the door to the entrance and access to the Briefing is closed. The Briefing is always held before the Qualifying Session or the first Qualifying Heat.

Additional meetings shall be held if deemed necessary.

Drivers briefing may take the form of wtitten briefing of published on a means of communication.

D. The presence of all Competitors and Drivers interested in the Briefing is compulsory during the whole duration of the Briefing under penalty of €125,00 imposed by the Stewards. For 2022, as a transitional process, the competitor shall first receive a warning (1 per championship), and a fine of Eur50 for the 2nd offence, and Eur125 thereafter.

ART. 28 STARTING GRID

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

B. Only these Drivers will be authorized to take the start of the Qualifying Heats and/or the Final Stage.

C. Any Competitor whose kart is unable to take the start for any reason, or who has good reason to believe that his or her kart will not be ready to take the start, must inform the Pre-Grid Manager who will notify the Practice Director or Race Director as soon as possible.

D. The grids are established according to the best time achieved by each Driver, taking into account the Qualifying Practice session(s). If one or more Drivers record the same time, the tie will be decided based on their second-best time and so on.

E. The Driver in pole position of each grid will have the choice of pole position (on the right or left side of the track) provided he notifies the Race Director (in writing) 1 hour before the defined time from the start. This choice modifies only the first row, with exclusion of the others. Failing this, the Driver in pole position of each grid will start the Race from the grid position designated in the Supplementary Regulations, or, if it is a new circuit, on the one designated as such by MMF during homologation.

F. Access to the Pre-Grid ends 5 minutes before the time scheduled for the start of the Race. Any kart which has not taken its position in the Pre-Grid, from that moment on will not be allowed to reach it, except for exceptional circumstances evaluated by the Stewards of the Meeting.

F.1. Karts placed on the Pre-Grid must be ready to race; it is absolutely forbidden to carry out any work and/or setting on the kart on the Pre-Grid, except for the tire pressure, which can be adjusted by the Driver or his Mechanic and using his own means.

F.2 In categories where engines are equipped with an on-board starter, Mechanics must clear the Pre-Grid once the karts leave for the formation lap.

F.3 If a Driver is not able to start from the Pre-Grid after the presentation of the green flag and if he requires the intervention of a Mechanic, he will be authorized to leave the Pre-Grid only on order of the Track Marshal and will start at the end of the line-up, whatever the number of laps of the line-up.

~~F.4 In case of variable weather conditions, each Driver will select one of the two chassis available to take him to the "Starting" Service Park and this choice will be definitive.~~

F.5 In case of "START DELAYED", the Clerk of the Course will lengthen the starting procedure of 15 minutes.

F.6 The karts, will go back to the Paddock to perform ~~the kart replacement or~~ the necessary mechanical interventions. The access to the Pre-Grid ends 5 minutes before the time scheduled for the start of the Race.

F.7 In the categories where the engines are equipped with an on-board starter, the Mechanics will have to leave the Pre-Grid 2 once the karts leave for the formation lap.

G. Every Driver, present with his kart on the grid within the time limit, will be considered as starting.

H. <u>Starting Procedure on the Track</u>.

H1) In some circumstances, karts will have to be placed on the grid on the track. This case will be specified in the Competition Schedule. The following specific procedure shall be applied in lieu of the provision of point F.

~~H2) In case of variable weather conditions, each Driver will select one of the two chassis to be taken to the Pre-Grid and this choice will be final. The Driver who has not complied with these instructions will not be granted further time.~~

H3) 15 minutes before the start time of the Formation Lap, each Driver with his kart placed on a trolley and pushed by his Mechanic "A", will leave the Service Park "Start" to reach his starting position for the race.

From this moment, the karts must be ready to race; any further work and/or intervention (except for tire pressure) on the kart is absolutely forbidden.

H4) 10 minutes before the start time for the Formation Lap, a sound signal will be heard and will announce that the exit from the Service Park "Start" will close the next minute.

5 minutes before the start time, the exit from the Service Park "Start" will be closed and a second sound signal will be heard.

H5) The launch of the Formation Lap will be preceded by the presentation of a panel announcing

10 minutes

5 minutes

3 minutes

1 minute

30 seconds

Each of these panels will be accompanied by a sound signal.

H6) Only in categories where engines are equipped with an on-board starter: when the 10-minute signal is shown together with the panel "MECHANICALS LEAVE THE TRACK", all karts must be left on the track. Mechanics will leave the track once the karts leave for the formation lap.

Any kart that is not on the track at this moment, must immediately be brought towards the Pre-Grid, from where it will take the start.

In that case a Yellow Flag Commissioner will order the kart/s to leave the Pre-Grid when all the other karts will have left the grid, to start the Formation Lap.

H7) Interviews will no longer take place once the 3 minutes panel is shown.

~~With the 3-minute panel, the "CLEAR THE TRACK" panel will be presented; anyone other than Drivers and Officials must leave the track.~~

H8) The "30 seconds" signal: 30 seconds after this signal, the green flag will be shown in front of the grid to indicate that the karts must start the Formation Lap, remaining in the order of the starting grid and in accordance with these Sector Rules (Karting).

H9) If a Driver requires assistance after the "30 seconds" signal, he must indicate it to the Track Marshal and, after the other karts have left the grid, he will be pushed towards the Pre-Grid and

the Mechanic can intervene. In this case Track Marshals with yellow flags will remain next to the kart (or karts) concerned to warn the Drivers on the Formation Lap.

