



2021 FIA Motorsport Games

Karting Endurance

Sporting Regulations

v.22/06/2021

The FIA is organising the FIA Karting Endurance («the Endurance») as part of the 2021 FIA Motor Sport Games, taking place at the Paul Ricard Circuit in Le Castellet (FRA) from 29th October until 31st October 2021.

The FIA Karting Endurance title will be awarded to the winning nation, comprised of four drivers (minimum one female and maximum three male driver), of the competition. All parties concerned (FIA, ASNs, Organisers, Promoters, Entrants and circuits) undertake to apply and observe the rules governing the competition.

REGULATIONS

1) The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

GENERAL UNDERTAKINGS

2) All Drivers, Entrants and Officials participating in the Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code (« the Code »), the Code of Driving Conduct on Karting Circuits, the Karting Technical Regulations (« the Technical Regulations ») the General Prescriptions applicable to the FIA Karting international Competitions and Championships, Cups and Trophies (« the General Prescriptions »), the Specific Prescriptions applicable to the FIA Karting Championships, Cups and Trophies (« the Specific Prescriptions »), the Supplementary Regulations of the Competition concerned and these Sporting Regulations.

3) Only the FIA is entitled to grant waivers to these Sporting Regulations.

PRINCIPLE AND RUNNING

4) The Endurance is run over a single Competition.

5) The Competition will comprise a final phase named «Final» in accordance with the number of participants in the Competition. The running time of the Final will be 4 hours.

At the end of the race time, the chequered flag will be shown to the leading kart when it crosses the finishing line («the Line») at the end of the lap during which that time is reached. The Line consists in a single line across the track.

CLASSIFICATIONS

6) Article 19 of the CIK-FIA Specific Prescriptions.

ENTRANTS' APPLICATIONS

7) The drivers of the Applicants must hold valid Entrants' National Karting Licences and the necessary authorisations (visas) issued by their ASNs affiliated to the FIA.

8) The Entrant shall be a team, designated by the FIA's affiliated ASN.

9) Applications to participate in the Endurance shall be submitted to the FIA by the 27th of September 2021, by means of the entry form available from the ASNs and must be accompanied by the copies of the licences and by entry fees to the order of the FIA. Successful applicants are automatically admitted to the Endurance Competition.

In case of more applications to participate than available karts (24), complete dossiers with payment will be accepted as a priority.

No change of Entrant shall be allowed after the entry list has been made official.

10) All applications will be studied by the FIA, which will publish the list of karts and Drivers accepted, with their racing numbers, at the latest 15 days after the closing date for entries.

11) Applications shall include:

a) confirmation that the applicant has read and understood the Code, the General Prescriptions, the Specific Regulations, the Appendices, the Technical Regulations and the Sporting Regulations and agrees, on his own behalf and on behalf of everyone associated with his participation in the Competition, to respect them;

b) the names, contact details, and picture of the Driver (passport format) as well as a copy of his licence;

12) The number of entries in the Endurance will be limited to 24 nations/teams.

ENTRY FEE

13) The entry fees must be paid by the Entrant/ASN and the entry form sent, duly signed by all parties concerned as well as stamped by the Driver's ASN.

The FIA must have received entry fees through the dedicated FIA Motorsport Games platform, available on FIA.com, at the latest on the closing date of entries, set at 27th of September, 2021.

The entry fee per Nation for the Endurance is 4,950 EUR.

ELIGIBLE DRIVERS

14) Drivers who are at least 17 years old (reaching their 18th birthday during the year).

15) Drivers shall be selected by their respective ASNs – four Drivers per ASN (minimum on female driver) without exceptions.

Should the FIA receive more candidatures than available seats, a reserve list will be established. ASN's that have presented a complete dossier and settled the entry fee will be taken into consideration according to the order of receipt at the FIA secretariat.

The mode of selection of Drivers by ASNs comes within the sole remit of the latter. ASNs have to communicate the name of their selected Driver to the FIA before the 27th of September, 2021.

16) Drivers holding a National Karting Licence or higher issued by their ASN affiliated to the FIA.

ELIGIBLE KARTS AND EQUIPMENT

17) The FIA will provide drivers with the karts for the competition.

