

Year Book 2024

National Karting Sporting Regulations

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Premise

The Kart is a vehicle without a closed body, with 4 non-aligned wheels, constantly in contact with the ground, two of which ensure direction and two provide propulsion. Karting is a Motorsport discipline.

MMF has drawn up and issued these National Karting Sporting Regulations (NKSR) whose observance is mandatory in all Karting sporting events, including international ones as applicable, organized in Malta.

For anything not provided for in this Regulation and in the Supplementary Rules, please refer to the National Sports Code (RSN) and its Appendices, and /or to the International Sporting Code and the Karting International Regulations, which are to be taken as in integral parting of this document.

The general and particular characteristics of the individual competitions are specified in the Additional Supplementary Regulations (ASR) drawn up and published in accordance with the National Sporting Regulations.

Any question on the interpretation of this NKSR is decided by MMF after hearing the opinion, if it deems it, of the National Court of Appeal (NCA).

MMF brings the modifications and updates as well as any other provisions to the attention of interested parties regulatory nature, through its official publications (Rulebook, website) and/or by other suitable means.

It is to be noted that this document is an adapted translation from the ACI RDSSk of 2024, and in the case of conflict or interpretation issues, then the MMF may deem it necessary to refer to the original Italian version and / or references links for clarity and decision purposes, outcome of which shall be deemed to be final.

Glossary

Sporting Commissioner – Steward/s

Technical Commissioner – Scrutineer

Art. – Article

RPG – Supplementary Regulations / ASR

RDSSK – Sporting Regulations of the discipline in question

RDSK – Karting regulations

NKSR – National Karting Sporting Regulations (These karting regulations)

NCA – National court of appeal

ASR – Additional Supplementary Regulations (specific per event)

TdM – Trofeo di marca (brand races)

Art. 1 – Sports Events

Each event can include one or more individual or collective races or competitions, with distinct characteristics and rankings.

Sporting events are events in which drivers and vehicles participate for competitive purposes. MMF groups together the sports disciplines practiced in competitive events including those with a reduced competitive and pre-competitive content, and the non-competitive ones including recreational and amateur ones.

The karting events are divided into:

- Competitive events

a) Competitive Content

Speed races in line with the classes relating to Maltese or Italian Championships, Cups, national trophies, series, brand trophies and classes relating to the International Technical Regulations of karting; endurance races (endurance with normal competitive content).

b) Reduced Competitive Content

Renting events with CE certified rental karts max 15 horsepower.

c) Pre-competitive

Sports events are pre-competitive if they educate in competitive spirit within the disciplines referred to in letters A) and B). In these events, the teaching activity of the Federal School / MMF Approved Academies / MMF Affiliated Karting Clubs provides support. For these types of events, a medical certificate of non-competitive sporting fitness is required.

- Non-competitive - Recreational and Amateur Recreational Events

Sports events organized by MMF Approved bodies or associations for the purposes of recreation, growth, health, and personal and social maturation are considered recreational and amateur recreational activities. They can also be carried out in a competitive manner and may involve the awarding of prizes and/or trophies of an exclusively symbolic nature, as long as they do not involve the provision of rankings based on factors specific to competitive events or the awarding of titles. This definition includes events which are not attributable to the types and methods of carrying out the competitions referred to in letters A) and B) and which are governed by specific regulations approved by the Federation:

- Demonstrations,

- Promotional Activities,

- non-competitive Historic Kart events

- any other activity, subject to evaluation by MMF of the recreational and amateur recreational nature.

Art. 1.1 – TYPES OF COMPETITIONS

The provisions of the Art. 12 apply and following of the National Sporting Regulations.

Karting races can be of two types: Sprint and Endurance.

Sprint races must have a maximum duration of 30 minutes and only one driver is authorized to drive the kart verified for the race in which you are participating.

Endurance races must have a minimum duration of 30 minutes and a maximum duration of 24 hours and during change of conductor is permitted during the course.

The Sprint and Endurance races can be classified as follows:

- **International:** Events listed in the International Sports Calendar fall under this category.
- **National:** Events listed in the National Calendar fall under this category.
- **Restricted:** A race (either national or international) is considered "restricted" when competitors and drivers must meet specific requirements outlined in the ASR to be admitted. These conditions may pertain to the qualities or requirements of competitors or drivers different from those specified in Art 13 and 14 of the National Sporting Regulations or to specific characteristics of vehicles different from those governed by international or national technical regulations. Invitation-only events are also considered restricted, provided that the invitation criteria are specified.
- **Closed:** A race is deemed "closed" when only members of a club holding competitor or driver licenses issued by the MMF are allowed to participate. For a closed event to be organized, it must be authorized by the MMF.
- **Series:** Series are defined as a set of competitions selected from those listed in the National Sports Calendar or National and International Sports Calendar, proposed by a single Promoter, and approved by the Federation. The Series take place on Maltese territory, ensuring the widest possible distribution. The regulations (sporting and technical) and calendars must be approved by MMF. The series regulations, approved by the MMF, must be attached to the ASR. A National Series establishment fee shall be at published in the event enrolment form.
- **Brand Trophies:** Brand Trophies are series in which karts of the same chassis and/or engine brand, homologated by MMF and/or ACI and/or FIA Karting, participate.

Art. 2 - Calendar

Refer to RSN (Regolamento Sportivo Nazionale) Chapter IV, Article 42 and following.

During the annual discussion and approval of the calendar, in case of requests for overlapping dates, MMF shall decide how the schedule shall be handled.

~~Before discussing the dates of a sequence, all dates of the previous sequence must be defined.~~

~~Except for Sprint and Endurance events, the following criteria apply in the case of overlapping dates between two or more races:~~

~~– On dates where races are valid for the ACI Karting Italian Championship, Italian Regional Teams Championship, National Trophy, and ACI Sport Champions Cup, no other national and/or international races not valid for an FIA Karting title can take place.~~

~~– In regions included in the areas where ACI Sport Area Cup races are held, no other national and/or international races not valid for an FIA Karting title can take place.~~

~~On dates where races are valid for the Zone Italian Cup, in the same regions where the aforementioned races are held, no other national and/or international races not valid for an FIA Karting title can take place.~~

~~Races not held the previous year or at their first edition, those registering after calendar approval, or those modifying their date during the year are placed on the sports calendar at ACI's discretion.~~

- MMF, through the Karting Commission, and after consulting the Karting Delegate and the relevant Karting Representative, reserves the right not to accept date changes and/or new registrations for events after calendar approval.

~~Events valid for ACI Karting Championships take place at facilities holding a national permanent track license issued by ACI according to the calendar published on the ACI Sport website (www.acisport.it) and in temporary circuits where there are no permanent tracks in the region.~~

- The approval of the event calendar organized by the promoter of a Brand Trophy must comply with the above-mentioned overlaps, except for any exemptions granted by MMF.

Art. 3 - ORGANIZATION (see RSN art. 54 and following)

For each event, the Organizer must prepare a ASR to be sent to MMF - Karting Commission for approval and the issuance of the organization permit within the terms set by current regulations.

The Organizer must use the RPG provided by the FIA (for FIA valid races) and by MMF (for all other races). Specific type regulations must be requested from the Karting Commission Secretariat or downloaded from the MMF website.

Art. 3.1 - INSURANCE

Every Organizer adheres, in the ways and within the terms established by the current National Sports Regulation, to the mandatory unique liability insurance policy stipulated by MMF according to current legal regulations.

Art. 3.2 - ORGANIZATION OF THE MEDICAL SERVICE DURING RACES AND RELATED OFFICIAL TESTS

The requirements of the medical service are defined by the National Sports Regulation Appendix 8 "Medical Regulations" in relation to the classification of events.

Art. 3.2.1 - a Competitive Content

The Chief Medical Officer of the race medical service must be employed as stipulated by the National Sports Regulation Appendix 8 "Medical Regulations" Article 1.4, with the appropriate medical and instrumental equipment. The same may act as the service doctor on one of the rescue vehicles. An ambulance with resuscitation equipment and crew is required.

Additionally, for the above-mentioned races, the presence of only the Chief Medical Officer of the race medical service, competent in resuscitation maneuvers or operating in the National 118 Emergency Service, and an ambulance equipped for resuscitation (driver - nurse - rescuer) is allowed.

In this case, if the ambulance has to leave the race area to attend to an injured person, the race must be interrupted until the emergency medical service is restored (presence of an ambulance, crew, and doctor). A second ambulance complete with a crew and a Resuscitation Doctor or a Doctor operating in the 112 Emergency Service is mandatory in races such as the Italian Championship, National Trophy, International Races, even if not titled, and Zone Cup with more than 75 participants or where such service is required by regional laws in force.

Art. 3.2.2 - a Reduced Competitive Content

During events with reduced competitive content, a doctor and an ambulance must always be present on the circuit.

Art. 3.2.3 – Non-Competitive - Recreational and Amateur

The medical service mentioned in the previous Articles 3.2.1 and 3.2.2 is optional for non-competitive events, recreational, and amateur events.

Art. 3.3 – Timing Service

In every competitive event, the timing service is mandatory. The timing service must be carried out by MMF or by a private company or group or MMF affiliated club with a specific MMF license.

Art. 4 - Competitors and Drivers - Licenses

Competitors and drivers holding a National/International MMF Karting Competitor/Driver license are allowed to participate in races.

Competitors and drivers with a license issued by a foreign National Sports Authority (ASN) who wish to participate in a national or international event organized in Malta (events must be listed on the national and/or international sports calendar) must have the authorization of their ASN that issued their license. The authorization must be submitted to the Organizer, who is obliged to request it. The absence of this document, if brought to the attention of MMF or FIA, constitutes a violation of National Sports Regulation Article 64 and entails the adoption of the prescribed sanctions. Drivers with a National karting license issued by Italy are exempt from this authorization requirement and can participate in Maltese national races listed on the national sports calendar, according to CODE Articles 2.3.4, 2.3.5, 2.3.6.b.

Licenses must be valid and applicable to the National/International classes and categories for which registration is required (see license table). The Auto driver's license is not allowed, except for the exception provided in National Sports Regulation Appendix 1 "Licenses and Insurance" Article B2 – the Corporate Person Driver's license, which allows one or more karts to be registered for a competition, along with the respective driver(s).

The license category allows participation in events in the groups and classes listed in the following table: [Table information is not provided in the provided text.] **Article 3.2.2 - a Reduced Competitive Content:**

The license category allows participation in events in the groups and classes listed in the following table: [Table information is not provided in the provided text.]

Licenses	Age of drivers	Classes
National Baby	From 6 years old on the date of issue of the license up to 8 years old (1)	- Baby Kart (pre-competitive) - Baby Kart TdM (pre-competitive)
National Mini	Must be 9 years old during the year for which the license is issued (2) up to 12 years old (3) (4)	- 60 Mini (2010-2014) - 60 Mini (2015-2022) - MINI Gr.3 - MINI Gr.3 Under 10- 60 Easy Kart - IAME X30 Mini - Mini ROK - Rotax FR 125 Mini - From 11 years old - OKN J - 100 Easy Kart - IAME X30 Junior - Junior ROK - Rotax FR 125 Junior
National G	For 12 years completed in the course of the year of issue of the license up to 14 years old during the year (4)	-OKN J -OKJ - 100 Easy Karts - IAME X30 Junior - Junior ROK - Rotax FR 125 Junior
National F	For 14 years completed in the course of the year of issue of the license up to 15 years old during the year (single-gear kart) (4)	- OKN - OK - 125 Easy Kart - Easy Kart BMB Challenge - IAME X30 Senior - IAME X30 Master - KGP Direct Drive - Senior ROK - Super ROK - Expert ROK - Rotax FR 125 Max
National E	From 15 years of age in the year of issue of the license (single-gear and gearbox kart) (4)	- KZ2 - KZN - Easy Kart Junior Shifter - IAME Z-I - Shifter ROK - Rotax DD2 -OKN -OK -125 Easy Kart -Easy Kart BMB Challenge -IAME X30 Senior -IAME X30 Master -KGP Direct Drive

		-Senior ROK/Super ROK -Expert ROK -Rotax FR 125 Max -100/125 Legend
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Additional categories and classes not envisaged but requested in both National and Brand Trophy races are included in compliance with the afore-mentioned criteria.

(1) Obtained through a theoretical/practical performed by an MMF Affiliated Karting Club and the relative FIA E-Learning Certificate and as defined in the MMF Appendix L ~~1st Level Federal Karting Course held at Federal Kart Technical Centers or by participating in the current or previous year's Kart Summer Camp.~~

(2) Also issued to those aged 8 and above, only if:

—a) Holders of a NATIONAL BABY LICENSE in the year 2023, or

—b) Through a theoretical/practical 2nd Level Federal Karting Course held at Federal Kart Technical Centers, or

—c) By participating in the current or previous year's Kart Summer Camp.