Track Marshals will be warned to push the karts remaining on the grid after the Formation Lap towards the Pre-Grid immediately. If a Driver starts from the Pre-grid after a Mechanic's intervention, he will be allowed to do so on the order of a Track Marshal and will start behind the formation, whatever the number of Formation Laps.

H10) The only variation of the above starting procedure will occur when the "START DELAYED" panel is shown on the Line, which will result in a 15-minute extension of the procedure.

~~In this case the Competitors will have the possibility to change kart.~~ The start procedure will start again from the 5 minutes signal~~, to allow the karts to be changed~~. ~~The Mechanics, then, will have the possibility to bring on the grid the substitutive karts, placed on trolleys, they will be able to proceed to the substitution of the karts.~~

ART.29 STARTING PROCEDURE

A. The starting signal is given by means of lights/ and or flags.

B. The type of start must be indicated in the Supplementary Regulations of the Competition. It can only be "rolling" or "stopped", and the grid consists of two lines of karts. The "Le Mans" type start is forbidden (except for derogations granted by MMF)

C. To give the start, Race Director is placed on a platform at least 5 meters from the edge of the track and behind a permanent protective barrier or in a structure above the starting line.

D. The starting grids for standing and rolling starts must be set up, in the start/finish straight, according to the scheme provided by MMF

A Yellow Line will be painted 25 meters before the Start Line.

E. As soon as the Race Director or the Deputy Race Director indicates with the green flag that the karts can take the start, the Drivers are "under the orders of the Race Director or the Deputy Race Director" and can no longer receive external help. A Driver who has not placed himself under the orders of the Race Director or the Deputy Race Director on time with his kart may leave the Pre-Grid only upon the order of the Race Director, the Deputy Race Director or the Pre-Grid Manager.

F. The number of Formation Laps will be indicated at the Briefing. Depending on the instructions given at the Briefing, karts will cover approximately one Formation Lap before the start is given~~. It is forbidden to overtake another Driver under penalty of penalty~~ If is forbidden to overtake during the formation lap. Doing so may bring about a penalty imposed by the Stewards (10 seconds or exclusion from the heat).

If a Driver stops for any reason during the formation lap, he will not be allowed to restart before being overtaken by the whole group. He must start from the back of the formation. Should he attempt to start at the beginning of the group in the hope that the Drivers in the lead will overtake him, he will be shown the black flag and will be excluded from the race.

G. In order to regain one's position, it is forbidden to use a course other than the track used for the race.

In case of a rolling start, a late Driver has the possibility to regain his position on the grid if his manoeuvre does not hinder the other Drivers , and as long as they have not reached the Red Line, on the track equipped with timing and indicated by the Clerk of the Course or the Race Director at the Briefing.~~and in any case having first reached the Red Line materialized~~

In the event of a standing start, a late Driver will have the opportunity to reach his grid position again as long as the red starting lights are lit.

H. If he/she believes that a Driver has been impeded due to the error of another Driver, the Race Director or Stage Director may stop the Formation Lap and begin the Starting Procedure again based on the original grid or allow the impeded Driver to reach his/her position.

I. The Race Director will give the start as soon as they are satisfied with the formation.

J. In the event of a repeated false start or an accident during the formation lap(s), the Race Director, acting as a Judge of Fact, may stop the starting procedure with the red flag and inform the Stewards who will be authorized to impose a penalty on the offending Driver in accordance with Article 45 of the KR. A new procedure will start either immediately or within 30 minutes depending on the circumstances. The starting grid will be the same as the initial procedure. All Drivers present in the starting area or repair area before the procedure was interrupted will be allowed to take the start for the new Formation Lap.

K. Any attempt to anticipate or delay the start and any kart leaving the line before the lights are off will be penalized according to Article 45 of the KR.

L. As soon as the start is given by means of flags / or lights, the race conditions are applied and, whatever the position of a kart on the track, it is forbidden to give it assistance except to park it in a safe place.

<u>Rolling start</u>

At the end of the Formation Lap, the Drivers proceed at a reduced and constant speed in the direction of the Starting Line, lined up in two rows of karts, with each row remaining within the lines drawn on the track. A Driver crossing the lines may be subject to a penalty by the Race Director, the Start Judges (acting as Fact Judges) with a time penalty of 3 seconds for partial crossing of the lines and 10 seconds ~~for partial crossing of the lines~~ for total exit from the corridor. The Board of Stewards may take additional penalties up to a maximum of 30 seconds. As the karts approach, the red lights are on. The karts must maintain their position until the start signal is given.

If satisfied with the formation, the Race Director gives the start by turning off the red lights. If he/she is not satisfied with the procedure, he/she turns on the orange light, which means a new Formation Lap must be covered.

Time penalties must be communicated to the Driver concerned by displaying the race number and the penalty (+3" or +10") during the race or within 30' from the end of the race with a decision displayed on the Notice Board and/or Live timing.

For the ENTRY LEVEL the start is given in movement, in single file. Overtaking can start only after the karts have crossed the finish line.

In case of non-use of the traffic lights, the start will be signalled by the national flag.