A single-supplier of karts, chosen further to a tender procedure, has been designated for the supply of all the karts used in the Endurance, according to a «turnkey» principle to be applied throughout the Endurance.

The kart type will be "Tillotson T4 Rental" manufactured by Tillotson. The karts are equipped with adjustable pedals.

Every driver will have the possibility of trying out the seat, according to the timetable. The karts may have up to 7 kW of power.

The kart unit comprising all the elements delivered by the single-Supplier cannot undergo any modifications whatsoever.

The FIA reminds that each participant is liable for any damage caused to the vehicles that have been entrusted to him or her, regardless of the participant's responsibility, most notably in the following cases: going off track, driving over abrasive portions, hitting cones, contact, collision, etc.

Drivers Equipment

Candidates are free to use their personal equipment as long as the minimal requirements below are respected:

* A pair of gloves covering the hands completely.

* Fabric overalls must have a "Level 1" or "Level 2" homologation granted by the CIK-FIA bearing in a visible way the CIK-FIA homologation number. They must cover the whole body, legs and arms included.

*Helmet

- Snell-FIA CM (Snell-FIA CMS2016 and Snell-FIA CMR2016),

- Snell-FIA CMH (Snell-FIA CMS2007 and Snell-FIA CMR2007),

- Snell Foundation K2010, K2015, K2020, SA2010, SAH 2010 and SA 2015,

- FIA 8859-2015, FIA 8860-2004, FIA 8860-2010, FIA 8860-2018 and FIA 8860-2018-ABP

- SFI Foundation Inc., Spec. SFI 31.1A and 31.2A,

- Snell-FIA CM (Snell-FIA CMS2016 and Snell-FIA CMR2016),

- Snell-FIA CMH (Snell-FIA CMS2007 and Snell-FIA CMR2007).

Please note long hair must be contained entirely in the helmet.

* A pair of shoes, ideally covering the ankles.

FUEL

The chosen Single Supplier will be charged with providing the fuel to be used with the supplied kart at all times. It is up to the discretion of the Organizer and the FIA to carry out random fuel checks at any point during the Competition, to verify the legality of the fuel used by any team.

GENERAL SAFETY

18) Article 2.14 of the CIK-FIA General Prescriptions.

RUNNING OF THE COMPETITION

19) Each Competition will comprise three Free Practice Sessions, one Qualifying Practice, and the Final (4 hours).

a) Free Practice: one session of 15 minutes for each driver; three sessions in total.

b) Qualifying Practice: one session, each Nation/Team decides by writing to the Race Director whom of the four drivers will be nominated.

c) Final: 4 hour race. The successive driving time per driver is 45 minutes maximum.

d) Classifications: Article 19 Case A of the CIK-FIA Specific Prescriptions.

GRIDS

20) Article 2.19 of the CIK-FIA General Prescriptions.

STARTING PROCEDURE

21) Article 2.20 of the CIK-FIA General Prescriptions.

22) Type of starts: rolling starts for direct-drive karts with a clutch, as defined in Article 2.20 of the CIK-FIA General Prescriptions.

22) The Stewards may use any video or electronic system likely to help them to take a decision. The Stewards' decisions may supersede those taken by Judges of Fact. Any infringement of the provisions of the Code or of these Sporting Regulations relating to the starting procedure may entail the disqualification of the Driver concerned from the Competition.

It is forbidden to drive the kart in the opposite direction to that of the race except and only to get out of a dangerous position and following the instructions of the track marshals.

Drivers must imperatively keep to the race track and respect the requirements of Article 3.6.2.c of the Driving Code at all times.

Registration of the crews - Documents to provide

Upon arrival, and no later than Thursday 28th October 2021, a representative of each ASN will have to go to the secretarial office to carry out the administrative checks, the representative has to confirm their official representative(s) and their deputy(ies) in writing. They also have to undertake the appointment of the official crews consisting of 4 drivers of mixed gender (male & female) maximum per kart.

The mandatory valid documents to be presented must be the ORIGINALS:

➤ Competitor's Licence,

- Driver's Licence,
- For drivers and competitors whose licences do not provide a permanent authorisation to participate in national Events: authorisation to run in the country of the Event, delivered by the National Sporting Authority (ASN).

The licences will be checked and kept by the organiser. If any licence is missing, the entry will not be confirmed.