(3) ~~Within the MINI Gr.3 class, drivers with a National Mini License who are 10 years old can choose to compete in either MINI Gr.3 Under 10 or MINI Gr.3. Holders of a National Mini License aged 8 and 9 must participate in MINI Gr.3 Under 10. Holders of a National Mini License aged 11 and 12 cannot participate in MINI Gr.3 Under 10.~~

(4) ~~A minor driver (from 9 years old to 17 years old) who is about to obtain, for the first time, a Driver's license (National Mini, National G, National F, and National E) must mandatory participate in a theoretical/practical 2nd level Federal Karting Course at authorized Federal Technical Centers. Category transitions occur as stipulated by RSN 2024 Appendix 1 "Licenses and Insurance." Licenses for international categories follow the FIA 2024 regulations. Drivers already holding an International Karting license are excluded.~~

Licenses	Age of Drivers	Classes
INT G	12 years of age during the year of issue of the license up to 14 completed during the year and compliance with FIA conditions. The release is granted to handlers in possession of a national license karting teams who have obtained at least 5 results in the final rankings in the previous 2 years. The certificate of competitive sports suitability must include the weight and	- MINI Gr.3 (1) - OK Junior - Junior Kart - OKN J

	<p>the height of the conductor. The minimum weight of the handler (including equipment) must be minimum 35 kg at all times of the competition. Supported by adequate medical documentation, release is possible up to 15 years of age during the year</p>	
INT F	<p>14 years of age during the year of issue of the license up to 15 completed during the year and compliance with FIA conditions. The release is granted to handlers in possession of an international license karting teams who have obtained at least 5 results in the final rankings of the Junior category in the previous two years. The certificate of suitability competitive sports must include the weight and height of the driver. The minimum weight of the handler (including equipment) must be minimum 40 kg at all times of the competition.</p>	<ul style="list-style-type: none"> - OK - OKN - Single-gear Senior Kart
INT E	<p>15 years old during the year of issue of the license and compliance of the FIA conditions. The release is granted to handlers in possession of a national license karting or International "G" or "F" karting who have obtained at least 5 results in the final rankings in the previous 2 years.</p>	<ul style="list-style-type: none"> - KZ - KZ2 - KZN - Senior Kart with single gear and gearbox

(1) With an INT G License, participation in the MINI Gr.3 category is allowed, but the drivers in question must not have already turned 13.

Art. 4.1 - PARTICIPATION IN INTERNATIONAL RACES:

Competitors and Drivers allowed to participate in an international race must hold an international license as stipulated by the CODE, the International Karting Regulation, and the International Karting Driver's License Regulation.

Art. 4.2 – PARTICIPATION OF MALTESE DRIVERS IN RACES HELD ABROAD:**

~~The provisions of RSN Article 191, as outlined below, apply.~~

Competitors and drivers with a national license cannot participate in races held abroad, except for Italian and always subject the rules of the specific event.

Maltese competitors and drivers with an international Karting license can participate in a race abroad only if it is listed on the ASN Calendar and /or FIA international calendar and subject to having received authorization from MMF. MMF's authorization is printed on the license card and should be accompanied by a no objection letter issued by the MMF.

However, the FIA authorizes drivers holding a national or international license to participate in national races (provided that foreign drivers are also admitted to these races) held in countries represented at the FIA.

Under specific agreements with other National Sports Federations, the free exchange of drivers is allowed in events organized by the parties involved in the stipulated conventions.

Art. 5 – TRACKS:

~~Karting events must take place on permanent tracks (Kart circuits) in accordance with the RDS National Regulation for Karting Tracks and Circuits Title I, Chapter III, approved by MMF, ACI or FIA and holding a valid Track license. Karting events can also occur on temporary courses, compliant with the RDS National Regulation for Karting Tracks and Circuits Title I, Chapter III, Section III, periodically approved by MMF. Both permanent tracks and temporary circuits must possess the required administrative authorizations and a valid MMF Track license. The maximum capacity of the track is determined by the Homologation Certificate. The capacity for the classes of the Pre-Racing Activity "Baby Kart" is reduced by 50%.~~

ART. 5.1 – TRACK ILLUMINATION:

If all or part of the competition takes place with artificial light, the Organizer must attach to the RPG the circuit's approval issued by MMF allowing night events with specific details of the approved races (~~see the Karting Tracks and Circuits regulation 2024~~).

Art. 5.2 – TRACK ACCESS:

Only the Race Officials specified in the RPG's organizational chart have the right to access the track. Press representatives can access the track upon express request to the Organizer and if permission has been granted. They must also follow all safety instructions given by Race Officials. Violations or non-compliance with these provisions are penalized and may result in the removal of the person(s) from the area.

Art. 6 – COMPETITIONS:

Karting is an individual or team sport. Races can take place, as indicated in the following articles 6.1 and 6.2, over one or more days, or as specified in article 6.3, with different criteria and methods approved by MMF from time to time.

Art. 6.1 - LINE RACES:

Line races are races with a group start, where drivers must try to cover a certain distance in the shortest possible time. Line races, which can take place on permanent tracks and temporary circuits, must be structured as follows:

- International Races: For international races, refer to the FIA Karting International Regulation.
- National Races: ~~Unofficial free practices (optional for races on temporary circuits);~~ Official free practices; Official qualifying practices (timed); ~~Heats and any second chance heats;~~ Pre-Final and Final.
~~They can be admitted directly to the pre-final if the heats, considering the number of qualified drivers and the track capacity, lose their selection function.~~

Art. 6.2 - TIME RACES (excluding Entry Level, 60 Mini, and MINI Gr.3 classes):

Time races (or duration races) are races with a group start where drivers must try to cover the maximum number of laps of the racecourse in a specified time. These races can be either "competitive" or "of reduced competitive content" ~~(see RDSSk art. 1).~~

Art. 6.3 - EVENTS WITH DIFFERENT CRITERIA AND METHODS APPROVED FROM TIME TO TIME BY MMF:

Events with criteria and methods different from those of the previous articles 6.1 and 6.2 and approved by MMF upon the proposal of the Organizer ~~(see RDSSk art. 1).~~

Art. 6.4 - MAXIMUM NUMBER OF DRIVERS ALLOWED SIMULTANEOUSLY ON THE TRACK (capacity):

The maximum number of karts that can be admitted simultaneously on the track (capacity) in practice sessions and races is determined as follows:

- Practice Sessions (official and non-official):
 - For permanent tracks (kart circuits), at the time of approval.
 - For temporary circuits, at the issuance of the organizing permit.
- Race:
 - For permanent tracks (kart circuits), at the time of approval.
 - For temporary circuits, at the issuance of the organizing permit.

For Tracks with MMF Grade A approval, which also have FIA Karting approval, the maximum capacity in all races is 22 karts.

Art. 6.5 - LENGTH OF THE RACES:

Subject to what is differently provided for titled races, each heat, pre-final, and final must have the following lengths:

Category/ Group	Competition phase	Min/Max
Baby Karts		10 min
60 Mini - MINI Gr.3 - TdM 60	Heats, heats and repechages Pre-Finals – Race 1 Finals – Race 2	8/12 km 10/12 km 10/12 km
OK – OK Junior – OK-N – OK-N Junior – KZN – KZ2 – TdM Junior – TdM Senior – TdM Shifter	Heats, heats and repechages Pre-Finals – Race 1 Finals – Race 2	12/16 km 16/20 km 18/22 km

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

In classes and/or groups with fewer than ten verified drivers, the length provided in the RPG may be reduced by reasoned decision of the Stewards.

If it is necessary to ensure that the event is carried out in safe conditions and with all natural light

The races included in the program of each event, the Race Director can propose to the Stewards to make a change to the length of the races, transforming the number of laps into minutes based race, with a maximum duration of 15 minutes for the 60 Mini and MINI Gr.3 classes, and 20 minutes for the other categories.

When the time expires, the "last lap" sign is displayed to the Leading Driver and the checkered flag it waved on the next lap.

Art. 7 – REGISTRATION FOR RACES:

~~The provisions of RSN Chapters VI – VII apply.~~

Registration applications, signed by the Competitor holding the relevant license, must be sent to the Organizer along with the registration fee specified in the Event Announcement and / or ASR., ~~within the limits indicated in the following table, excluding the amount for practice sessions. N.B: All costs mentioned below are to be understood + VAT.~~

The table below does not apply to Malta and is considered as stricken through.

EVENT	DURATION IN DAYS (1)	CATEGORY	REGISTRATION COST FOR SINGLE RACE
A) ITALIAN ACI KARTING CHAMPIONSHIP	3	KZ2/OKNJ/ OKN/MINI Gr.3	500,00 (2)
	2	KZN	400,00 (2)
	2	LEGEND	300,00 (3)
B) ACI SPORT CHAMPIONSHIP CUP	2	KZ2/OKNJ/ OKN/MINI Gr.3	300,00 (3)
C) ACI AREA SPORTS CUP	2	ALL THE CATEGORIES	200,00
A) NATIONAL TROPHY	2	MINI GR.3 /OKN J / OKN	500,00
B) ITALY ZONE CUP	1	ALL THE CATEGORIES *	100,00 (4)
	2		150,00 (4)
E) NATIONAL COMPETITION (NOT ENTITLED)	1	ALL THE CATEGORIES	90,00
	2		130,00
	3		215,00
F) INTERNATIONAL COMPETITION (NOT ENTITLED)	/	ALL THE CATEGORIES	300,00
G) COMPETITIONS REGISTERED ON THE NATIONAL OR INTERNATIONAL CALENDAR, WHICH TAKE PLACE OVER 2 OR MORE DAYS, OF HIGH PRESTIGE AND WITH SENIORITY EXCEEDING 10 YEARS	/	ALL THE CATEGORIES	350,00

For races under letters D) and E) held on facilities with ACI Sport certification of grade "A" or "B," a surcharge of up to €20 + VAT may be applied to the fees mentioned above.

Sports Associations that do not issue invoices with displayed VAT are entitled to collect the entry fee excluding VAT.

(1) Understood from the start of the qualification trials.

(2) The payment of the entry fee for each individual race must be made by the Competitor directly to the Organizer of the race, who, in turn, must then acknowledge to ACI Sport SpA the sum of €150.00 + VAT as a promotional fee.

(3) The payment of the entry fee for each individual race must be made by the Competitor directly to the Organizer of the race, who, in turn, must then acknowledge to ACI Sport SpA the sum of €100.00 + VAT as a promotional fee.

(4) The cost includes the fee of €10.00 + VAT that the Organizer must acknowledge to ACI Sport SpA for promotional activities.

Organizers of races on permanent circuits are allowed to request an additional fee from Competitors for the practice sessions held the day before the race, up to a maximum amount of:

–€60.00 + VAT for "A-B" category tracks

–€50.00 + VAT for "C-D" category tracks

The fee includes waste disposal.

Entry fees under letters A), B), C), D), E), F), and G) entitle participants to receive nighttime surveillance for the vehicles left in the paddock. For karting races, each registered Driver is entitled, free of charge, to occupy the paddock area (parking space) assigned by the Organizer, covering an area of approximately 36 square meters. The Organizer has the authority to establish the opening and closing hours of the paddock. Sleeping and the use of open flames are not allowed within the paddock area for safety reasons. If the Organizer has the possibility, they may grant, for a fee, the use of their own areas for camping with campers, trailers, and related services outside the paddock.

Art. 7.1 – OPENING AND CLOSING OF REGISTRATIONS – PROCEDURE

Registration opens after RPG approval. Registration forms must be sent to the Organizer via registered the specified online form and/or using online procedures activated by MMF. Registration fees must be paid within the times and methods published by the Organizer. Competitors who have submitted a regular registration must notify the Organizer, before the closing of pre-race checks, of any inability to participate in the event. Failure to notify will result in referral to ACI Sport's sports justice bodies. If this communication reaches the Organizer before the close of registrations, the Competitor is entitled to a refund of the registration fee. If the communication arrives after this closing date of registrations, the Organizer has the right to retain or demand the registration fee or carry forward at their discretion. Registrations received after the closing deadline are void. Registrations after the closing date may be done when late registrations are open and subject to an additional charge. Any registration containing a false declaration is void; if the signatory is found guilty of misconduct, the Organizer may refer them to MMF for the adoption of penalties provided by the current National Sporting Regulations.

Art. 7.2 – AUTHORIZATION OF THE PARENTAL AUTHORITY HOLDER – Art.A4.4

Appendix 1 – Licenses 2024

Parental authority must be expressed, through self-certification or a declaration with authenticated signature, by one or both parents at the time of issuing the license, effectively authorizing the minor's participation in all races scheduled throughout the year. With self-certification, parents declare that they exercise parental authority over the minor, authorize the issuance of a driver's license for participation in automotive/karting races, and assume responsibility for what has been authorized. The self-certification must be accompanied by photocopies of identity documents. In the declaration with an authenticated signature, parents must declare the same things expressed in the self-certification, without photocopying their documents. The authorization must be dated and signed by one or both parents; if changes related to parental authority occur during the year, a new declaration attesting to the changes must be submitted, accompanied by appropriate documentation; if only one parent exercises parental authority, the authorization can only be given by the latter, who must declare the reason for exercising exclusive authority.

Art. 7.3 – REGISTRATION OF MINOR DRIVERS FOR COMPETITIONS Art.A4.5

Appendix 1 – Licenses 2024

The competitor holding a license as an Individual Competitor or Legal Person Competitor has the option to register a minor driver for a race if they have the authorization of the person exercising parental authority as indicated above. Minor drivers must be registered for races by an adult individual competitor or by a Legal Person Competitor authorized by the person exercising parental authority.

Closing Terms of Registration:

~~A) Non-titled national races and Zone Italian Cup races taking place in 1 day: the registration must be closed by 8:00 am on the Sunday of the event;~~

~~B) Non-titled national races and Zone Italian Cup races taking place over 2 days: the registration must be closed by 8:00 am on the Saturday of the event;~~

~~C) MMF: the registration must be closed by 12:00 pm on the Friday of the event;~~

~~D) Championships, Trophies, and ACI Cups: applications and registration fees for each individual race must be submitted to the Organizer according to the respective Regulations.~~

Art. 8 - CONDUCT OF THE EVENT

Art. 8.1 - SPORTING AND TECHNICAL VERIFICATIONS

During the preliminary sporting and technical verifications, which take place on the dates and at the locations specified in the ASR, competitors and drivers must make available complete documentation and required information to be admitted to the race:

- 1) Holders of a valid license or certificate corresponding to the class in which they wish to compete;
- 2) ~~ID document;~~
- 3) ~~Original and valid medical certificate of athletic fitness;~~
- 4) MMF license (in the case of an adult competitor and driver);
- 5) Declaration ~~signed~~ by the competitor specifying the brand of lubricating oil used in preparing the mixture;
- 6) Declaration signed by the competitor/driver, committing to wear approved safety clothing and helmet and to use, for starting the kart, the assistance of personnel holding a mechanic assistant license.