~~Drivers who cross the yellow line, 25 meters before the finish line, without respecting the starting positions assigned to them, will be penalized as provided by the R.D.S. Karting. NOTE: This provision applies in case of use of automatic timing systems (transponders).~~

Starting procedure shall be as defined in the ASR or drivers briefing.

Standing start

At the end of their Formation Lap, the Drivers take their starting position and the Practice Director, his deputy or the Race Director, is on the Starting Line with a red flag raised. All lights remain off until the last kart has taken its position on the grid.

When all karts are stationary on the grid, a Commissioner presents a green flag at the end of the grid. The Race Director, Practice Director and Commissioner clear the track together and the Drivers are then at the orders of the Race Director or Practice Director. The Race Director or the Clerk of the Course starts the automatic sequence of the 4 red lights (which lasts 4 seconds). The start is considered to be given when the Race Director or the Clerk of the Course manually turns off the red lights in the next 2 seconds.

Any movement of the kart during the start procedure (movements observed while the red lights are on) is evaluated as a false start sanctioned with a minimum 5 second penalty.

If he is not satisfied with the procedure, the orange light comes on, which means that an extra Training Lap must be covered. If a Driver is unable to start, he must stay in his kart and signal this situation by raising his arm. In this case, an extra Formation Lap may be granted; Drivers who were not able to start are allowed to get out of their karts and restart only by their own means and after everyone has passed them. They are not allowed to regain their original position in the formation and will start from the end of the formation. No other Driver is allowed to occupy the empty positions.

During the Formation Lap(s) it is forbidden to perform simulated starts.

In case of stop of the starting procedure, the Race Director or the Clerk of the Course will show a red flag waving it, indicating to the Drivers that they must turn off their engines.

In case the traffic light is not used, the start will be signalled by the national flag.

ART.30 - Neutralization of a Qualifying Heat or a Race

a) The Race Director or the Clerk of the Course may decide to neutralize a Qualifying Heat or a Race. This procedure is used only if the Track is obstructed or if 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 neutralize the Qualifying Heat or Race all observation posts display moving yellow flags and a "SLOW" panel (yellow panel with the word "SLOW" written in black) which will be maintained until the neutralization is over.

c) All competing karts must then line up behind the leading kart, and overtaking is strictly prohibited.

Overtaking is only allowed if a kart slows down due to a serious problem.

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

e) Karts may enter the repair area during neutralization, but may only reach the track again when authorized to do so by a marshal. A kart reaching the track again must proceed at moderate speed until it reaches the end of the row of karts behind the leading kart.

f) When the Race Director decides to end the neutralization, he displays the green flag on the Finish Line; this is the signal to the Drivers that the Race will resume when the Line is crossed. On the last lap of neutralization, the "SLOW" panels are maintained and the yellow flags are displayed motionless.

(g) At that point, the leading kart continues to set the pace at a moderate speed. The Clerk of the Course or the Race Director signals the restart of the Race by means of a green flag waved at the finish line. Overtaking remains forbidden until the karts have crossed the finish line at the end of the neutralization of the Qualifying Heat or the Race. On the way back to the finish line, where a green flag is waved by the Practice Director or Race Director, Drivers may accelerate only after crossing the yellow line preceding the finish line. The yellow flags and "SLOW" panel at the observation stations are retired and replaced with green moving flags. These flags are displayed for a maximum of one lap.

(h) Each lap completed during neutralization is counted as a race lap.

i) If the race ends during the neutralization, the chequered flag is still presented to the Drivers as usual. Overtaking is allowed only if a kart slows down due to a serious problem.

ART. 31 -Resuming a Race with the "SLOW" procedure

If a race is suspended in application of Article 30, the restart procedure is conducted with the "SLOW" procedure.

In case of a "slow" start, the Drivers will start from the Pre-Grid in single file according to the starting grid.

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

"SLOW" panels with an immobile yellow flag are displayed at the Track Marshals' Stations.

If the formation is satisfactory, the Practice or Race Director signals the resumption of the Race by means of a green moving flag at the Starting Line. Overtaking remains prohibited until all karts have crossed the Line.

Approaching the Line, where the green flag is waved by the Practice or Race Director, Drivers may accelerate only after crossing the yellow line preceding the Start Line.

The yellow flags and "SLOW" panels presented at the Track Marshals' Stations are then withdrawn and replaced by waved green flags. These flags are displayed for a maximum of one lap.

ART.32 Suspension of the Race or of the Practices

A. If it becomes necessary to suspend the Race or practice because the circuit is blocked due to an accident or because weather or other conditions make it unsafe to continue, the Race Director or his Deputy will display a red flag at the Line.

At the same time red flags are shown at the stations of the Track Marshals equipped with these flags. The decision to stop the race or the practice can only be made by the Race Director (or if he is absent, by his substitute) or by the Race Director. If the signal to stop the race is given:

1A) during Practice: all karts must immediately reduce speed and return slowly to the "Arrival" Service Park and all karts abandoned on the track will be removed; Practice will resume as soon as possible to comply with the original Practice time;

2A). During the Qualifying Heats: all karts immediately reduce their speed and drive to the entrance of the Service Park "Arrival" or stop on the track at the place assigned to them during the Briefing, considering that:

-the classification of the Heat will be the classification at the end of the lap preceding the one in which the stop signal was given,

-karts or rescue vehicles can be on the track,

-the circuit may be totally blocked due to an accident,

-weather conditions may have prevented high-speed driving on the circuit.