The representative of each team will be handed out the following documents or material:

- Drivers: 4 bracelets, 4 armbands,
- Pit manager: 1 bracelet,
- Intervening mechanics: 3 bracelets and 3 track bibs,

Scrutineering

Each Team will be entitled to submit to Scrutineering the following equipment:

Number of chassis: 1 (the one allocated to them by drawing lots).

Number of engines: 1 (the one allocated to him with the chassis.)

Sets of «slick» tyres: 2, of the prescribed make for the Event, and supplied by the Single Supplier

The kart must be presented in full configuration (assembled chassis + bodywork + extra components) with the engine.

As from the Free Practice, each Team may have the following equipment:

Number of chassis: 1 (the one marked at Scrutineering)

Number of engines: 1 (the one marked at Scrutineering)

Sets of «slick» tyres * (maximum number of tyres, scanned at Scrutineering)

* MAXIMUM NUMBER OF SLICK TYRES

a) Reserved for use in Free Practice and Warm-ups:

- 1 set of new «slick» tyres

b) Reserved for use from Qualifying Practice until the Final:

- 1 set of new «slick» tyres

c) Distribution:

Tyres will be distributed and allocated by random draw in the Servicing Park. The bar codes corresponding to each Team will be reproduced on the Technical Passport of the Team concerned.

Ballasting

The official race weight of Driver + Kart is set at 190 kg. The supplied Karts will possess a dedicated weight box, into which lead ballast can be loaded and secured according to the safety provisions of the Single Supplier

Adjudication of the Ballast Quantity

- a) During the Technical Scrutineering prior to the event, the four Drivers will have to present themselves at the scale, with their kart "ready to race", with an empty fuel tank. The Drivers will have to be in full race gear (including helmet, suit, gloves...).
- b) The kart will be placed onto the scale, and the weight of it recorded.
- c) Each driver will subsequently join the kart on the scale, and the total weight will be recorded.
- d) The necessary amount of ballast to reach the 190 kg race weight will be determined, and adjudicated to each driver.
- e) Following this procedure and for the remainder of the event, the drivers will only be allowed to join the track through the pit lane with their adjudicated amount of ballast securely mounted to the kart.

Access to the pits

The pit lane is divided into two zones:

- Fast lane: this is the closest lane to the wall of the signalling area (driving lane),
- Working area: this is the closest part to the pits where it is possible to work on the karts under conditions (parking lane). A line marks the separation between the parking and driving lane. Any material and equipment must be situated in the pit when the kart is not in the pit.

During the event, the pit must not be occupied by more than 9 people. Any person present in the pit must comply with the admission regulations. The Paddock/Pit area is non-smoking.

Checks about the number of people present in the pit will be made by the pit marshal appointed to the competitor.

Speed in the pit lane

Speed limit: 40 km/h in the pit lane. Drivers must drive at a reduced speed from the Speed Limit signs to the pit lane exit.

The control of the speed limit will be carried out with speed camera.

The collection of information will be taken from the front and from the back.

Free practices

Will be carried out according to the timetable.

People provided with a bracelet will from then on have to wear them permanently on their right wrists.

It should be tight enough so that it cannot be taken off.

Interruption of the practices

The Race Director can interrupt the practices for safety reasons.

The Race Director, in agreement with the Stewards, is not obliged to continue a practice session after an interruption.

In the event of interruption of the practices, no claims will be accepted regarding the possible consequences of the qualification of drivers and karts.

Exceptional circumstances during the qualifications

In the event of exceptional circumstances preventing the proper organisation of the qualifying practice, the Panel of Stewards, on the request of the Race Director, might not consider the results of the qualifying practices to set up the starting grid.

The decision of the Panel of Stewards intervening for safety reasons will be applicable notwithstanding any remedies.

Stop of the kart on the track during the race

A stopped kart will be moved away by the driver or the track marshals in order to avoid a danger or a hindrance of the proceedings of the race.

All mechanic means are forbidden on the track, no tool can be taken on board in the kart or with the driver. The mechanics must not take any tools with them.

Returning to the pit is only possible through the security lane located at the back of the pit. To access the security lane at the rear of the pit, mechanics must use the gates located at both ends of the pit.

The beginning and the end of the pit area will be precisely defined during the briefing.