Technical checks and inspections are carried out by officials appointed by MMF, who are also responsible for organizing the assistance park and/or closed park, and are the only ones authorized to give instructions to competitors. Competitors are required to comply with the following instructions:

- The pre-race verification schedules must be strictly observed; non-compliance, unless proven force majeure accepted by the Sports Commissioners, results in non-admission to the race;

- At the sporting verifications, checks shall be made to ensure that the equipment being used is in line with what has been declared in registration form as required by the organiser. ~~each driver receives the "Identification and Self-certification Sheet of the Material Used in the Race"; details regarding the complete equipment must be filled out in the form and submitted to the technical verifications. An~~

~~incomplete "Sheet" is rejected;~~ Changes to the declared information can only be done, by registering this information with the Technical Commissioners within the specified time as listed in the event schedule (timetable/ASR).

- A driver cannot change the equipment after it has been identified during technical verifications. A driver with equipment found to be non-conformant with the registration form shall be disqualified from the race session.

- The presentation of a kart at technical verifications is considered an implicit declaration of conformity.

- Brand representatives are not allowed to be present for the technical checks unless their input or feedback is requested on technical matters by the scrutineers / Technical Commissioners.

Additional Technical Verification Guidelines:

- The kart must be presented for technical verification with its assigned race number, any advertising stickers, and in good maintenance condition; vehicles that do not provide sufficient guarantees of suitability and safety should not be admitted to the competition;

~~At technical verifications, the verification sheet, the kart homologation sheet (including any additional extension sheets), and the safety clothing sheet must be presented, under penalty of non-admission to the race; the homologation sheet must be issued/registered by MMF and/or FIA Karting. The judgment on the regularity of the kart is based on the complete sheet with the necessary extensions submitted by the competitor;~~

~~The driver must submit the sheet related to the complete safety clothing required for karting races;~~

- In the case of sealed, punched, or painted parts of the kart, it is the responsibility of the competitor/driver to ensure the integrity of the seals or any other applied elements until the end of the race; their absence or tampering will result in exclusion from the competition;

- No competitor whose kart has passed preliminary verifications can refuse to submit the kart to additional verifications if so ordered, and may result in exclusion from the competition and referral to MMF for further disciplinary sanctions;

- Technical checks on the kart and/or drivers' equipment can be conducted at any time during the event;

~~Competitors must provide those parts or samples that are deemed necessary upon request by the Technical Commissioners;~~

- If a kart, after passing technical verifications, is disassembled, modified, and/or repaired in a way that jeopardizes safety or questions its conformity, or if it is involved in an incident with similar consequences, it must be presented again to the Technical Commissioners to obtain authorization to participate in the competition;

- A damaged or unusable kart must be reported and shown to the Scrutineers / Technical Commissioners who shall determine if the kart is in fact unusable and may subsequently authorise a change in kart. The replacement kart need not be of the same brand.

- The Race Director has the authority to request that karts involved in an incident undergo necessary checks;

- Any delaying tactics employed by the competitor(s) undergoing verification, aimed at making the operations more burdensome and/or difficult, are equivalent to a refusal of verification;
- Competitors and drivers are responsible for ensuring that their karts comply with regulatory standards and are therefore subject to sanctions even if irregularities are discovered after pre-race verifications;
- Measurement systems for the maximum RPM and/or control of clutch operation can be used in categories where RPM and/or clutch function limits are specified by Technical Regulations. They must be installed in accordance with Technical Regulations;
- At the discretion of the Sports Commissioners, Technical Commissioners may replace competitors' kart ignition systems with similar systems provided by the organiser. The replacement of the ignition system must be of the same brand and the same model used by the concerned Competitor;
- in the case of a complaint against a kart, the complainant is required to deposit, in addition to the complaint security deposit, an additional deposit for the verification expenses (disassembly and reassembly) of the kart itself or for any analysis expenses required or ordered. Otherwise, the Sports Commissioners do not proceed with the complaint.

The amount of the deposit is determined irrevocably by the Sports Commissioners, consulting the Technical Commissioners, ~~based on the provisions of this RDSSk, Article 28 (Complaints), at the following maximum amounts:~~

- Verification of only displacement: ~~Euro 204.00~~ Eur100
- Verification of the entire engine: ~~Euro 355.00~~ Eur200

Art. 8.2 – ISSUANCE OF EVENT PASSES

During the admission document check for the event, the Organizer must issue, free of charge, the following passes to the registration holder:

- Team / Legal Entity Competitor:

- a) n. 1 "competitor" pass to the legal representative of the Team or Company holding the PG competitor license or to a non-driver representative with a delegation;
- b) n. 1 "driver" pass for each verified driver;
- c) n. 2 "mechanic" passes for each verified driver (only one allowed into pits);

The passes must be issued only to those who hold an Assistant Mechanic or Preparer license and must be in two colors: one must be green, which authorizes its holder to enter the tire park area;

- d) n. 1 "assistance vehicle" pass for each verified driver authorizing entry into the paddock.

- Competitor/Driver:

- a) n. 1 "driver" pass;
- b) n. 2 "mechanic" passes with the same provisions as those of the Legal Entity Competitor;

The passes must be issued only to those who hold an Assistant Mechanic or Preparer license.

- c) n. 1 "assistance vehicle" pass for paddock entry.

- Individual Competitor different from the Driver:

- a) n. 1 "competitor" pass;

b) n. 1 "driver" pass;

c) n. 2 "mechanic" passes ~~with the same provisions as those of the Legal Entity Competitor;~~

The passes must be issued only to those who hold an Assistant Mechanic or Preparer license.

~~d) n. 1 "assistance vehicle" pass for paddock entry.~~

The passes issued by the Organizer are personal and non-transferable; they must always be displayed and visible, ~~even by Drivers in racing attire.~~

Art. 8.3 – DRIVER EQUIPMENT

During practices and races, Drivers must wear approved clothing and helmet according to the regulations in force:

Full suit, with valid FIA Karting approval; protective helmet according to the following article 8.4, protection bib, in compliance with FIA Karting specifications listed in Technical List No. 87; full gloves; high shoes with ankle protection.

~~At the sports checks, it is mandatory to submit the specific form related to the clothing, completed and signed by the Competitor and Driver.~~

During karting events, clothing items that may get entangled in various parts of the kart are prohibited. The use of metal piercings, bracelets, and necklaces is also prohibited and may be subject to a specific check before the start. If non-compliance with the equipment and/or the presence of such jewellery is detected and not removed, the concerned Driver is not allowed on the track.

Art. 8.4 – SPECIAL PROVISIONS REGARDING HELMETS

Helmets must comply with the specifications listed in Table A (www.fiakarting.com Appendix 2 Recognised Standards for karting helmets)

https://www.fiakarting.com/sites/default/files/2023-08/Appendix_standards_for_karting_helmets.pdf

The helmet must be worn properly fastened.

In the pre-racing classes "Baby Kart," Entry Level, and Mini (60cc - Gr.3), the use of a full-face helmet approved for Drivers under 15 years of age is mandatory (Hom. CMR - CMH - CMS).

- Approval labels

The identification labels of helmets approved according to the specifications of the previous paragraph are reproduced in the Technical Karting Regulations (RDSTk).

- Helmet customization

The helmet, needing to adapt to the characteristics of the Driver's head, cannot be exchanged. For this purpose, it is recommended to personalize the helmet with the name of the Driver wearing it. If personalization occurs outside the helmet, suitable material recommended by the Manufacturer must be used.

- Stickers, writings, logos, and decorations

It is strongly recommended not to apply stickers on the outside of the helmet as the solvents used to remove them weaken its resistance. Also, use suitable material, as mentioned in the previous paragraph, for any writings, logos, and decorations painted on the outside of the helmet.

- Modifications

A helmet cannot be modified compared to the construction specifications unless the modification is in accordance with the instructions approved by the Manufacturer and by one of the bodies listed in the previous Table A that has certified the model in question.

- Helmets without a valid approval label

Drivers must ensure that their helmet bears the relevant approval label. If, for any reason, the label is not present or is illegible, those concerned must request the Manufacturer to restore the helmet or, at least, affix a label or mark for the identification of the brand or model.

Drivers who do not wear a helmet bearing the prescribed approval label are not allowed on the track.

Art. 9 - DOPING

The use of substances considered "doping" is prohibited. Drivers may be subjected to checks according to the provisions of the current National Sporting Regulations (RSN) on anti-doping controls.

Art. 10 – ALLOWED KARTS

Only Karts homologated (current or expired) are allowed in races, as indicated in the regulations of the various classes. Karts are divided into groups and classes. **The divisions of groups and classes are listed in RDSTK Title I, Chapter II, Article 1.**

Art. 10.1 - MATERIAL THAT CAN BE USED IN THE RACE (frames, engines, tires, fuel)

Art 10.1.1 Races valid for the Coppa Italia di Zona and Non-Titled National Races:

Frames	Engines	Tires (Slick and rain)
Max 1 of the same brand	Max 2 of the same brand	Max 2 front + 2 Rear

The number of frames and engines allowed is checked through "punching."

The number of tires allowed is controlled according to the provisions outlined in RDSSk art. 10.1.3.

Art 10.1.2 Races valid for Championships, Trophies, and MMF Cups:

Frames	Engines	Tires (Slick and rain)
Max 1 of the same brand	Max 2 of the same brand	Max 2 front + 2 Rear Slick Max 2 front + 2 Rear Rain

The control of frames, engines, and tires takes place in compliance with their respective regulations.

Some of the MMF National Championship races may also serve for Brand Championship classifications. This will result in two classifications, being the points awarded for the National Championship and points awarded for the Brand Championship. The primary race and regulations shall be those of the National Championship and participants are not bound by specific brand regulations on source of engines, original factory parts and tires and within regulation. Where sealed parts and engines are required by the category, those participating in the National Championship only, must have a valid seal from any authorised brand representative. When the Brand Championship is run within the same race. The participants in the Brand Championship may be required to follow the Brand regulations.

In the case of a damaged tyre that is reported to the Technical Commissioners on entry to Parc Ferme, the driver may be authorised, following a request and inspection to change ONLY the damaged tyre with a tyre of similar wear, as determined by the Technical Commissioners.

Art. 10.1.3 - TIRES

Throughout the entire event, drivers must use only one set of "slick" tires, except as provided in this RDSSK art. 10.1.2 and the regulations of Championships, Series, and Brand Trophies.

~~A set of tires refers to 4 tires. The driver may choose to use another tire (front or rear) if necessary, following communication with the Stewards.~~

In relation to tires (4 tires), the Organizer may implement the following procedures:

1. Purchase of Tires on the Field:

a) Competitors are required to purchase tires on the field under the following conditions:

i) Specific authorization issued by MMF upon the Organizer's request with mandatory mention in the RPG.

ii) Maximum price equal to the public list price (including VAT).

2. Tires are assigned by draw before the official qualifying times. In this case, drivers must deposit a new set of tires in the "tire closed park," purchased regardless of the source. This applies to all National ONLY Classes. Those competitors taking part in International Award series may be obliged to purchase tires from a particular source.

~~3. Tires owned by the Competitor are deposited in the "tire closed park" immediately after the official qualifying tests and after each individual race, excluding finals.~~

4. Tires with barcodes can be delivered directly to each Competitor. The delivery must be recorded electronically by the Technical Commissioners. The Competitor is responsible for the storage and management of the tires. This procedure can be used only if the Organizer has a QR code scanner.

5. Tire checks can be carried out at any stage of the event using a durometer or the MiniRaE Lite tool.

6. The Sports Commissioners, after consulting the Race Director, may, in the case of wet or rainy conditions, suspend the purchase of "slick" tires until the track conditions allow their use.

7. In the event of rain occurring after the conclusion of technical inspections, RAIN tires, whether purchased or owned by the Competitor, can be punctured from the moment the Race Director declares a WET RACE. It is understood that the opening and closing times of access to the pre-grid will remain unchanged. Drivers who arrive at the entrance beyond the established hours will not be allowed to start.

Commented [1]: Must not have left the pits
Wet tires are to be taken in with them. For discussion

Art. 10.1.4 – KART SAFETY

Sports Commissioners, upon the advice of Technical Commissioners, can refuse entry to or exclude from the race karts that do not provide sufficient safety guarantees.

ART. 10.1.5 – FUEL

~~Used fuel must comply with the provisions of the Technical Regulations (RDSTK Article 4.19 and its Attachment 9).~~

Fuel is to be purchased from the specified service station as determined in the ASR / RPG.

Art. 11 – FORMATION AND MATCHING OF CLASSES AND GROUPS

~~In classes that are formed, the full score is assigned in the final race ranking.~~ The formation of classes is decided by the Organiser. However, non-formed classes are still allowed to compete if they can be combined with other formed and/or non-formed classes, equipped with the same starting system, in order to reach the minimum of six. Non-formed classes, even if they reach the minimum of six verified karts when combined with another ~~have a reduced score of 50%.~~ Non-formed classes that cannot be combined or, even when combined, do not reach the minimum of six karts, are not allowed to compete. ~~The 60 Mini and MINI Gr.3 classes are considered formed regardless of the number of entries. However, if they are formed with fewer than six (6) verified karts, the score is reduced by 50%.~~ The total number of drivers in combined classes must not exceed the capacity of the track or circuit. When classes are combined, the starting grid must be determined based on the official qualification times without any distinction in class; however, the rankings must be separate. The Organizer has the option to propose combinations of groups or formed classes with the same starting system to the Sporting Commissioners. Regarding the KZN category, the following scheme applies, depending on the championship being participated in.