The following procedure will vary depending on the laps completed by the Heat leader before the stop sign:

-less than 75% of the distance scheduled for the Heat (rounded up to the next higher whole number of laps). If the Heat can be restarted, Article 33 applies;

-75% or more of the distance foreseen for the Heat (rounded up to the next whole number of laps). The karts are driven directly to the Parc Fermé and the Heat is considered finished when the leading kart crosses the Line at the end of the lap preceding the one during which the stop signal was given;

B) During a Final Stage Race: all karts must immediately reduce speed and go to the Parc Fermé entrance or stop on the track at the place designated during the Briefing, considering that:

-the classification of the Race is the classification at the end of the lap preceding the one in which the signal to stop the Race was given,

-karts or safety vehicles may be on the track,

-the track may be totally blocked due to an accident,

-weather conditions may have prevented driving on the circuit at race speed.

. The procedure to be followed will vary depending on the number of laps completed by the Race leader before the Race stop signal is given:

Case A: less than 2 laps. No points are awarded.

If the Race can be restarted, a new start will be given within 30 minutes after the presentation of the red flag (under the conditions provided for in Article 28 F). The length of the new Race shall be the full distance provided for the original Race. The first start is considered null and void. The starting grid will be the same as the original race. Drivers who have crossed the Finish Line at the end of the lap preceding the one on which the race was stopped and those who were in the Repair Area when the red flag was shown, are allowed to take the restart, either with their original kart or with their second kart. Unoccupied spots on the grid will remain vacant.

Case B: more than 2 laps but less than 75% of the distance scheduled for the Race (rounded up to the next whole number of laps). If the Race can be resumed, Article 33 applies. Otherwise, half of the points are awarded.

Case C: 75% or more of the distance foreseen for the Race (rounded up to the next whole number of laps). The karts are sent directly to the Parc Fermé and the Race is considered over when the leading kart has crossed the Line at the end of the lap preceding the one during which the Race was interrupted. All points are assigned.

ART. 33 Resumption of a Race (Qualifying or Final Heat)

After an interruption, the delay will be as short as possible and as soon as the time of resumption is known, the Drivers will be informed. In any case at least 10 minutes of warning will be given. Panels are presented 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds before the restart. Each signal is accompanied by a sound signal.

It is allowed to work on the karts only in the Service Park; the only people authorized to intervene on the kart are the Driver himself and his Mechanic, in possession of the proper pass. If the Competition rules allow it, it is allowed to introduce spare parts (only the identified parts in case of chassis and/or engine) in the Service Park.

Refuelling is not allowed. The change of tires from slick to wet (rain) is allowed only when the Race Director declares the track wet; in this case the change of tires must take place only in the Parc Fermé under the strict control of the Technical Scrutineers.

All karts must be ready at the presentation of the 3 minutes panel.

The Race or Heat is restarted with the "SLOW" procedure and the Article 30 applies, the length of the new Race will be equal to the difference between the number of laps scheduled and the number of laps completed. Drivers who crossed the Finish Line at the end of the lap preceding the one on which the race was stopped (and those who were in the Repairs Area -except in a -Final- Race 1 -Race 2) when the red flag was shown, are authorized to take the start again, or with their original kart.

The new starting grid will be determined according to the classification drawn up by the timing system on the lap preceding the relevant interruption.

The final classification of this race is the one determined by the order of arrival of this fraction of the race (from Restart to the chequered flag). No sum is made between the two fractions of the race carried out.

The same criteria must be followed in case of interruption and restart of an endurance race. The Stewards must record in their reports, giving reasons, the circumstances that led to the interruption of the race, the procedures followed and, if applicable, the circumstances that prevented the repetition of the race as provided for in the preceding paragraph.

ART.34 FINISH

A. The signal indicating the end of the race shall be given at the Line as soon as the leading kart has covered either the entire distance of the race or the greatest distance during the scheduled duration of the race.

B. If, for any reason other than that provided in Article 32 A) at the laps or before the scheduled time has elapsed, the race shall be considered over when the leading kart has crossed the Line for the last time, before the signal was given. If the signal for the end of the race is delayed for any reason, the Race shall be considered finished when, under normal circumstances, the end of the race would have been decided had there been no delay.

C. After receiving the race end signal, all karts will go directly to the Parc Fermé, using the normal track layout, without unnecessary delay, without stopping, and without any assistance (except that of the Track Marshals if necessary).

Any classified kart, unable to get to the Parc Fermé on its own, will be placed under the exclusive control of the Track Marshals, who will check that the transportation of the kart to the Parc Fermé is conducted in a smooth manner.

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

E. In the event of a tie at the Finish Line detected by the timing or photo finish system (which will override the timing and/or the Finish Judge's report, if one has been designated), the rule for deciding between tied Drivers will be the fastest lap recorded by each Driver during the race in question.

Art. 35 - MANAGEMENT OF THE CLOSED PARK AND TECHNICAL CHECKS

Minimum weight control

The minimum weight control operations at the end of the official qualifying and of the single races are compulsory;

Immediately after the minimum weight control, the karts must be taken to the closed park, provided by the Organizers.

For safety reasons, smoking is forbidden inside the parc fermé.