Stop in the pit

Each competitor is responsible for the people getting out of his pit, whether they are part of his team or not.

The karts on the fast lane have right of way over those who leave the parking area. Consequently, the person in charge of the control of karts is responsible for the respect of this safety rule.

During a stop in the pit, an assistant equipped with an extinguisher must stand next to the kart at any moment.

Passing the pit

If a driver passes his pit, the kart can only return by being moved by the mechanics of the team (3 maximum).

The same applies if the kart breaks down when leaving the pit, and before the limit of the end of the pit zone. In this case, the kart has to be moved back to its pit, being pushed by 2 mechanics maximum before any intervention.

End of intervention

Any person involved in a pit stop must leave the working area as soon as his intervention is finished. The tools, equipment or material have to be cleared away from the "working area".

Once all interventions are finished and the kart ready to go back to the race, the engine has to be started when the driver is sitting behind the steering wheel, in front of the pit.

Interventions in the pit

During the event, the pit must not be occupied by more than 9 people.

Changes of driver and driving time

Change of driver

Changes of driver of a designated team are authorised:

- When the kart is stopped in the pit,
- Under the supervision of the pit marshal, who has to be informed, and who will record the name of the two drivers (end of stint & start of stint), along with confirming that the correct amount of ballast adjudicated to the start of stint driver is indeed fitted to the kart, prior to departure.
- With the possible help of a person of the team or the driver getting out.

Minimum and maximum driving time

The successive driving time per driver is 45 minutes maximum.

The driving time will be measured without taking into consideration the time of the pit stop, namely:

- 1st relay: green light start – Entry loop of the pits,
- following relay: exit loop of the pits – entry loop of the pits,
- last relay: exit loop of the pits – finishing line.

Maximum total driving time

One driver cannot drive:

- More than 3 hours in total.

If the circumstances make it necessary, the Stewards may take exception clauses to this rule. If in the entry loop of the pits and the following exit loop of the pits the driver is the same, the driving time will be considered successive – even if the time in the pits will not be taken into consideration for the calculation (with reference to the article about driving time).

The minimum time of rest during the period this rule applies, between successive relays (change of driver), must be 30 minutes.

Stop of the race

In the event of danger, the race may be stopped with a red flag after presentation of the waving double yellow flag. It will start again only on the order of the Race Direction. In the case of an accident, the red flag may be presented in all places considered necessary by the Race Direction; the karts will stand still in the place indicated during the briefing.

Responsibility

The decision to stop the race is the responsibility of the Race Director.

Terms and Conditions

Whenever it shall be necessary, the Race Direction will stop the race. The Race Director:

- Will ask for the presentation of a red flag simultaneously on the starting line and at all marshal posts,
- Will ask for the switching on of red lights (if there are any) around the circuit. All drivers must reduce the speed of their karts.

Drivers are reminded that once the red flag is used, they have to go to the place indicated during the briefing (or any other place indicated by the Race Director) with extreme caution.

Suspension of the race

Whenever it shall be necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Direction will order the use of red flags at all marshal posts and red lights switched on the start line.

When the signal of suspension of the race is given,

- it is forbidden to overtake,
- the entry and exit of the pits are closed,
- all drivers have to move the karts slowly to the line of the red flag (the location of which will be confirmed by the Race Director during the Drivers' Briefing), where they will have to line-up in a single line, one behind the other.

During the suspension of the race

- neither the race nor the time keeping are stopped,
- the drivers are authorised to leave their kart but must stay close to it. They can take off their helmets and gloves,
- any change of driver is forbidden,
- only officials of the event are authorised on the grid,
- any intervention on the karts is forbidden on the grid and in the pit lane, unless authorisation is given by the Race Direction and supervision by the Scrutineers only to cover the kart, in the event of rain,
- no repair is authorised in the pits (under Parc Fermé conditions).

The driving time during the red flag period will not be counted and the Stewards will confirm the new driving times before the resumption of the race.

If the circumstances make it necessary, the Stewards can make the decision to stop and/or modify the effected time of the race. This cannot be longer than the time of the Event.

Resumption of the race.

The time for the resumption of the race will be as short as possible and immediately after the time of resumption, the race continues. In any way, there is a sound signal ten minutes before the resumption.

Instructions will be given by the Race Director.