Category	Championship	And
KZN UNDER	Camp. Italian ACI Karting	Drivers born from 1 January 1984 to 31 December 1998
KZN OVER *		Drivers born until 31 December 1983
KZN Rookie	Other races	Maximum 3 years of seniority license as handler
KZN UNDER		Drivers born from 1 January 1984 to 31 December 1998
KZN OVER *		Drivers born until 31 December 1983

Within the KZN Over category, a separate ranking is established for drivers OVER 50 (born until December 31, 1973).

Art. 12 – BRIEFING

The briefing for Competitors and Drivers is a meeting organized by the Race Director or the Chief Steward for all Competitors and Drivers participating in the event. The purpose of the Briefing is to remind Competitors and Drivers of:

- Specific points of the RPG regarding the organization of the race.
- Safety information, both general and specific to the circuit being used.
- Clarifications regarding the interpretation of the Regulations.

- The time of the briefing is indicated in the event program.
- The time is considered the start of the briefing, and the entrance to the briefing room is closed.
- The meeting is always held before the Qualifying session or the first Qualifying Heat.

The Drivers Briefing may also be done online by means of a document in electronic format.

Additional briefings may be organized if deemed necessary.

The presence of all Competitors and Drivers is mandatory for the entire duration of the briefing. In case of absence, proven by the lack of a signature / presence at attendance taking at the entrance of the briefing room or by a statement from the Race Director or Chief Steward, a pecuniary sanction of 125.00 Euros (one hundred twenty-five euros) is imposed by the Race Officials.

Art. 13 - OFFICIALS

In every Karting race, a Race Director, at least two Technical Commissioners (one in non-titled races, unless otherwise notified by the Organizer), and a number of Track Commissioners determined in relation to the characteristics of the tracks must be appointed.

Art. 13.1 - SPORTING COMMISSIONERS

The Sporting Commissioners at each sports event may consist of up to three Sporting Commissioners - one serving as the Chairman of the Stewards - and is competent to judge violations of rules and regulations committed during sports events and to adopt the disciplinary measures within the competence provided by the RSN Chap. XVII art. 210.3.

In place of the Sporting Commissioners, designated in the same manner as the members of the College, a Sporting Commissioner with the function of Single Judge can act. The Single Judge can be designated for Endurance races.

However, the Organizer has the right to request the designation of the Single Judge in place of the Sporting Commissioners but cannot accept more than 75 entries (non-negotiable rule).

The request for the Single Judge must be made only at the time of sending the Event Application and / or RPG (within 10 days before the start of the sports checks), where such a request must be expressly specified.

Failure to comply with the above shall be reported by the Karting Commission to the Federal Prosecutor.

Art. 13.2 - START AND MERIT OFFICERS

For the detection of premature starts and the control of alignment and starting procedures, one or more Start and Merit Officers must be ~~designated in accordance with RSN arts. 104 and 200 lett. A).~~

The Start Officials can also be Sports Commissioners but not members of the College. The Officials in Charge monitor specific areas or regulatory ~~provisions mentioned in this RDSSk, in the RPG, etc. (see RSN art. 200 lett. C). They must be mentioned in a special notice posted on the Official Notice Board.~~ The Start Officials report detected infractions to the Race Director.

Art. 13.3 – TIMING OFFICIALS

They are the only Race Officials competent for recording times and compiling rankings in events, according to the RPG and the Race Director's instructions (see RSN art. 200 lett. F). Timekeepers must:

- At the beginning of an event, make themselves available to the Race Director, who will give them necessary instructions if needed.
- Start the race if ordered to do so by the Race Director.
- Use only equipment authorized by MMF for timing.
- Prepare and sign, under their own responsibility, timing reports and deliver them, along with all relevant documents, to the Race Director.
- Hand over, upon request, the original timing documents to the Sports Commissioners or MMF.
- Not communicate or deliver times or results to others except to the Sports Commissioners or the Race Director, unless otherwise instructed by the mentioned Race Officials.
- Respect and apply, during the event, the decisions of the Sports Commissioners, who can order the immediate replacement of a timekeepers who proves uninformed about their duties or raises doubts about the accuracy of the measurements.

Art. 14 - SIGNALS

For monitoring the track, the Race Director (or their assistants) and the stations mainly use signals to ensure the safety of Drivers and compliance with the regulations. Communication must be made using

signal flags of different colors, possibly supplemented with light signals. Drivers must observe the signals and all instructions given by the Race Director. ~~The signal flags are indicated in the RDS National Regulations for Karting Tracks and Circuits.~~

Art. 14.1 - FLAGS

The minimum size for all signal flags is 60 cm x 80 cm, except for the red flag and the checkered flag, which must measure at least 80 cm x 100 cm.

Art. 14.1.2 - Signals through flags to be used by the Race Director, Race Director, Assistant Race Director on the Start/Finish line:

a. National Flag: Normally used to start the race if the electronic systems in the facility are not functioning. The start signal must be given by lowering the flag, which, for standing start practices, should not be raised above the head until all karts are stopped and never for more than 10 seconds. If, for any reason, the national flag is not used, the color of the flag must be specified in the RPG.

b. Red Flag: Must be waved on the starting line when the decision to stop a practice session or the race has been made. Simultaneously, all control stations along the track must also display a red flag.

c. Black and White Chequered Flag: Must be waved at the finish line and indicates the end of a practice session or the race.

d. Black Flag: Must be used to inform the concerned Driver that they must return to the closed park in the next lap after the display. This measure automatically results in the Driver's exclusion from the race and/or practice. The decision to display the black flag is the exclusive prerogative of the Sports Commissioners, and the Competitor is immediately informed of the decision taken.

e. Black Flag with Orange Disk (diameter 40 cm): Must be used to inform the concerned Driver that their kart is experiencing mechanical problems that could pose a danger to themselves and/or other Drivers, and they must stop in the next lap at the repair area. ~~After resolving the mechanical issues and with the approval of the Technical Delegate, the kart can resume the race.~~

f. Black and White Diagonally Divided Flag: Must be displayed only once and constitutes a warning; it informs the concerned Driver that they have been reported to the Sports Commissioners for unsportsmanlike behavior. The last three flags indicated in points d), e), f) must be displayed stationary, accompanied by a black panel with a white number corresponding to the race number of the Driver to whom the panel is to be shown. These panels may be further displayed in positions other than the starting line if deemed necessary by the Race Director or Chief Judge. As a rule, the decision to display the last two flags described in points e), f) is the responsibility of the Race Director or Chief Judge; however, the decision can be made at the request of the Sports Commissioners to impose a sanction.

g. **Blue and Red Flag (double diagonal) with race number:** The signal, exclusively the responsibility of the Race Director or Chief Judge, indicates to the Driver of the kart marked with the same number that they are about to be lapped or have been lapped and must return to the pits. The use of this flag is allowed if provided for in the Sporting Regulations of the Championship, Trophy, Cup, or RPG.

h. **Green Flag:** Must be waved and displayed by the Race Director or Chief Judge to signal: - the START of free practice, timed practice, and the formation lap of the race; - the RESTART after the end of the Slow procedure.

Art. 14.1.3 - Signals through flags used in control stations

a. **Red Flag:** Must be shown waved only on the Race Director's indication when it becomes necessary to suspend or interrupt a practice session or the race. All Drivers must immediately slow down with the obligation to be ready to stop and return to where indicated by the Race Director during the briefing. Overtaking is prohibited.

b. **Yellow Flag:** It is a danger signal and can be displayed to Drivers in two ways with the following meanings: - one (1) flag waved: reduce speed, do not overtake, and be ready to change direction. There is a danger on the edge or part of the track; the Driver must significantly slow down using the brake and/or reducing speed in that sector; - two (2) flags waved: reduce speed, do not overtake, and be ready to change direction or stop. A danger obstructs the track totally or partially. Normally, yellow flags must be displayed only at the post of the course commissioners located immediately before the area of danger. However, in certain cases, the Race Director may order them to be displayed at more than one station upstream of the incident site. Overtaking is prohibited from the point where the first yellow flag is waved until the green flag is displayed after the incident.

c. **Yellow and Red:** Must be shown fixed to Drivers to warn them of the deterioration of grip due to the presence of oil or water on the track, in the area where the flags are displayed. The flag is shown for the time necessary determined by the grip conditions of the asphalt of the track. However, it is not essential that in the sector where this flag is displayed, a green flag is shown.

d. **Blue Flag:** It must be waved to indicate to a Driver that they are about to be overtaken. It has a different meaning during practices and the race. - Always: a fixed flag is displayed to the Driver leaving the pits, if one or more karts are approaching the track.

- **During practices:** Give way to a faster kart approaching, facilitating overtaking without obstructing it.

- **During the race:** Normally shown to a Driver who is about to be overtaken by a kart with at least one lap of advantage, and when displayed, the concerned Driver must allow the following kart to overtake at the first opportunity without obstructing it.

e. **White Flag:** Must be waved. It is used to indicate to the Driver that there is a much slower vehicle on the portion of the track controlled by that station.

f. **Green Flag:** Must be waved by the Course Commissioner at their station to signal: - a clear track after an incident that required the use of one or more yellow flags; - in sequence, after the one displayed by the Race Director in the RESTART phases after the end of the Slow procedure.

Art. 15 - ORGANIZATION OF THE EVENT

Art. 15.1 - UNOFFICIAL FREE PRACTICES

Unofficial free practices are part of the event, and their program must be indicated in the RPG. They must take place, on the days specified by the RPG, following the methods and shifts established by the Organizer, within at least 7 daylight hours the day before the race. Drivers can participate in unofficial free practices only after completing the registration for the race; the race registration fee does not include the fee for unofficial free practices (see Art. 7). During unofficial free practices, at least one **doctor and an ambulance, with paramedic personnel on board, must be on duty**, along with sufficient track personnel to monitor the course. During unofficial free practices, Drivers are required to adhere to the behavioral rules specified by the RSN and RDSSk. Violations must be reported by the Officials in charge to the Sports Commissioners, which, during its first meeting, can take disciplinary measures up to non-admission to the event.

Art. 15.2 - OFFICIAL FREE PRACTICES (knowledge of the race course)

After pre-race checks, Drivers must carry out official free practices (knowledge of the race course) within their group or class, ~~without recording the time~~. Organizers must give each Driver the opportunity to complete at least three (3) laps of the race course. Officials must oversee the proper conduct of official free practices. Drivers who do not complete at least one lap of the course during official free practices are not allowed to participate in the race.

In the absence of this requirement, a Driver is admitted to the race if they declare in writing to have already participated (and with what results) in one or more races on the same track, and therefore, they are familiar with it.

ART. 15.3 - OFFICIAL QUALIFYING SESSIONS (TIMED)

For the purpose of qualifying for the subsequent phases of races and starting lineups, Drivers who have completed official free practices must subsequently undergo official qualifying sessions with time recording. Race organizers at kart tracks must conduct official qualifying sessions according to the single-session system with a maximum duration of 10 minutes.

Within each group or class, the sessions must be conducted in turns, with the number of Drivers not exceeding the track's capacity. Depending on the number of entrants, Drivers can be divided into two or more series, each of which performs the scheduled qualifying session.

In this case, the overall qualifying ranking must be established based on the time recorded by the best Drivers in each series, using the following criteria:

- If the difference between the two best times does not exceed 1%, the ranking must be determined based on the time recorded by each Driver.

- If the difference between the two best times exceeds 1%, the ranking must be established based on the finishing position in each series and then by the time recorded.

Any ties must be resolved based on the second-best lap time, and subsequently the third, fourth, and so on. The composition of the series must be determined by drawing lots.

To be admitted to the race, Drivers must participate in the official qualifying sessions according to the turns and schedules communicated at the event. Qualifying time is only acquired within the Driver's own qualifying session.

Drivers who, during their qualifying session, leave the track must mandatorily undergo the weighing operations. ~~Once the weighing operations are completed, Drivers are forbidden from returning to the track.~~ A timing service with time recording to at least 1/100 of a second operates during the sessions, and all lap times are recorded for admission to the races and determining the starting lineup.

Art. 15.4 – HEATS AND RECOVERIES (National Races)

~~Drivers are admitted to the heats based on the official qualifying time rankings. For example, if there are three heats, the Driver with the best qualifying time is assigned to the first heat, the one with the second best time to the second heat, the one with the third best time to the third heat, the one with the fourth best time to the first heat, the one with the fifth best time to the second heat, and so on. Drivers who have not recorded any qualifying time must occupy the last positions on the starting grid through a draw.~~

~~If the RPG or the specific regulations of Championships, Trophies, or Series provide for recoveries and repêchages, the Final will admit the better-ranked Drivers up to the track capacity minus 6.~~

~~In this case, excluded Drivers must compete in one or two Recoveries based on the track capacity. In the case of 2 Recoveries, the Drivers are assigned to either Recovery based on the ranking of the heats, which also determines the starting order. The top 6 ranked (the top 3 from each Recovery in the case of 2 Recoveries) are admitted to the Final.~~

~~If recoveries and repêchages are not provided, the Final will admit the better-ranked Drivers up to the track capacity.~~

Art. 15.5 - GROUPS, HEATS (Certified and International Races)

~~Refer to the specific regulations of the ACI Karting Italian Championships, Brand Trophies, and National and International Series.~~

ART. 15.6 - PRE-FINAL (Race 1)

The starting lineup for the Pre-final is determined based on the ranking positions from the official qualifying sessions ~~or heats~~. In case of a tie, based on the best times or laps completed.

Art. 15.7 – FINAL (Race 2) - Final Preceded by Pre-Final

The starting lineup for the Final is determined based on the ranking positions from the Pre-Final. In case of a high number of entries compromising the smooth progress of the event, the decision of the Collegiate of Commissioners may be to hold only the Final, with the starting lineup based on qualifying times or ranking positions in the heats. In case of a tie, based on the times or laps completed.

If, after the Pre-Finals, due to force majeure, it is not possible to hold the Final for one or more classes and categories, scores, prizes, and the race ranking are attributed based on the results obtained in the Pre-Final. This decision must be reported in the closing documentation.