Only after the expiry of the deadline for the presentation of protests against the provisional classifications and, in any case, not before the classifications have become definitive, the karts will be allowed to leave the parc fermé, under the express disposition of the Stewards.

After the instructions of the Stewards, the karts must leave the Parc Fermé within 30 minutes.

The Stewards will decide, at their sole discretion, which karts and which details (both of the engine and of the chassis) must be checked.

They are however obligatory the verifications of office of at least two Karts (between which that of the 1° classified) or according to what disposed from the stewards of the meeting.

Competitors are obliged, in any case, under penalty of exclusion, to submit their karts to the technical checks arranged by the Stewards both during the event and at the end of the race.

Failure to present the karts at the Parc Fermé will be considered as a refusal to undergo scrutineering. Competitors may delegate a person to represent them, who may be the driver of the kart under scrutineering or another person, provided that this person holds a license as Assistant Mechanic, Technical Assistance or Trainer.

The following measures will be taken against drivers who will not show up at the weighing in control or who will be found at any time below the prescribed minimum weight: official qualifying times: cancellation of the time obtained: heats, heats, recoveries in which the infraction occurred; relegation to the last position. finals: exclusion from the ranking. If the infraction is particularly serious, the Stewards may exclude the drivers concerned from the competition and ask them to adopt further disciplinary measures.

The Organizers are required to provide the Scrutineers with a scale of adequate capacity equipped with sample weights. The scales will be made available to competitors so that they can check the minimum weight in advance.

Control of material under scrutineering

The Stewards may, also ex officio, order technical checks that entail the subsequent non-use of the part being checked.

In case of conformity of the part and following a specific report by the President of the Stewards of the Meeting, the ASN will replace the part with a similar original one.

In specific cases, the Stewards may postpone scrutineering to another date and location, with costs borne by the Organizer of the race concerned in the case of compliant material, or with costs borne by the competitor concerned in the case of non-compliant material.

Front spoiler (All Classes and Categories)

If the scruntineer, their assistant or a judge of fact indicates that the front spoiler of one or more karts is not in the correct position (see Articles of the FIA Technical Regulations) when the finish

line has been crossed, a time penalty of 5" sec is inflicted to the Driver concerned. According to art. 44 letter I of the KR, this penalty cannot be appealed.

The wrong assembly of the front spoiler and/or the alteration of the fixing system of the same to the chassis will result in the exclusion from the race.

Attempting to remount the front spoiler and/or reposition it on the chassis will result in exclusion from the race and a fine of € 50.00 (fifty euro).

The Board has no power to determine the causes that led to the incorrect positioning of the front and rear spoiler in the phases preceding the technical protest.

ART. 36. - CLASSIFICATIONS

In its own Particular Regulations, the Organizer can foresee a subdivision by groups of karts, a subdivision by displacement classes or even a special classification based on a performance index.

Rounds and Pre-Final (if any)

The Driver who will have covered the number of laps in the shortest time will be classified first. In the ranking all the other drivers will follow according to the number of laps and the time taken to cover them. -

Final

The Driver who will have covered the number of laps in the shortest time will be classified first. In the ranking will follow, based on the number of laps completed and the time taken to cover them, the drivers who will have completed at least 50% of the laps of the first classified.

- Provisional and definitive classifications

The classifications, approved by the Stewards of the Meeting, must be posted by the Race Director on the notice board with the annotation of the official time of exposure. The classifications will become definitive 30' after their display. If, on the other hand, official verifications have been arranged or a complaint has been lodged on which a decision has not yet been taken or a preliminary investigation is underway to ascertain race behaviour, before the deadline for lodging complaints, the Stewards will note on the rankings already displayed that they are "provisional" or they will affix a special notice alongside them.

ART.37 - COMPLAINTS

With regard to Complaints, the provisions of RSN art. 213 and following apply. Complaints, which must be relevant and deal with only one subject, must be signed and presented by the Competitor to the Race Director or, in his absence, to a Steward together with the amount of the fee of 50,00 Euros.

Complaints:

A) against the validity of an entry and against the qualification of competitors, drivers and karts must be presented within and not later than 30 minutes from the closing of the preliminary checking operations;

B) against the facts inherent to the running of the race must be presented within 10 minutes from the arrival of the winner of the race; against the classifications (official times of qualifying and races) and against the technical characteristics of the Karts: must be presented, with respect to the publication of the classifications themselves, within 30 minutes if it is a final and within 10 minutes in other cases.

- Given the anti-Covid 19 Protocols launched by the Federation, the procedure for lodging protests at the end of each race (Final) is modified as follows, in the form of a Transitional Rule valid until a date to be defined: (PRE-announcement OF) COMPLAINT At each Final (race), protests (in the form of a pre-announcement) against the facts inherent to the running of the race, against the classifications and against the technical characteristics of the karts, must be lodged within 10 minutes from the time of arrival of the winner of the race. Once the Complaint has been announced, the same must be perfected within 30 minutes from the exposition of the classifications with the relative fee/penalty.

Complaints and/or appeals against the decisions of the Stewards, Sole Judges, Judges of Merit and Judges of Fact regarding time penalties inflicted, falling under KR 2022 and what is provided by art.12.2.4 of the FIA Code (Code) are not allowed.