For karts which entered the pit lane after the red flag signal.

Once the karts entered the pit lane, they have to stay in their working area outside the pit under Parc Fermé conditions.

The work on the karts in the pit lane can be continued at the resumption of the race.

Karts which entered the pit lane after the red flag signal can go to the pits exit only at the resumption of the race. The pits exit will be open at the end of the first lap after the resumption of the race, once the last kart on the track has passed the Line. For all karts on the track at the resumption of the race:

When the green lights are switched on, all karts will leave the grid in the order they stopped behind the line of the red flag.

Once the first kart has finished a lap, after the last kart on the track has passed the Line, the pits exit will be open.

If the race cannot be resumed, the results will be those obtained at the end of the next to last lap preceding the lap during which the signal of suspension of the race was given.

Neutralisation of the race – SLOW procedure

➤ The Clerk of the Course or the Race Director may decide to neutralise a Qualifying Heat or a Race. This procedure will be used only if the Track is obstructed, or if the Drivers or Officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the Qualifying Heat or Race.

➤ When the order is given to neutralise the Qualifying Heat or Race, all observation posts will display single waved yellow flag and a "SLOW" board (yellow board with the word "SLOW" written in black), which shall be maintained until the neutralisation is over. Flashing orange lights will be switched on at the Line.

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

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

➤ During the neutralisation laps, the Competitors' karts can enter the pit lane, but they will only be able to go back onto the track when the orange is switched on at the exit of the pit lane. It will be presented in a way to allow karts which are waiting at the exit of the pit lane to get back onto the race track at an appropriate speed until they join the end of the queue of the leading karts. After the passing of the last kart, the pits exit will be closed with a red light.

At the end of the neutralisation the orange lights are switched off.

This is the signal which means that it will return at the end of the lap. At that moment, the first kart of the queue can impose its speed and if necessary place itself at more than five kart lengths behind it.

To avoid a risk of accident from the moment the lights are switched off at the start-finish line, drivers must continue at a speed without inopportune acceleration, braking or any other manoeuvre that might be dangerous for other drivers or disturb the new start.

After the re-start is given, green waving lights will be presented at the surveillance posts. These flags will be used during a maximum of one lap.

At the end of the SLOW procedure, once the track is under GREEN condition, the pits exit will remain closed until the moment when the last kart (which was in the queue behind the leading Kart) passes on the track at the level of the pits exit.

Each full lap during the SLOW procedure will be counted as a race lap.

If the race finishes during the SLOW procedure, the chequered flag will be presented to the karts on the finishing line according to the normal procedure without the right to overtake.

FINISHING PROCEDURE

Finish of the race

Chequered flag: at the end of the race time, the chequered flag will be presented to the kart classified first in the overall rankings when it passes the finishing line on the race track.

Access to the pit lane will remain free until the presentation of the chequered flag.

When the chequered flag is displayed, the exit of the pit lane will be closed.

All competitors have to pass the finishing line within the following 5 minutes.

After having been shown the chequered flag, all karts will do a lap of honour after the first three, karts without any stop or assistance (except from the track Marshals if necessary).

The members of the team are not allowed to move in on the track, subject to sanctions.

Finish of the race, anticipated or delayed:

If, whatever the reason, the chequered flag is displayed before the foreseen length of the race is finished, the race will be considered to be finished when the leading kart has passed the finishing line for the last time before the presenting of the chequered flag.

If, whatever the reason, the chequered flag is displayed with a delay, the race will be considered to be finished at the foreseen time.

Parc Fermé

After the finish, the karts will go to the Parc Fermé under the control of the officials. A kart which does not immediately and directly join the Parc Fermé can be disqualified from the rankings by the Panel of Stewards.

A responsible of each team will have to be present at the entrance of the Parc Fermé

CLASSIFICATION

Conditions of ranking

It is forbidden to stop on the track waiting for the presentation of the chequered flag.

To be ranked, a kart must pass the finishing line on the race track when the chequered flag is presented, except for the case of force majeure at the Stewards discretion.

The number of official laps will be rounded down to the nearest whole number.

The kart placed first will be the one having covered the greatest distance up to the showing of the chequered flag.

The karts will be ranked according to the number of complete laps done during the time of the race. For competitors having done the same number of laps, the moment of passing the finishing line will determine the order of classification.