- Final NOT Preceded by Pre-Final

Refer to Article 15.4 of this regulation.

Art. 16 - QUALIFICATION AND ADMISSION OF KARTS

Art. 16.1 - OFFICIAL QUALIFYING SESSIONS

All Drivers, to be admitted to the official qualifying sessions, must have participated in at least one official free practice session, except as stated in this RDSSK Article 15.2. Organizers must establish mandatory turns for official qualifying sessions in accordance with the provisions of RDSSK Article 15.3. The turns set by the Organizer can be modified by the Race Officials, with timely communication to all entrants through circulars posted at the Race Direction.

The Race Director or the Test Director can interrupt the practice sessions whenever they deem it necessary to clear the track or remove a kart. Additionally, if the Stewards believe that the stoppage is deliberately caused by a Driver, the times achieved by that Driver in the session may be cancelled, and authorization to participate in further practice sessions may be denied.

Only in the case of official free practice sessions, the Race Director or the Test Director, in agreement with the Stewards, can decide not to resume the practice session after such an interruption. If one or more practice sessions are interrupted for the mentioned reasons, no complaints regarding the possible effects of the interruption on the outcome of the Drivers' qualifications will be accepted. In the event that it is impossible to conduct the qualification practices, the Stewards, for the determination of the starting grids, may refer to the times achieved by each driver during the official free practice sessions where these sessions obligatorily involve the use of a transponder.

Art. 17 – STARTING GRID

- a) At the end of the qualifying practice session, the official classification of qualified Drivers and the corresponding starting grid are published.
- b) Only qualified Drivers are authorized to start the qualifying heats and/or the final phase.
- c) The Competitor whose kart is unable to start for any reason, or who has good reasons to believe that their vehicle is not ready to start, must inform the Official in charge of the pre-grid, who in turn notifies the Race Director or the Test Director as soon as possible.

d) The starting grids are established based on 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 is decided based on their second-best time and so on.

e) The Driver in the "pole position" of each grid has the choice of the pole position (on the right or left side of the track) provided that they notify the Race Director (in writing) one hour before the scheduled start time. This choice only affects the first row, excluding others. In the absence of such notification, the Driver in the "pole position" of each grid starts the race from the grid position designated in the RPG, or, if it is a new circuit, from the position designated as such by MMF during homologation.

f) Access to the "pre-grid" closes 5 minutes before the scheduled start time of the race. Karts that have not taken their position in the "pre-grid" are no longer authorized to reach it, except in exceptional circumstances evaluated by the Stewards.

~~1) The Organizer must ensure the installation of a clearly visible clock at the entrance of the "pre-grid," synchronized with the official clock.~~

2) Karts placed in the "pre-grid" must be ready to race; it is absolutely prohibited to perform any work and/or adjustments on the kart in the "pre-grid," otherwise, exclusion from the event may occur. An exception is made for tire pressure, which can be adjusted by the Driver or their mechanic using their own tire pressure gauge.

~~3) In categories with engines equipped with an onboard starter, mechanics must clear the "pre-grid" 3 (three minutes) before the scheduled start time of the race.~~

4) The Driver who is unable to start from the "pre-grid" after the display of the green flag and requires the intervention (push) of a mechanic is authorized to leave the "pre-grid" only in the case where they have not crossed the white line that delimits the track and only with the authorization of the Race Official. In the event the Driver has crossed the white line, a penalty of 10 seconds will be imposed; otherwise, if the line is not crossed, they may reach the starting grid but must start from the last position. This procedure applies regardless of the number of formation laps.

~~5) In case of variable weather conditions, each Driver can introduce two chassis with different configurations to the "starting assistance area."~~

6) Each Driver selects one of the two chassis to bring from the "tire park" to the "pre-grid," being careful to place the transponder on the chassis whose choice will be final.

g) Starting Procedure on the Track

1) In certain circumstances, karts must be positioned on the starting grid on the track. This case is specified in the competition schedule. The following procedure is applied in place of the provision in point f).

~~2) In the case of variable weather conditions, each Driver selects one of the two chassis to bring to the "pre-grid," and this choice is final. The Driver who does not comply with these instructions is not granted additional time.~~

3) **10 minutes before** the scheduled start time of the formation lap, each Driver with their kart placed on a trolley and pushed by their mechanic "A" leaves the "tire park" to reach their starting position for the race. From this moment, karts must be ready to race; any further work and/or intervention on the kart (except for tire pressure adjustments) are strictly prohibited.

4) ~~7 minutes before~~ the scheduled start time for the formation lap, an audible signal is heard, announcing that the exit from the "tire park" will close in the next minute.

5) ~~6 minutes before~~ the scheduled start time, the exit from the "starting assistance area" is closed, and a second audible signal is sent.

6) The announcement of the "formation lap" is preceded by the presentation of a panel indicating:

- ~~5 (Five Minutes)~~
- ~~3 (Three Minutes)~~
- ~~1 (One Minute)~~
- ~~30 (Minutes)~~

Each of these panels is accompanied by a sound signal.

7) In categories with engines equipped with an on-board starter, when the signal "7 minutes" is shown together with the "MECHANICS LEAVE THE TRACK" panel, all karts must be left on the track. At the same time, mechanics must leave the grid to go to the "pre grid" with the kart trolleys. Karts that are not on the track at this moment must be immediately brought to the "pre grid," from where they start. In this case, a Race Official carrying a yellow flag instructs the kart(s) to leave the "pre grid" only after all other karts have left the grid to start the "formation lap."

8) Interviews must not continue after the display of the "3 minutes" panel. Simultaneously with the "3 minutes" panel, the "CLEAR THE TRACK" panel is presented; all people, except for Drivers and Race Officials, must clear the track.

9) **The "30 seconds" signal:** 30 seconds after the display of this panel, the green flag is waved in front of the grid to indicate that the karts must proceed and start the "formation lap," remaining in the order of the starting grid and in accordance with this RDSSk.

11) In the event of technical problems arising after the "30 seconds" panel, the Driver is required to promptly signal it to the Course Marshals, who, once all karts have passed, will push it to a safe area, and it will not be authorized to start.

12) The only variation to the above starting procedure occurs when the "START DELAYED" panel is shown on the "starting line," which results in a 15 minute extension of the procedure. In this case, Competitors have the opportunity to change the kart. Mechanics can then bring replacement karts, placed on trolleys, to the grid and proceed with the kart replacement before the new starting procedure begins. At the end of the 15 minutes, the starting procedure starts again from the "5 minutes" signal.

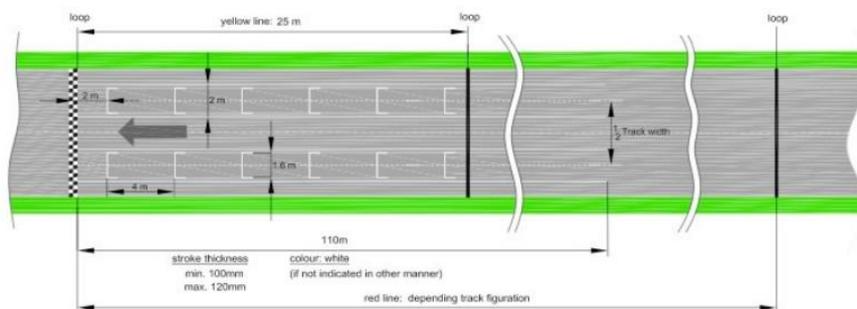
Art. 18 – STARTING PROCEDURE

- a) The start signal is given by means of lights (traffic lights) or with the national flag.
- b) The type of start must be indicated in the Competition's RPG (Race Program and Guide).

It can be "rolling" or "standing," and the grid consists of two lines of karts, except for the Entry Level Class that uses "single file / fila indiana". The "Le Mans" type start is prohibited, except for exceptions granted by MMF.

e) To initiate the start, the Race Director or, in their absence, the Race Manager, is positioned on a platform placed at least 5 meters from the edge of the track behind a permanent protective barrier or on a suitable structure above the "starting line."

d) The "rolling" and "standing" starting grids must be set up on the starting/finishing straight, according to the scheme prepared by MMF (see RDS National Karting Tracks and Circuits Regulation art. 7.8, FIA Karting Circuit Regulations Annex 10 published on the website www.fiakarting.com). A "yellow line" is painted 25 meters before the "starting line."



e) As soon as the Race Director or the Test Director signals with the green flag that the karts can start, the Drivers are "at the orders of the Race Director or the Test Director" and can no longer receive external assistance. The Driver who did not position themselves in time at the orders of the Race Director or the Test Director, with their kart, is authorized to leave the "pre-grid" exclusively on the order of the Race Director, Test Director, or the Race Official responsible for the pre-grid.

f) The number of "formation laps" is indicated at the briefing. Depending on the instructions communicated at the briefing, the karts cover approximately one "formation lap" before the start is given. During this lap, it is prohibited to overtake another kart; violation is sanctioned by a penalty imposed by the Sports Commissioners (5" five seconds or exclusion from the heat or race). If a Driver, for any reason, stops during the "formation lap," they will not be authorized to restart.

g) In the case of a "rolling start," a late Driver has the opportunity to regain their position on the grid if their manoeuvre does not obstruct other Drivers and in any case before reaching the "red line" marked on the track, equipped with timing and indicated by the Test Director or Race Director during the briefing. To reach their position again, it is forbidden to use a path different from the track used for the race. In the case of a "standing start," a late Driver has the opportunity to reach their grid position again until the red starting lights are on.

h) If the Race Director or the Test Director believes that a Driver has been obstructed by another Driver from starting in the formation lap in their own position, they may allow the Driver in question to reach their position by granting an additional "formation lap" or interrupt the ongoing formation lap and start a new starting procedure based on the original grid.

i) In the case of a repeated false start or an incident during the "formation lap(s)," the Race Director or the Test Director may, without appeal, stop the "starting procedure" by displaying the red flag and

inform the Sports Commissioners, who are authorized to impose a penalty on the guilty Driver (RDSSk art. 33). Depending on the circumstances, a new procedure can start immediately or within 30 minutes. The starting grid is the same as the initial procedure. All Drivers present in the starting area or the repair area before the procedure was interrupted are authorized to start for the new "formation lap."

j) Any attempt to anticipate and/or delay the start, and any kart leaving the "line" before the lights go out, is sanctioned as provided by RDSSk art. 33.

k) From the moment the green flag is waved for the formation lap and throughout the race, karts cannot receive assistance from mechanics or Race Officials except to be placed in a safe position. The only exception to this is the Entry Level Class.

Art. 18.1 - Rolling Start

Towards the end of the "formation lap," from the Red Line onwards, Drivers must proceed at a reduced and constant speed towards the "starting line," aligned in two rows of karts, and each row must remain within the lines marked on the track. ~~If a Driver receives mechanical assistance in the pre-grid after the green flag for the start of the formation lap(s), they may start but only at the back of the group. In this case, they will not receive any penalty. If the Driver resumes their grid position, they will incur a 10 second penalty added to the race time, regardless of the formation laps.~~

If a Driver falls behind during the formation lap (without receiving mechanical assistance), they may regain their grid position before the red line without any penalty. In case a second formation lap is granted, they can recover their position, provided that their maneuver does not obstruct other Drivers and, in any case, before reaching the "red line" on the track, equipped with timing, and indicated by the Race Director or Test Director during the briefing. However, if the recovery occurs after the Red Line, a 5-second penalty will be added to the race time.

A Driver who crosses the lines is subject to an unappealable penalty imposed by the Race Director, Start Officials, with a time penalty of 3 seconds for partial crossing of the lines and 10 seconds for total exit from the corridor. The Panel of Sports Commissioners may impose additional penalties, up to a maximum of 30 seconds.

When the karts approach the "starting line," the red lights are illuminated or the raised National Flag. The karts must maintain their positions until the starting signal is given. If the Race Director or the Clerk of the Course is satisfied with the formation, they initiate the start by turning off the red lights or lowering the National Flag, at any point between the Yellow line and the Start line. ~~near the yellow line drawn on the ground and marked by pylons.~~

If they are not satisfied with the procedure, they activate the orange light or DO NOT lower the National Flag, and the Drivers must perform a new "formation lap." Time penalties can be communicated to the concerned Driver through the display of a panel or Online Timing showing the race number and the penalty (+3" or +10") during the race or within 30 minutes after its conclusion with a decision posted on the Race Board.

For the pre-competitive category "Baby Kart," the RDSk Pre-Competitive Activity "Baby Kart" 2024 applies.

Art. 18.2 - Standing Start

At the end of the "formation lap," the Drivers take their positions on the starting grid, and the Race Director, their Deputy, or the Clerk of the Course is positioned on the "starting line" with a raised red flag.

All lights remain off until the last kart has taken its place on the grid. When all karts are stationary on the grid, a Race Official presents a green flag at the back of the lineup. The Race Director, their Deputy, or the Clerk of the Course, along with the Race Official, release the track together, and the Drivers remain at the orders of the Race Director or the Clerk of the Course.

The Race Director or the Clerk of the Course initiates, by turning it on, the automatic sequence of the 4 red lights, lasting 4 seconds. The starting signal occurs with the manual turning off of the red lights by the Race Director or the Clerk of the Course in the following 2 seconds.

Any movement of the kart during the starting procedure (movements while the red lights are on) is evaluated as a false start and is penalized as per the provisions of Article 33, Letter F of this Regulation. If the Race Director or the Clerk of the Course is not satisfied with the procedure, they activate the orange light, and the Drivers must perform a new "formation lap."

If a Driver is unable to start, they must remain in their kart and immediately signal by raising their arm. In this case, the Race Director or the Clerk of the Course may decide to grant an additional "formation lap"; Drivers who were unable to start are allowed to get out of their karts and restart only on their own, after all other Drivers have passed them. They are not authorized to regain their original position in the lineup and start from the back.