Stewards can ask the claimant, in addition to the protest fee, the payment of a deposit, for disassembly and reassembly expenses, established in the following maximum measure: check of the displacement only: Euro 200,00; check of the whole engine: Euro 350,00.

The claim under letter A can be made by a competitor regularly registered.

The claim referred to in letter B can only be made by competitors who have taken part in the race to which the claim refers.

Complaints must be reviewed and decided upon by the Stewards designated for the event.

If a protest is not upheld, the fee will be sent to MMF and the deposit for disassembly and reassembly expenses will be used to compensate the protested driver.

ART.38 - APPEAL (MMF- FIA KARTING)

The appeal against a decision of the Stewards of the Meeting must be notified in writing to the Stewards of the Meeting or to the Clerk of the Course within one hour of the notification of the decision. In case of absence of the interested party or refusal to receive or listen to the decision of the Stewards of the Meeting, the communication carried out through the publication of the decision in the Official Notice Board has the value of notification.

In case of competitor Legal Entity, the notice can be presented not only by the competitor or by a delegated person, but also by the interested conductor, accompanied by the deposit of Euro 1500. For the procedures of withdrawal, sealing and shipment of the parts subject to appeal, please refer to FIA Regulation .

In case the appeal is not cultivated, the MMF/FIA can redefine the position in the ranking up to the exclusion from the ranking or from the race and can apply the sanction provided for reckless litigation as defined in the ISC

Given the Anti-Covid Protocols launched by the Federation, there are no changes in the appeal procedures.

Art. 39 - PRIZES

Presentation of trophies will be done for each category as follows:

For categories of more than 6 drivers 1st 2nd and 3rd

For categories of less than 6 the prizes are awarded to 50% of the number rounded down to the nearest whole number (example if 5 = 5/2= 2.5 therefore prize for 1st & 2nd)

Organizers may award medals to all competitors in the Baby and entry level classes

~~In each race must be provided for the following prizes of honour:~~

~~group ranking:~~

~~1st classified Trophy~~

~~2nd and 3rd place Cup~~

~~Class classification:~~

~~1st classified Cup~~

~~2nd and 3rd place Cup~~

~~Recognition for all drivers with license for baby~~

Prizes cannot be combined. Prizes not collected personally by the drivers concerned will not be awarded. The Organizers have the faculty to foresee cash prizes, subject to authorization by MMF with the approval of the Supplementary Regulations. Requests for authorization are examined case by case and accepted or not according to the motivations and guarantees offered. The prizes must be gross of withholding tax as per law The payment must be made during the prize-giving, if foreseen, or at the end of the race upon explicit authorization of the Stewards of the Meeting or by the Sole Judge.

The organizers of Cups, Series, Trophies, Challenge, articulated on more tests, will be able to foresee an only final prize-giving. The list of the final prizes must be displayed on the official notice board at least 2 days before the date of the first race.

The distribution of prizes related to rankings against which an appeal has been announced must be suspended. Prizes not collected personally by the drivers concerned shall not be awarded

Art. 40 CLOSING REGISTRATION

Within ten days from the end of the competition, the Organizer must send to MMF a closing wrapper containing:

- a list of the end-of-competition fees drawn up by the Race Secretary (see Art. 10.2 Fees)

- the special regulations and the official programme;

-the list of the participants with the indication of the starters, of the name and license number of the competitors and of the drivers;

-the type and brand of chassis, engine and tires of the karts, the race numbers assigned;

of the reasons why some competitors and/or drivers did not show up at the preliminary checks or did not take the start; - of the reasons why some competitors and/or drivers did not show up at the preliminary checks or did not take the start; - of the reasons why some competitors and/or drivers did not take the start

-the detailed report of the Stewards of the Meeting on the progress of the competition as provided for with the indication of the salient facts occurred during the competition, the possible decisions taken and penalties imposed, the measures proposed to MMF and the opinion on the homologation of the results;

-the Race Director's report on all the facts occurred during the competition;

-the report of the Technical Scrutineers on the technical checks before and after the race;

-the reports of the other Race Officials (Route Marshals, Pit Marshals, etc.), if their reports have influenced the compilation of the ranking or disciplinary measures adopted or to be proposed;

-the classifications with the minutes of the timekeepers in original; the list of eventual complaints with the relative text; the minutes of assignment and distribution of the prizes;

-the announcements, circulars and measures issued for the competition. The Organizer, the Race Director and the Event Secretary are responsible for ensuring that the deadline is met. The proof of the timely transmission of the dossier is given by the postmark or by the receipt stamp of the MMF in case of hand delivery.

If, due to postponement of post-competition checks or other circumstances, the dossier is incomplete, it must still be sent within the deadline, stating the reasons.

Within three days from the end of the competition, the Stewards and the National Scrutineers, delegated by MMF, will have to send to MMF, using the appropriate forms, a confidential report

on the development of the competition. The Scrutineers will have to report on the modality of the verifications and on eventual irregularities found.

The above-mentioned reports must also indicate facts to be taken into account in the following competitions and are an integral part, to all intents and purposes, of the closing dossier.

The closure dossier can also be sent in electronic format (floppy disk, pen drive, e-mail, etc.) or electronically through the MMF.