Results official Classification

Only results and classifications published and displayed by the organiser on the official notice board are considered to be official.

The official classification will be approved at the end of the technical and sporting checks. A classification will be set up for each category

CONTROLS AND PENALTIES

The constraints and specific obligations of the event (circuit, paddock, pit, etc.) have to be known and respected by all competitors.

At any moment of the event, the organiser & the FIA are allowed to carry out checks that are considered appropriate and apply possible penalties in accordance with current regulations.

1. Application of penalties

The Stewards can impose the penalties foreseen in these Regulations in addition to or instead of any other penalties foreseen in the International Sporting Code.

In the event of a repeated infringement, the exclusion or may be decided.

It is up to the Stewards to decide, in the form of a report or on request of the Race Director, if one or several drivers involved in an incident should be punished.

If the Stewards inquire into an incident, a message informing all teams of the involved kart(s) will be posted on the official messaging system.

On condition that this message is posted within the 5 minutes following the end of the race, the concerned driver(s) won't be able to leave the circuit without the agreement of the Stewards.

2. Terms of execution of certain penalties

2.1 Passing through the pit lane

The driver must enter the pit lane and re-join the track without stopping.

2.2 Stop & Go

The driver must enter the pit lane, stop in his allocated working area and leave to re-join the track. The engine may keep running unless stated otherwise in the Stewards' decision.

During this period nobody is allowed to touch the kart in any way and the driver must remain inside the kart.

2.3 Time penalty in the pit lane

The driver must enter the pit lane, stop during a defined time in his allocated working area and leave to re-join the track. The engine may keep running unless stated otherwise in the Stewards' decision. During this period nobody is allowed to touch the kart in any way and the driver must remain inside the kart.

2.4 Added pit lane time

The next time the kart enters the pit lane, a defined time will be added to its pit stop. This time will be added to the start of the pit stop and will be counted from the moment the kart is immobilised in its allocated working area. During this period nobody is allowed to touch the kart in any way and the driver must remain inside the kart.

If any of the four penalties above are imposed, they shall not be subject to appeal as per Art. 12.2.4 of the ISC.

2.5 A drop of a certain number of grid positions

At the discretion of the Panel of Stewards.

3. Time limit for the execution of penalties

The following rules must be respected:

Before a kart stops in its pit, the Race Director will present a "Penalties" board with the number of the kart. The relevant kart cannot pass the "line" on the track more than 4 times.

In case of infringement, double penalty.

If any of the penalties referred to in articles 2.1 and 2.2 of these regulations are notified within the last 5 laps and the kart does not fulfil the penalty, the following shall apply:

➤ If it proves impossible to serve the above penalty, a time will be added to the final time of the relevant kart.

➤ If, in the opinion of the Stewards, this added time will demote the relevant kart from the achieved number of laps, the Stewards may add lap(s) basing their calculation on the time set by the relevant competitor on the last lap before the infraction was committed.

For article 3. above, there is no right of appeal.

If it proves impossible to serve time penalties that have been imposed by the Panel of Stewards, these penalties will be converted into lap penalties on the basis of the time taken by the competitor to cover the last lap before the commission of the infringement for which he has been penalised. In this case, the conversion will be not more subject to appeal than the time penalty that was imposed.

4. WITH REGARD TO THE DRIVERS

4.1 - Absence at the briefing

At the discretion of the Panel of Stewards, this can lead up to the disqualification of the Event.

4.2 - Driving time

The respect of the limited driving time will be controlled, based on official timekeeping information, according to the provisions in the relevant article of these regulations.

In the case of an excess of more than, penalty will be 1 minute per noted infringement minute.

4.3 Sporting behaviour

Officials who act as judges will watch sporting behaviour.

The Race Director may bring before the Panel of Stewards any unsporting behaviour on the part of a competitor or driver that is deemed contrary to the spirit of sport and fair play, when even the person concerned demands the literal application of the present regulations.

If unsportsmanlike conduct is observed or in the case of dangerous conduct during the intervention of the SLOW procedure: 3 minutes (Stop and Go).

Penalty in the case of driving the kart in the opposite direction of that of the race: disqualification.

Penalty when the kart in a situation of danger is not removed: according to the judgement of the Panel of Stewards.