If a driver falls behind during the formation lap or laps but has not been overtaken by all other drivers, they can reclaim their grid position until the first red light of the traffic light is illuminated. From the lighting of the second red light onwards, they must position themselves in the last position, and the original place on the grid remains vacant. If they receive mechanical assistance, they can no longer participate in the race.

No other Driver is authorized to occupy the vacant positions. During the formation lap(s), performing start simulations is prohibited. In the event of a stoppage in the starting procedure, the Race Director or the Clerk of the Course waves a red flag, indicating to the Drivers that they must turn off their engines. If the starting lights are not used, the start is signaled by the tricolor flag.

Art. 19 – NEUTRALIZATION OF A QUALIFYING HEAT AND/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 only used if the track is obstructed or if the Drivers and/or the Race Officials are in immediate physical danger, but the circumstances are not sufficient to justify the interruption of the qualifying heat or the race.

b) When the order to neutralize the qualifying heat or the race is given, all control posts display moving yellow flags and a "SLOW" panel (yellow panel with the word "SLOW" written in black), which are maintained until the neutralization is completed.

c) All competing karts must line up behind the leading kart, and overtaking is strictly prohibited. Overtaking is allowed only if a kart slows down due to a serious problem.

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

~~e) Karts can enter the "repair area" during neutralization, but they can return to the track only when authorized by a Race Official. A kart returning to the track must proceed at a moderate speed until it reaches the end of the line behind the leading kart.~~

f) In the last lap of neutralization, the "SLOW" panels are maintained, and the yellow flags are displayed motionless. This is the signal for all drivers that the race will resume on the next lap.

g) The leading kart continues at a moderate speed. The Race Director or the Clerk of the Course signals the resumption of the race by waving the green flag at the start/finish line. Approaching the start/finish line, where the green flag is waved by the Race Director or the Clerk of the Course, Drivers can accelerate, but overtaking is prohibited until the "start/finish line" at the end of the neutralization of the qualifying heat and/or the race is crossed.

h) The yellow flags and "SLOW" panels in the control posts are withdrawn and replaced with moving green flags that are displayed for a maximum of one lap.

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

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

Art. 20 - RESUMING A RACE WITH THE "SLOW" PROCEDURE

The start of a race with the "SLOW" procedure (weather and safety conditions). The race, suspended or not started, in accordance with Article 19, resumes or can start with the "SLOW" procedure. The start in "SLOW" mode involves drivers starting from the pre-grid in single file in the order determined by the positions previously occupied on the starting grid.

At the orders of the Race Director or the Test Director, drivers proceed to start in a neutralized situation for one or more laps. At the control stations, Race Officials display the "SLOW" panels with a stationary yellow flag (see Art. 19, letter f). This is the signal for all drivers that the race will resume in the next lap.

If the formation is satisfactory, the Race Director or the Test Director signals the resumption of the race by waving the green flag on the "starting line." Overtaking remains prohibited until all karts have crossed the "starting line." Approaching the start/finish line, where the green flag is waved by the Race Director or the Test Director, drivers can accelerate, but overtaking is prohibited until the "start/finish line" is crossed at the end of the neutralization of the qualifying or race session.

The yellow flags and "SLOW" panels presented at the Marshal posts are then withdrawn and replaced by waving green flags. These flags are displayed for a maximum of one lap (see Art. 19, letter g).

Art. 21 - SUSPENSION OF TESTS AND/OR RACE

If it becomes necessary to suspend tests and/or the race due to a blocked circuit by an accident or if weather or other conditions make it dangerous to continue, the Race Director or the Test Director displays a red flag on the "line." Simultaneously, red flags are shown at the Marshal positions equipped with similar flags. The decision to suspend tests and/or the race can only be made by the Test Director (if appointed) or the Race Director.

If the signal to stop the race is given:

1) During free practice: karts must immediately reduce speed and return slowly to the Parc Fermé, and karts abandoned on the track are removed. The tests resume as soon as possible to respect the schedule provided by the race program.

2) During timed practice: karts must immediately reduce speed and return slowly to the Parc Fermé under the control of Technical Commissioners or as indicated on the track by the Race Director. No assistance of any kind is allowed on the vehicles, and refuelling is not permitted. The time for conducting the tests is stopped, and karts abandoned on the track are removed and cannot continue the timed practice session.

A) If the Race Director evaluates that the remaining time to the conclusion of the tests is adequate, the green flag will be displayed, and karts will continue for the remaining time of the tests. In the case of the impossibility of resuming the tests, the Race Director will inform the drivers that the timed practices are considered concluded and communicate this to the timekeepers.

B) The ranking order of the qualifications conducted will follow the order of the fastest times achieved; in case one or more drivers achieve their best time during the red flag period, these times will be cancelled.

3) During the Qualifying Heats:

Karts must immediately reduce their speed and proceed to the entrance of the Parc Fermé or stop on the track at their designated positions during the briefing. Considering that:

- The heat classification is the ranking at the end of the lap preceding the one in which the stop signal was given.
- Karts and/or rescue vehicles may be on the track.
- The circuit may be completely blocked due to an incident.
- Weather conditions do not allow drivers to continue the session safely.

The subsequent procedure varies based on the laps completed by the heat leader before the stop signal:

- Less than 75% of the distance (in laps) or duration (in time) expected for the heat (rounded up). If the heat can be resumed, the next Art. 22 applies.
- 75% or more of the distance (in laps) or duration (in time) expected for the heat (rounded up). Karts are directly taken to the parc fermé, and the heat is considered finished when the leading kart crosses the "finish line" at the end of the lap preceding the one in which the stop signal was given.

4) During a Final Phase Race:

Karts must immediately reduce speed and go to the entrance of the parc fermé or stop on the track at the designated location during the briefing. Considering that:

- The race classification is the ranking at the end of the lap preceding the one in which the race stop signal was given.
- Karts and/or safety vehicles may be on the track.
- The circuit may be completely blocked due to an incident.
- Weather conditions do not allow drivers to continue the session safely.

The procedure to follow varies based on the number of laps completed by the race leader before the race stop signal:

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

If the race can be resumed, a new start is given within 30 minutes after the presentation of the red flag (under the conditions specified in Article 18, letter f). The length of the new race is the full distance or duration planned for the original race.

The first start is considered null and void.

The starting grid is the same as the original race.

Drivers who crossed the "finish line" at the end of the lap preceding the race stop and those in the repair area when the red flag was shown are allowed to restart, ~~with their original kart or the second declared kart.~~

~~At this point, changes and adjustments, including the introduction of replacement equipment, are allowed unless they were introduced into the starting area before the original start of the race.~~ Refuelling is prohibited. Unoccupied grid positions remain vacant.

Case B: More than 2 laps but less than 75% of the distance or duration planned for the race (rounded up).

If the race can resume, the next Art. 22 applies. ~~Otherwise, half of the points envisaged by the championship are awarded.~~ If the Stewards of the Meeting report that the front fairings of one or more karts were not in the correct position when the race was suspended for any reason, a penalty of 5 seconds will be imposed on the affected driver or drivers. The correct repositioning of the front fairing must be carried out under the supervision of the Technical Commissioners.

Case C: 75% or more of the distance or duration planned for the race (rounded up).

Karts are directly taken to the parc fermé, and the race is considered finished when the leading kart has crossed the "finish line" at the end of the lap preceding the one in which the race was interrupted. All points envisaged by the championship are awarded.

Art. 22 – RESUMPTION OF A RACE (QUALIFYING HEATS AND/OR FINAL)

After a suspension, the delay is as short as possible, and drivers are informed as soon as the resumption time is known. In any case, at least 10 minutes' notice is given.

~~The resumption is announced through the display of panels indicating: 10 minutes, 5 minutes, 3 minutes, 1 minute, and 30 seconds. Each panel is accompanied by a sound signal.~~

~~Exclusively in the repair area, work~~ Work on karts is allowed in an authorised area; the only individuals authorized to intervene on the vehicle are the driver and their mechanic, possessing a specific identification pass. Refuelling is not allowed.

The replacement of "slick" tires with "rain" tires is permitted only with a wet track declaration by the Race Director; in this case, tire replacement must occur only in the parc fermé under the strict control of the Technical Commissioners.

~~All karts must be ready at the presentation of the 3-minute panel.~~ The heat and/or race is resumed with the "SLOW" procedure, and Article 18 applies: the length of the new race is equal to the difference between the number of laps planned and the number of laps completed or, in the case of a time race, based on the difference between the time completed and the remaining time.

- Drivers who crossed the "finish line" at the end of the lap preceding the race stop are authorized to restart with their original kart.

~~Those present in the repair area when the red flag was displayed are also allowed to restart; not applicable in the Final Phase (Race 1 and Race 2).~~

The new starting grid is determined based on the ranking compiled by the timing system in the lap preceding the respective interruption, with any penalties related to the front fairings.

Final Race Classification is determined by the finishing order of the new race segment from the "restart" to the checkered flag. No cumulative, summation of timing is made between the two race segments conducted. The same criteria apply in the event of an interruption and resumption of an endurance race. The Sports Commissioners must record in their reports, explaining the circumstances that led to the race interruption, the procedures followed, and, if necessary, the circumstances that prevented the race from resuming.

Art. 23 – FINISH

a) The signal indicating the end of the race must be given on the "line" as soon as the leading kart has covered the entire race distance or the greater distance expected from the race duration.

b) If the end-of-race signal is given before the leading kart completes the expected number of laps or before the set time has elapsed, the race is still considered concluded at the actual leader's last passage over the finish line. If, for any reason, the end-of-race signal is given late, the race is still considered concluded at the end of the laps or the expected time.

c) After receiving the end-of-race signal, all karts must go directly to parc fermé, with the possibility one 1 cool down lap, using the normal track layout, without unnecessary delays, without stopping, and without any assistance (except from Track Officials if necessary). Any classified kart unable to reach parc fermé under its own power is placed under the exclusive control of the Track Officials overseeing the proper transport of the kart to parc fermé.

~~d) For the arrival to be valid, a driver must have crossed the "finish line" seated at the wheel of their kart.~~

e) In case of a tie on the finish line detected by timing or a photo-finish system, which prevails over the timing and/or the Arrival Officer's report if designated, the deciding factor to determine the position among tied drivers is the fastest lap time recorded by each driver during the relevant race.

Art. 24 – PARC FERMÉ - POST-RACE TECHNICAL INSPECTIONS - PARC FERMÉ

Only Officials appointed for checks are allowed in the parc fermé. Access is also permitted:

- to the driver and their mechanic, holding a valid license and identified by a suitable pass related to the specific category in the race;

~~to the holder of a valid Promoter license or their representative, provided with a special pass issued by the Organizer, in races valid as Brand Trophy tests and limited to the race phases concerned.~~

Any other entry of any nature is prohibited and must be authorized by the appointed Officials.

The parc fermé regime comes into effect when the checkered flag is displayed, applying in the area between the "finish line" and the entrance to parc fermé. The parc fermé must be sufficiently large and protected to ensure that only authorized personnel can access it. For safety reasons, smoking is prohibited inside parc fermé.

Art. 24.1 - Material Inspection

Competitors are obliged, under penalty of exclusion, to submit their karts to technical inspections ordered by the Sports Commissioners both during the event and at the end of the race. Inspections are carried out by Technical Commissioners, and the Competitor or their Mechanic ~~a person with written authorization~~ must be present. The delegate is recognized as a voluntary representative; therefore, they are authorized to present the defence of the delegator, propose an appeal, or waive it. In all cases, their actions are binding on the Competitor, who has the option to delegate a person to represent them, such as the driver of the kart under inspection or another person holding a valid license, assistant mechanic, technical assistant, or preparer.

For post-race checks, the Competitor must present the following documents: ~~Competitor's license, kart homologation card, including all additional sheets; the lack of these documents, if it makes verification impossible, is considered a "refusal of verification."~~ In the case of disassembly, the Competitor may use trusted mechanics with appropriate licenses, who must be present at the time of inspection and act under the control of the delegated Technical Commissioner.

Competitors are required to make it possible to disassemble parts of their karts even if special tools are used (which must be provided by the Competitor); the possible impossibility of intervening to carry out the check within the time set by the College of Sports Commissioners is considered a "refusal of verification." Sports Commissioners can also, at their discretion, order technical inspections that involve the subsequent disuse of the part verified. ~~In case of (non)conformity of the part and following a specific report by the President of the College of Sports Commissioners, the ASN proceeds to replace the part with a similar original factory part.~~

In specific cases, the Sports Commissioners may postpone technical inspections to another date and venue, with costs borne by the Organizer of the relevant race in the case of compliant material, or with expenses charged to the concerned Competitor in the case of non-compliant material.

Replacement of components by the Technical Commissioners is to be authorised by the Stewards giving a justified reasons for such requirement. Where the component allows for adjustment,

adequate time is to be allowed to the driver and their mechanic to make the necessary configuration change. This change needs to take place before entering Parc Ferme. Change of such parts needs to be advised, and part provided, at the end of a session, in preparation for the next session.

Art. 24.2 - Minimum Weight Control

The control operations of the minimum weight, at the end of the official qualifying sessions and individual races, are mandatory. Immediately after the minimum weight check, the karts must be brought to the designated parc fermé, mandatorily arranged by the Organizers. Only after ~~the expiration of the deadline for filing complaints against the provisional standings and, in any case, not before the standings have become final, can the karts be~~ after express instructions from the Sports Commissioners, karts are allowed to leave the parc fermé.

After the instructions of the Sports Commissioners, karts must leave the parc fermé within the following 30 minutes. The same Sports Commissioners, at their unquestionable judgment, determine which karts and which components (both engine and chassis) must be inspected. However, the mandatory inspections of at least first two karts classified ~~(including that of the 1st classified)~~ or as directed by the Sports Commissioners are required. Failure to present the karts in parc fermé is considered a refusal to submit them for inspection.