Art. 41 SPECIAL OBLIGATIONS OF THE DRIVERS

These provisions are valid, as far as they are applicable, for all competitions and Karting. In the competitions, besides following the prescriptions provided by the RPG, also in relation to the characteristics of the track, the drivers must

a) present themselves at the start in good physical and psychical conditions;

b) follow the instructions given by the race officials;

c) wear the prescribed race clothing and in particular the protective helmet.

d) not to make an early start

e) not to start from an incorrect position (e.g. in front of the driver in pole position during a jump start);

f) not to cause a false start of one or more karts;

g) not to drive, for any reason whatsoever, even for a short distance, in the opposite direction to the running one, both during the race and during the official practice;

h) facilitate overtaking as much as possible, bearing in mind that overtaking can take place from both sides. Drivers lapped or about to be lapped must immediately give way to the lapping driver, possibly even slowing down;

i) keep their own trajectory, after having overtaken another car, for a sufficient length of time not to interfere with the running of the overtaken vehicle;

j) normally maintain his own trajectory, avoiding incorrect manoeuvres.

k) enter the parc fermé, taking care not to get in the way of the karts running and keeping a reduced speed in order not to create danger to the people present in the area;

l) make sure, when leaving the pre-grid, not to get in the way of the other karts and enter the track only with the authorization of the Race Official in charge;

m) not to carry out, in general, manoeuvre that, for their nature or for the circumstances in which they occur, could be dangerous. Dangerous racing conduct will result in exclusion from the competition, even if unintentional or due to inexperience or human or mechanical deficiency, such as that resulting from repeated tailbacks or exits. In such cases, the measures are not of a disciplinary nature;

n) do not cross the track on foot for any reason whatsoever, unless authorized to do so and under the supervision of an official;

o) to move the kart, in case of stop along the track, out of the track as much as possible or on the edge of the track itself, placing it far from the curves and in a visible way for the other drivers, and asking in any case the intervention of the race officials;

Art. 42 ACCIDENT

An "Accident" means an occurrence or series of occurrences involving one or more Drivers (or any action of a Driver reported to the Stewards by the Race Director by the Clerk of the Course or noticed by the Stewards and reported to the Race Director for investigation), which:

(a) It will be the responsibility of the Stewards to decide if a Driver(s) is/are involved in an accident; he/she/they must not leave the track without the consent of the Stewards.

b) If a Driver is involved in an accident, and if he/she has been informed of this by the Stewards within 30 minutes after the end of the Race, he/she must not leave the circuit without their consent.

c) The Stewards may use any video or electronic system suitable to help them make a decision.

Art. 43 SANCTIONS APPLICABLE DURING THE EVENT

The following sanctions will be applied by the Stewards of the Meeting during the event:

A) <u>WARNING AND WARNING WITH CAUTION</u>

1) The warning is a reprimand for non-regulation, incorrect or disrespectful behaviour;

2) Admonition with warning is the sanction of a reprimand with a warning not to repeat offenses of the same kind;

B) <u>TIME PENALTY</u>

The time penalty must be expressed in minutes and/or seconds, the lap penalty must be expressed in laps. According to the FIA Code, time penalties expressly defined in the KR are irrevocable.

Both the above-mentioned penalties can be used.

The convocation of the accused is not required in order to apply time and lap penalties.

C) <u>STOP AND GO</u>

If a driver behaves in a race that violates the sporting rules, the College of Sporting Stewards may apply the "stop and go" penalty.

The drivers affected by the measure of the Stewards, will have to serve the penalty within the lap following the exposure. The penalty must be communicated by displaying the Stop &Go sign

accompanied by the race number; the penalty cannot be served during the race Neutralization period (SLOW Procedure).

Drivers who do not respect the "stop and go" rules must be shown the black flag ~~and fined € 260,00~~. The decisions of the Race Official in charge of the "stop and go" on the execution of the penalty are immediately enforceable and are not subject to independent appeal.

In case of impossibility to carry out the Stop-go penalty (last 3 laps of the race or last 5 minutes of the race in case of Endurance races) it will be changed into 12 seconds to be added to the final race time.

~~D) DRIVE THROUGH~~

~~The Stewards' Committee, in case a driver behaves in a race that violates the sporting rules, may apply the penalty of the "Drive Through".~~

~~The drivers concerned by the measure of the CCSS, will have to serve the penalty within the lap following the exposure. The penalty must be communicated by displaying the "Drive Through" sign accompanied by the race number; the penalty cannot be served during the Neutralization period of the race (SLOW Procedure).~~

~~Drivers who do not respect the "stop and go" rules must be shown the black flag and fined € 260,00. The decisions of the Race Official in charge of the "stop and go" on the execution of the penalty are immediately enforceable and are not subject to independent appeal.~~

~~In case of impossibility to carry out the Drive Through penalty (last 3 laps of the race or last 5 minutes of the race in case of Endurance races), it will be changed into 10 seconds to be added to the final race time.~~

E) GRID RELEGATION

The Stewards of the Meeting may impose a relegation penalty on the starting grid to be served at the first subsequent participation.

According to the FIA Code, the penalties of 'Stop and Go' or 'Drive Through' and the time penalties expressly defined in the KR are unappealable.

F) EXCLUSION FROM THE COMPETITION OR FROM THE RANKING

The Stewards may ask the Federal Prosecutor's Office to refer the competitor and/or the driver to the Sporting Authority only if they have adopted the exclusion measure against them.