For drivers who do not comply with the minimum weight check or are found to be below the prescribed minimum weight at any time, the following measures are taken:

- Official qualification times: cancellation of the obtained time;
- Heats, qualifying heats, recoveries where the infringement occurred: exclusion from the standings, and relegation to the last position, for the next race;
- Finals: exclusion from the standings.

****If the infringement is of particular gravity, the Sports Commissioners may exclude the drivers concerned from the competition and request the adoption of additional disciplinary measures against them. Organizers are required to provide Technical Commissioners with a suitable scale equipped with standard weights. The scale is made available to Competitors so that they can verify the minimum weight beforehand.****

Art 24.3 - Front Spoiler (All Classes and Categories)

In all race phases, the front spoiler must be in the correct position (see RDSTK arts. 4.14, 4.14.1, 4.14.2, 4.14.3, 4.14.4 a/b/c/d/e/f/g and attachments). Incorrect positioning, visually or through video systems by the Officials and/or Technical Commissioners, results in a time penalty of 3 seconds imposed by the Board of Sports Commissioners (or the Single Judge) on the Drivers Involved. Pursuant to RSN art. 228, this penalty is not appealable. Incorrect assembly of the front spoiler and/or alteration of its attachment system to the chassis results in exclusion from the race. Attempting to reinstall the front spoiler and/or reposition it on the chassis results in exclusion from the race ~~and a fine of 260.00 Euros~~. The Board of Sports Commissioners (or the Single Judge) has no power to determine the causes that led to the incorrect positioning of the front ~~and rear spoilers~~ in the phases before the technical challenge.

Art. 24.4 – Tire Parc Fermé

~~Permanent circuits (kart tracks) must have an equipped and fenced area to be used as a "tire parc fermé," and Organizers must ensure management and control to ensure compliance with the current regulations.~~

~~Access is allowed:~~

~~–To the driver and one (1) mechanic holding a valid license with a green pass;~~

~~–To the holder of a valid Promoter license, or his representative, with a specific pass issued by the Organizer, only in races valid as Brand Trophy trials and limited to the race phases concerned.~~

~~**In the "tire parc fermé," the engines must be kept off, and only the compressors provided by the Organizer can be used.**~~

Art. 25 - STANDINGS

Standings are drawn up according to the provisions of this RDSSK. They are considered official, subject to approval by MMF, the standings signed by the Race Director and displayed on the Official Notice Board and / or Online. The standings become definitive within the terms and methods provided by current regulations. In RPG, the Organizer may provide for a subdivision into groups of karts, for displacement classes, or even a special classification based on a performance index.

Art 25.1 - Heats and Pre-Final (if any)

The driver who has covered the number of laps in the shortest time is classified first. In the ranking, all other drivers follow based on the number of laps and the time taken to complete them.

Art 25.2 - Final

The driver who has covered the number of laps in the shortest time is classified first. In the standings, following, based on the number of laps completed and the time taken to cover them, are the drivers who have completed at least 75% of the laps of the first classified.

Art 25.3 - Provisional and Final Standings

**The standings, approved by the Sports Commissioners, must be posted by the Race Director on the Official Notice Board and / or Online with the annotation of the official display time. The standings become final 30 minutes after their display. However, if official checks have been ordered, or a complaint has been filed on which a decision has not yet been made, or an inquiry is underway to ascertain race behaviours before the deadline for filing complaints, the Sports Commissioners

annotate on the already displayed standings that they are "provisional" or affix a special notice beside them.**

Art. 26 - STANDINGS: COMPILATION PROCEDURE

The standings must be prepared by the Head of the Timing Service based on the official data recorded by the Timekeepers or provided by the Officials (Judges of Fact) according to the RPG provisions. The standings must be displayed, signed by the Race Director at the time and place indicated by the RPG. The final standings, which are part of the closing documentation to be sent to MMF for the approval of the results, must normally contain the following information:

1. Race number, driver's name, competitor's name;
2. Name of the Karting/Karting Club only if in possession of a valid MMF license;
3. Kart used;
4. Class of membership;
5. Number of laps and time taken, and average speed;
6. Gap from the first classified;
7. Fast lap and the corresponding time taken by each driver;
8. Best lap among all drivers;
9. Information for each class regarding the number of starters, classified, non-classified, excluded from the race, or from the standings;
10. ****Weather conditions and temperature;**
11. ****Circuit, date, and start and end times of the race.**

Regarding this, it should be noted that the following categories are considered:

- Registered: All competitors listed in the official registration list, except for conditional and incomplete registrations.
- Starters: All drivers who, after completing preliminary procedures and qualifying, have positioned themselves on the starting grid with their respective karts, following the orders of the Race Director.
- Started: All starting drivers who, following the orders of the Race Director, have started the race.
- Non-classified: Drivers who, at the time of definitive abandonment of the race, have not completed at least 50% of the laps, distance, or time of the first classified.
- Excluded from the race or standings: Competitors and drivers sanctioned by the Sports Commissioners following the violation of regulatory rules or provisions of Race Officials.

- Classified: All competitors and drivers who have completed, within the terms of the CODE and RSN, 75% of the laps or time of the first classified. The last lap is not counted if completed beyond the RPG's specified maximum time.

For non-classified and excluded participants, it is necessary to provide, in addition to the number of laps, the name and the respective race number.

In cases of a tie, please refer to articles RSN 148-149.

NOTE: The official time of a competition is that of the Chief Timing Officer.

Art. 27 – AWARDS

In every race, honorary awards shall be provided as follows based on the Overall Ranking and any Classes:

- If the class is constituted by 6 or more drivers, the award goes to the 1st, 2nd and 3rd placed.

- If the class is constituted by less than 6 drivers, then 50% of the drivers rounded down.

- Awards not personally claimed by the concerned Drivers may not be assigned.

- Organizers have the authority to offer cash prizes, subject to MMF authorization with RPG approval. Authorization requests are examined case by case and accepted or rejected based on the motivations and guarantees provided.

- Prize payments must take place during the award ceremony, if scheduled, or at the end of the race, upon explicit authorization from the Sports Commissioners or the Sole Judge. Payment is suspended for classes whose rankings are under appeal.

Organizers of Trophies, Cups, Challenges, Series, spanning multiple events, may provide a final award ceremony.

The list of final prizes must be communicated to Competitors before the first race.

The award ceremony occurs when the rankings are declared final and with the approval of the Sports Commissioners or the Sole Judge.

In specific situations (e.g., live broadcasts), the award ceremony may take place immediately after the respective race, but it is considered provisional pending the final rankings. The distribution of prizes related to standings subject to an appeal must be suspended.

Art. 28 – APPEALS

Appeals are governed by the current FIA International Sporting Code ~~RSN articles 213~~ and following and the Sports Justice Regulation. Appeals, which bind the appellant to be relevant and address a single subject, must be signed and submitted by the Competitor to the Race Director or, in their absence, to a Sports Commissioner, along with the deposit of a security fee of 350.00 Euros (three hundred fifty/euros) (see RSN Appendix 9 "Fees and Rights," article 5.2 "security deposits").

Appeals:

1. Against the validity of a registration and against the qualification of Competitors, Drivers, and karts must be submitted no later than 30 minutes after the closing of the preliminary verification operations.

2. Against facts related to the conduct of the race must be submitted within ~~10~~ 30 minutes of the end of the race. ~~arrival of the race winner.~~

3. Against rankings (official qualification and race times) and against the technical characteristics of karts must be submitted, in relation to the publication of the rankings themselves, within 30 minutes if it is the Final and within 30 ~~10~~ minutes in other cases.

Appeals and/or appeals against the decisions of the Sports Commissioners, Sole Judge, Officials of Merit, and Officials at the Start regarding time penalties imposed, governed by the FIA International Sporting Code ~~CODE, RSN art. 216 BIS lett. A), and PDSSK art. 33,~~ are not allowed.

Sports Commissioners may request from the appellant, in addition to the security deposit for the appeal, the payment of a security deposit for disassembly and reassembly expenses (see article 8.1).

The appeal referred to in letter 1a) can be submitted by a duly registered Competitor.

The appeal referred to in letter 2b) can only be submitted by the Competitor who participated in the race to which the appeal refers.

Appeals must be examined and decided by the Sports Commissioners designated for the event. If an appeal is not upheld, the security deposit is sent to MMF, and the deposit for disassembly and reassembly expenses is intended to compensate the contested Driver.

Art. 29 – APPEAL

The appeal against a decision of the Sports Commissioners must be notified in writing to the same or to the Race Director within one hour (60 minutes) following the notification of the decision. Notification is considered effective through the publication of the decision on the Official Notice Board or Online in the absence of the interested party or refusal to receive or listen to the decision of the Stewards. In the case of a Legal Person Competitor / Team, the notice can be presented, in addition to the Competitor or a delegated person, also by the concerned Driver, accompanied by a contribution of 350.00 Euros (three hundred and fifty euros) ~~(see RSN Appendix 9 "Fees and Rights," article 5.3 "contributions for access to sports justice services").~~

~~For the procedures of withdrawal, sealing, and shipment of the components subject to appeal, reference is made to the RSN.~~

~~In case the appeal is not pursued, the Federal Judge can redefine the position in the standings up to exclusion from the ranking or the race and can apply the penalty provided for "reckless dispute" as defined in the Justice Regulation (see RSN art. 215 "Decisions").~~

Art. 30 – GENERAL SAFETY

Art. 30.1 - TRACK

In all phases of the event (free practice, qualification sessions, qualification heats, pre-final/race1, final/race2), Drivers must strictly adhere to the behaviour rules dictated by the FIA Karting General Regulations and the current National Karting Regulations, as applicable and fully transcribed here. In particular:

- Only the track may be used in every phase of the event and always in compliance with the CODE provisions regarding circuit driving. The white lines defining the outer limits are considered part of the track, and Drivers are authorized to use the entire width of the track between the lines. If all four wheels of a kart are outside these lines, the vehicle is considered off-track.
- Driving the kart in the opposite direction to the race is strictly prohibited, unless a designated Race Official deems it strictly necessary to remove the vehicle from a dangerous situation.
- The course must be followed in its entirety. A track cut occurs if, for any reason, it is not followed entirely, resulting in an advantage in terms of ranking position or reduction of the expected distance. Drivers who, for any reason, violate this provision are punished in relation to the severity of the violation, with measures that can lead to exclusion.
- In the event of a kart stopping along the course, it must be removed as quickly as possible so that the presence of the vehicle does not pose a danger and/or obstacle to other Drivers. If the Driver is unable to remove the kart from a dangerous position, the Race Official has a duty to assist, safeguarding their safety. If the kart restarts as a result of this intervention, the Driver is still excluded from the ranking.
- Only for Drivers in the Entry Level and 60 Mini classes, pushing to restart the kart may be authorized, a manoeuvre performed by personnel expressly designated by the Organizer who must have no connection with the registered Competitors and Drivers.
- The Driver must remain near the kart until the end of the phase of the event in which it has stopped, except for safety or medical reasons.
- In the case of sessions divided into two parts separated by an interval, karts left on the track during the first session must be taken to the assistance park during the interval and can participate in the second part of the practice.

Art. 30.3 – KART OPERATION RULES

- If a repair area is provided for in the ASR the following shall apply. If no repair area is provided for then no tool based repairs are to be carried out and any competitor with technical issues must leave the track and cannot re-enter.
- Repairs with tools are prohibited outside the repair area. It is forbidden to carry any tools and/or spare parts on the kart. The Driver can only receive assistance for the kart in the repair area.
- No Driver can leave the repair area without the authorization of the assigned Race Official.

- A Driver intending to leave the track, return to the assistance area, or stop in the repair area must indicate their intention in a timely manner and ensure it is done safely.
- A Driver who violates the Technical Regulations during a competition, except during the last lap, must stop in the repair area and remedy the violation on the order of the Race Director or the Test Director before returning to the track.
- In the event of mechanical problems at any stage of the event, the Driver must leave the track as quickly as possible for safety reasons.
- Refueling, if allowed, is only permitted in the designated area.
- A Driver involved in an accident must not leave the circuit without the authorization of the Sports Commissioners.
- In any stage of the event, Drivers must always wear the complete equipment defined in Articles 8.3 and 8.4 of this rule book.
- Official instructions are communicated to Drivers through signals provided by the National Karting Regulation ~~(see CODE, RDSSk)~~. Competitors are prohibited from using similar signals.
- At any time during the event, a speed limit may be imposed in the pit lane and repair area. Drivers are responsible for complying with this limit. Failure to comply with the speed limit is sanctioned ~~as provided by the current RDSSk~~.
- The track declared "closed" by the Race Director remains so until the relevant karts, whether in motion or stationary, reach the closed park. This directive prohibits anyone from accessing the track, with the exception of Race Officials.
- In the case of a "wet race" (a condition indicated by the Race Director or the Test Director through a panel), the choice of tires is left to the evaluation of the Drivers. The Race Director or the Test Director, if they consider the tire set installed on a kart to be inadequate as it proceeds at a significantly lower speed than others or creates a danger to other Drivers on the track, reserves the right to display the black flag to the Driver experiencing significant adhesion difficulties. This provision does not apply during free practice, official free practice, and qualifying sessions. The use of "slick" tires is therefore mandatory in all other cases.
- The Organizer ensures the presence on the track of the safety vehicles provided for by the National Karting Regulation in all stages of the event.

Art. 30.2 – PADDOCK AND OTHER AREAS

In the paddock and inside permanent circuits, the speed is limited to a "walking pace." Outside the track itself, Drivers, mechanics, and assistants are prohibited from circulating with karts, motorcycles, scooters, and other motorized vehicles, including electric ones.

The use of vehicles by children and/or individuals without a driving license, as well as the use of scooters, skateboards, and similar means of transportation, is also prohibited. The use of any means of transportation without adequate insurance, as required by Maltese law, is strictly forbidden.

In the event of a violation of this provision, the Sports Commissioners must take disciplinary measures against the Drivers involved, ~~as provided for in RSN Article 216 BIS.~~

Competitors/Drivers must have at least one portable fire extinguisher with adequate capacity (4 liters) in their assigned area in the paddock under their direct responsibility. The extinguisher must be charged with the extinguishing agents specified in Appendix J of the CODE, positioned for easy accessibility and use.

Starting from the end of the sports checks, the engines are not allowed to be started inside the paddock during all stages of the event, for all eligible classes. Violators are penalized with a fine of 250.00 Euros. Repeat offenders are excluded from the event. Starting of karts is only allowed if there is a location specifically designated in the ASR.

Art. 31 – CONDUCT OF DRIVERS

These provisions apply, where applicable, to all types of karting competitions. In events, in addition to complying with the provisions of the RPG, including those related to the characteristics of the track, Drivers must:

- a) Present themselves at the start in good physical and mental condition.
- b) Adhere to the signals given by the Race Officials.
- c) Wear the prescribed racing attire, particularly the protective helmet.
- d) Not perform an early start.
- e) Not start from an incorrect position (e.g., overtaking the Driver in the pole position during a rolling start).
- f) Not cause a false start of one or more karts.
- g) Not drive, under any circumstances, even for a short distance, in the opposite direction to that of the race, both during the race and during official practice.
- h) Facilitate overtaking as much as possible, considering that overtaking can occur from both sides. Drivers who are lapped or about to be lapped must immediately yield to the overtaking Driver, possibly slowing down.
- i) Maintain their trajectory after overtaking another kart for a sufficient distance to avoid interfering with the progress of the overtaken vehicle.
- j) Maintain their trajectory, avoiding improper manoeuvres that hinder the trajectory of the following vehicle and the subsequent overtaking attempt.
- k) Enter the closed park carefully, ensuring not to obstruct the karts in motion and maintaining reduced speed to avoid endangering people in the area. Adequate signalling of the intent to enter closed park should be done by raising one's hand.
- l) Ensure, when leaving the pre-grid, not to obstruct other karts and enter the track only after the authorization of the Race Official in charge.
- m) Avoid, in general, manoeuvres that, due to their nature or circumstances, may be dangerous. Dangerous driving behavior results in exclusion from the competition, even if unintentional or

attributable to human or mechanical error, such as repeated spins or off-track incidents. In such cases, the measures taken are not disciplinary.

n) Not cross the track on foot for any reason without prior authorization and under the supervision of a Race Official.

o) Immediately move the kart, in the event of a stop along the track, off the track as much as possible or to the edge of the track, placing it away from curves and in a visible manner for other Drivers, and in any case, request the intervention of the Race Officials.

Art. 31.1 – BEHAVIOR OF DRIVERS REPRESENTING MALTA IN RACES VALID FOR INTERNATIONAL CHAMPIONSHIPS

Drivers participating in races, both in Malta and abroad, valid for the International Karting Championships, and thus recognized as representatives of Malta, are obliged to:

- Know the rules for the conduct of such races.
- Participate with equipment compliant with the current technical regulations.
- Maintain correct behaviour towards Race Officials and representatives of national and international Sports Authorities.
- Always exhibit sportsmanship and fairness during races.
- Avoid behaviours that could harm the image of our sport or cause harm to the sporting results of other Competitors.
- Participate in the final award ceremonies.

Failure to comply with these obligations will result in disciplinary measures. These provisions apply, as applicable, to all types of karting competitions.

Art. 32 – ACCIDENT

An "Accident" means an event or series of events involving one or more Drivers, or any action of a Driver reported to the Race Officials by the Race Director or the Stewards, or detected by the Race Officials and reported to the Race Director or Chief Steward for investigation.

a) It is the responsibility of the Race Officials to decide whether one or more Drivers are involved in an accident, and they must not leave the circuit without the consent of the Race Officials.

b) A Driver involved in an Accident and informed of this by the Race Officials must not leave the circuit without their consent.

Race Officials may use any video or electronic system that can help them make a decision.

Art. 33 – CODED PENALTIES AND BEHAVIOR POINTS

For matters not expressly established in this article, reference is made to the National Sporting Regulations of MMF (~~art. 216 BIS~~) or the FIA International Sporting Code.

Drivers involved in incidents or guilty of the following unsportsmanlike behaviour's will receive penalties, and, if provided for the specific case, the allocation of behaviour points as indicated below:

- A) For absence from the Briefing, a fine of €125.00 (One hundred twenty-five) - (2 points)
- B) For failure to respect the grid position (from a standstill): 3" (seconds) - (0 points).
- C) For overtaking another driver during the formation lap: 5" (seconds) or exclusion from the heat or race – (0 points).
- D) For partial failure to respect alignment in rolling starts: 3" (seconds) – (0 points).
- E) For total failure to respect alignment in rolling starts: 10" (seconds) – (0 points).
- F) For "JUMP START": 3" (seconds) or 10" (seconds) – (0 points). *Under half a kart length (3 sec), 10 for anything more*
- G) For any Driver causing an Accident during the qualifying session: cancellation of the 3 (three) best times in the session concerned – (0 points).
- H) For mechanical intervention (work and/or adjustments) in the "Pre-Grid" - exclusion from the Race – (0 points).
- I) ~~For failure to comply with point 4 art. 17, 10" (seconds) penalty – (0 points).~~
- J) Incident: action involving multiple changes of trajectory, 3" (seconds) penalty – (1 point).
- K) Incident: Action involving contact with another driver where the latter gains an advantage: "Drive Through", which in karting is converted to a 3" (seconds) penalty – (1 point).
- L) Incident: Action involving multiple contacts or withdrawal of driver(s): "Stop and Go" which in karting is converted to a 5" (seconds) penalty – (1 point).
- M) Incident: Conduct of dangerous driving for oneself or towards other drivers, or actor of hazardous situation(s): from 10" (seconds) to exclusion from the ranking of the heat, race, or event – (2 points).
- N) For track cutting with an advantage gained: 5" (seconds) or exclusion from the race – (1 point).
- O) For failure to respect track limits and re-entry in a dangerous manner: 5" (seconds) – (1 point).
- P) For non-compliance with yellow flags: 5" (seconds) – (1 point).
- Q) For non-compliance with the black flag with an orange disc: exclusion from the race – (2 points).
- R) For non-compliance with the blue flag: 3 "(seconds) – (1 point).
- S) For non-compliance with the blue flag with red diagonals: exclusion from the race and €260 (Two hundred sixty/Euro fine – (1 point).
- T) For non-compliance with the red flag: 10 "(ten seconds) – (2 points).
- U) For non-compliance with the black flag: exclusion and referral to the Sporting Judge – (2 points).
- V) For overtaking under slow conditions: 3"(seconds) – (1 point).

W) For non-compliance with the Front Spoiler (all Classes and Categories participating only in races on the national calendar): 3" seconds – (1 point).

X) For incorrect mounting of the front spoiler and/or alteration of its fixing system to the frame: exclusion from the race – (3 points).

Y) For attempting to remount the front spoiler and/or repositioning it on the frame during various race phases (qualification heats, heats, repechage, races) and until returning to the closed park: exclusion from the race and a fine of €260.00 (two hundred sixty/Euro) – (3 points).

Z) For weighing less than the prescribed minimum weight at the end of qualifying times: cancellation of the times obtained – (0 points).

AA) For weighing less than the prescribed minimum weight at the end of heats, heats, repechage: exclusion from the ranking of the current session and relegation to the last position for the next session– (0 points).

BB) For weighing less than the prescribed minimum weight at the end of the finals: exclusion from the ranking – (0 points).

CC) A written reprimand from the Race Commissioners carries one (1) behaviour point.

Note: All penalties expressed in seconds are considered NON-APPEALABLE as indicated by Article 215 Bis of the National Sporting Regulations.

The behaviour points mentioned above will remain the responsibility of the driver for the entire duration of the Championship or Series in which they participate.

In case the driver accumulates a total of 5 (five) behaviour points, the driver will receive a penalty of moving back 2 positions on the starting grid, to be served at the immediately following participation.

Behaviour points will be imposed on the driver only for actions attributable to the driver themselves and not for conduct attributable to the Competitor (if different from the driver).

This system of behaviour points can only be applied in Championships or Series whose sporting regulations expressly provide for it.

Art. 34 – CLOSING DOCUMENT

~~As provided in RSN Article 158,~~ Within ten days from the end of the event, the Organizer must submit through computerized procedure to MMF, for the approval of the results, a closing document containing in the indicated order:

- The approved RPG, the official program, the health emergency plan (PES).
- The communications, circulars, and measures issued for the competition.
- A copy of the insurance policy/organizational permit.
- Approval of the track layout.
- The list of participants indicating: starters, names and license numbers of competitors and drivers, type, make, group, and class of karts, assigned race numbers; reasons why some competitors and/or drivers did not attend preliminary checks or did not start.

- Declarations verified for insurance and a list of verifications.
- The detailed report of the Race Commissioners or the Single Judge on the conduct of the competition with an indication of the main events that occurred, any decisions made and penalties imposed, measures proposed to MMF, and an opinion on the approval of the results.
- The report of the Race Director on all events that occurred during the competition.
- The report of the Technical Commissioners on pre and post-race technical inspections.
- Reports from other Race Officials (Course Commissioners, pit officials, etc.), if their reports have influenced the compilation of the standings or the disciplinary measures adopted or to be proposed.
- Standings with the original timekeeper's reports.
- The list of any protests with their respective texts.
- The minutes of the award and prize distribution.

Art. 35 – CLOSING FEES

Organizers must pay to ACI, for each driver verified during the races scheduled on the calendar and organized throughout the year, the following amounts:

Type of Race	Amounts
Brand Trophies	10.00 Euros (paid by the organizer)
Titled and non-titled national competitions that take place over two or more days	16.00 Euros (paid by the organizer)
Titled and non-titled competitions registered in the international calendar which take place over two or more days	22.00 Euros (paid by the organizer)

Payment of closing fees is due to MMF by the Monday following the race, exclusively via bank transfer (see RSN Appendix 9 "Taxes and Fees," article 1). In case of delayed payment, non-compliant parties may be referred to the Sports Justice Bodies for possible disciplinary sanctions.

Art. 36 - Application and Interpretation of Rules

In the event of a dispute concerning the interpretation of the provisions contained in this Regulation, only MMF and the Sports Commissioners (within the scope of the event) are qualified to make a decision without prejudice to the right of appeal, in accordance with RDSSk.

Where this Regulation refers to CODE this shall mean the FIA Sporting code and relative Appendices and Regulations, should MMF not have their variant.

Where this Regulation refers to RSN, RSK, National Code this shall mean the ACI Sporting code and relative Appendices and Regulations, should MMF not have their variant.

Where MMF have their specific regulation that regulation shall apply.

Where MMF has approved an ASR for the event, the ASR shall be considered to add to / override this regulation as may be applicable per event.

Art. 37 – Titles at Stake

MMF as the ASN, has delegated the organisation of the National Karting Championship 2024 jointly to IKC and KCM. This delegation is allowed by the FIA International Sporting Code, and is subject to renewal agreements with the MMF on a yearly basis.

~~ACI organizes the following Championships, Trophies, and Cups to be held in the current year as per the respective regulations published in the Karting Sector Regulation.~~

The table below DOES NOT apply to Malta.

Championship	Title up for grabs	Area
Italian ACI Karting Championship	ACI Karting Drivers MINI Gr.3 Under ACI Karting MINI Gr.3 Drivers ACI Karting Conductor OKJ N ACI Karting Conduuttori OKN ACI Karting Drivers KZ2 ACI Karting KZ2 Master Drivers (Over 40) ACI Karting KZ2 Drivers Under 18 ACI Karting Drivers KZN (Under/Over) ACI Karting KZN Drivers Over 50 ACI Karting Drivers 100/125 LEGEND ACI Karting Conductor OKJ ACI Karting Drivers OK ACI Women's Karting	
ACI Sport Champions Cup	ACI Karting Drivers MINI Gr.3 Under ACI Karting MINI Gr.3 Drivers ACI Karting Conductor OKJ N ACI Karting Conduuttori OKN ACI Karting Drivers KZ2 ACI Karting KZ2 Master Drivers (Over 40) ACI Karting Drivers KZN (Rookie/Under/Over) ACI Karting KZN Drivers Over 50 Conductors OKN J/OKN	
National Trophy	MINI Gr.3 Under 10/ Gr.3 drivers	
National City Circuit Trophy	Drivers 60 Minikarts KZ2 conductors KZN Conductors (Under/Over) KZN Over 50 Conductors Conductors 100/125 LEGEND	
Italian Zone Cup	MINI Gr.3 Under 10 drivers MINI Gr.3 conductors OKJ Conductors N OKN conductors Conductors OKN Over 35 KZN Rookie Conductors KZN Under hosts KZN Over hosts KZN Over 50 Conductors Conductors 100/125 LEGEND	Zone 1: Piedmont, Val d'Aosta, Liguria, Lombardy Zone 2: Friuli Venezia Giulia, Trentino Alto Adige, Veneto Zone 3: Emilia Romagna, Tuscany, Umbria, Marche, Abruzzo Zone 4: Lazio, Molise Zone 5: Campania Zone 6: Calabria, Basilicata Zone 7: Puglia Zone 8: Sicily Zone 9: Sardinia

Art. 38 - Correct and Impartial Media Coverage of the Competition

The Organizer of a competition must ensure that individuals authorized to exercise broadcasting rights make efforts to cover it correctly and impartially, and that the results are not altered.

Art. 39 – Fee and Rights Table to be Paid to MMF

~~For the fees and rights to be paid to MMF, refer to the website www.acisport.it: Appendix 9 – Fees and Rights of the National Sports Regulation.~~

Mosta, February 10th, 2024.