Art. 44 CODIFICATE SANCTIONS

The Stewards will inflict the following penalties:

A) For absence at the Briefing fine of €125.00 (One hundred and twenty-five)

B) For early start (from standstill) a penalty of 5" seconds - no appeal is allowed

C) For failure to respect the position (from standstill) a penalty of 5" seconds - no appeal is allowed.

D) Partial non-respect of the alignment in the rolling starts: 3" seconds - no appeal is allowed.

E) For total non-conformity in rolling starts: 5" seconds - no appeal.

F) For "JUMP START" in rolling starts: 5" seconds - no appeal is allowed.

G) For any Driver who has caused an Accident during the Qualifying Practice session: cancellation of the three best times in the session concerned.

H) For any Driver who has caused an Accident: 10" seconds - no appeal is allowed.

I) For non-compliance of the Front Spoiler (All Classes and Categories) 5" seconds - no appeal is allowed.

J) Incorrect assembly of the front spoiler and/or alteration of the fixing system of the spoiler to the chassis will result in exclusion from the race.

K) Attempt to remount the front spoiler and/or to reposition it to the chassis during the return lap to the parc fermé; exclusion from the race and a fine of € t50,00 (two hundred and sixty/euro).

L) For underweight of the minimum mass prescribed in the qualifying times; cancellation of the times obtained.

M) For underweight of the minimum weight prescribed in the heats, heats, recoveries: relegation to last position.

N) For underweight of the minimum prescribed mass in the finals, recoveries: exclusion from the ranking.

O) Verbal abuse to the Organiser and/or Officials and/or other participants or their crew shall be fined at Eur200 for each offender, be it any licensed entity or entity forming part of the drivers / competitor's crew. The drivers or entrant are responsible for their crew may incur the fine jointly or severally as per the facts of the occurrence at the discretion of the stewards. The discretion of the stewards still stands to further impose exclusion / disqualification from events / races / championship as per their rights and duties as per the FIA ISC.

P) Continued verbal abuse following an occurrence in 44O (above) the steward may use their discretionary function as per the FIA ISC

Q) Physical abuse to the Organisers and/or the Officials and/or other participants or their crew shall be fined at Eur300 and minimum exclusion from one event for each offender, be it any licensed entity or entity forming part of the drivers / competitor's crew. The drivers or entrant are responsible for their crew may incur the fine jointly or severally as per the facts of the occurrence at the discretion of the stewards. The discretion of the stewards still stands to further impose exclusion / disqualification from events / races / championship as per their rights and duties as per the FIA ISC.

Art. 45 EXPLANATORY RULES

WET RACE

The use of slick tires is mandatory. Only when the Race Director declares "wet track" or "Wet Race", competitors/drivers can choose to use rain or slick tires. In this case, the Race Director has the faculty to expose the black flag to those Drivers who, in clear difficulty of adherence, due to the use of inadequate tires, continue at a much lower speed than the others or, however, create danger for the other Drivers on the track. This provision does not apply during free practice, official free practice and qualifying. In order to ensure that all the races scheduled in the program of each event can take place in safe conditions and with natural light, the Race Director and the Stewards may modify the length of the races, changing the number of laps into race minutes, with a maximum duration of 15 minutes for the 60 Mini and 20 minutes for all the other categories. At the end of the time, the last lap sign will be shown to the leading driver and the chequered flag will be shown on the next lap.

- Different dispositions Championships, Cups and Series. If the regulations of these events, articulated on more than one stage, foresee, directly or indirectly, the discarding of one or more races, the excluded drivers will not be able to discard the race or races in which they have been excluded for technical reasons or for measures taken by the Sporting Authority. These races will therefore not be counted towards the final classification of the events. The discard can only concern a non-participation in the race or the worst result achieved by the driver.

- Start and Judge of Fact or more "Start Stewards" must be designated to detect early starts and to control the alignment and the starting procedures, Start Stewards can also be Stewards but not members of the Stewards' Committee. They must be mentioned in the Supplementary Regulation and/or in a special notice displayed on the Official Notice Board. The start and merit officers report to the Race Director on the infractions detected.

Art. 46 ORGANIZATION OF THE MEDICAL SERVICE DURING RACE AND RELATED OFFICIAL TESTS - KARTING

46.1 - Competitions: Chief Medical Officer of the competition health service with the duties foreseen in the above paragraphs. 46-2 with medical and instrumental equipment,

46-2 with adequate equipment and health care. A second ambulance complete with crew and with a Doctor or a Doctor working in the Emergency Service on board is compulsory in MMF Championship, and recommended in other events. Organizers are allowed to use, at their discretion, only one ambulance. In this case, should the ambulance have to leave the race area to rescue an injured person, the race must be stopped until the emergency medical service is restored (presence of Doctor and ambulance: During the event there must always be a doctor and an ambulance in the circuit. -

Art. 47 APPLICATIONS AND INTERPRETATIONS OF THE RULES

In the event of a dispute concerning the interpretation of these Regulations, only the MMF and the Stewards of the Meeting (within an Event) are qualified to make a decision without prejudice to the right of appeal, in accordance with the Code.

ART. 49 FAIR AND IMPARTIAL MEDIA COVERAGE OF THE COMPETITION

The Organiser of a Competition shall ensure that persons entitled to broadcast rights arrange for the Competition to be covered in a fair and impartial manner and that the results of the Competition are not distorted.