In the event of a repeated offence, the competitor may be disqualified from the race.

4.4 Speed in the pit lane

The check of the speed limit will be carried out using a speed camera in accordance with the provisions of the relevant article of the present regulations.

Penalties in the case of speeding in the pit lane:

- 1st infringement: 1 minute per 5 km/h over the speed limit without appeal.
- 2nd infringement: 3 minutes per 5 km/h over the speed limit without appeal.
- 3rd infringement: 10 minutes per 5 km/h over the speed limit without appeal.
- If repeated: penalty: at the Stewards' discretion.

5. WITH REGARD TO THE TEAM MANAGER AND THE MECHANICS

5.1 Role of the team manager

The pit marshal who is appointed to the competitor will carry out the check of the obligations of the team manager. Penalties will be applied depending on the reported infringement.

5.2 Interventions of mechanics

During the timed practices, the appointed scrutineer of the event will carry out the control of the 'Parc Fermé' procedures. In case of infringement, the crew of the kart will be downgraded in the timed practices.

During the race, refuelling operations and interventions in the pits will be controlled by the pit marshal who is appointed to the competitor. In case of infringement, the penalty applied will be 3 minutes.

In the case of passing the pit, if the kart is not brought back by a maximum of 2 mechanics of the team + the driver, or in the case of banned intervention in the pit lane, the penalty is at the discretion of the Stewards.

In the case of intervention for pit stop with engine running, the applied penalty will be a Stop and Go.

6. WITH REGARD TO THE KART EQUIPMENT

On the starting line, the presence of the removable ballast registered for the starting driver will be checked by the appointed scrutineer of the event.

The Scrutineers can:

➤ Check the conformity of the kart or of a competitor at any moment of the Event.

➤ Ask a competitor to provide this sample or that piece judged to be necessary.

Karts chosen at random will be checked after each qualifying practice session and after the finish of the race.

6.1 Chassis

Any kart presenting a possible danger (excessive deterioration excessive or deterioration of a safety element) must be stopped for repair. The kart can restart the race only after the approval of the panels of the stewards.

In case of infringement, the penalty applied will be 5 minutes. In the event of a repeated offence, the competitor may be disqualified from the race.

6.2 – Weight and ballast

Only appointed officials of the event are authorised in the weighing area and no intervention is allowed there, except under the control of those officials.

An unexpected weight check may be carried out by the organiser at any moment of the race. On order of the Race Director, the driver will have to undergo a weighing.

The check of the removable ballast will be carried out by the pit marshal who is appointed to the competitor. Failing to do this, and on order of the Race Director, the driver will have to return to the pit in order to carry out the check.

The check of fixed ballast may be carried out by the scrutineers.

A systematic weighing will be undertaken at the end of the qualifying phase. Once the weighing of the kart is notified to the competitor, no solid, liquid or gaseous material can be added or removed. During the driver's change, a scrutineer may ask the incoming driver to follow him to the weighing. The check of the weight consists of adding the driver's weight, the weight of the kart noted during the material registration and the weight of the removable ballast observed on the kart when coming into the pit.

In the case of non-compliant weight at the end of the practices: invalidation of the times, In the case of non-compliant weight at the end of the race: disqualification.

7. WITH REGARD TO THE PADDOCK AND THE PITS

Fitting outs

The pit marshal appointed to the competitor will carry out the inspection of the area situated behind the pits. In case of infringement, the applied penalty will be 3 minutes.

8 WITH REGARD TO ALL PEOPLE

8.1 Smoking area

Checks to ensure compliance with this rule will be made by safety staff. The pit marshal will oblige the people to leave.

In case of infringement, the driver of the kart will be subject to the procedure «driving through the pit lane without stopping».

A report of the Pit Marshal can be sent to the Stewards for which the penalty is left at their discretion.

8.2 Number of people

Checks about the number of people present in the pit will be made by the pit marshal appointed to the competitor.

In case of infringement, the pit marshal will oblige the people to evacuate.

In case of refusal, the kart will be stopped in the pit until the non-authorized people have left

9 FIA MOTORSPORT GAMES

The FIA Motor Sport Games: FIA Karting Endurance will contribute one Gold, one Silver and one Bronze medal towards the overall FIA Motors Sport Games medal table.

The award for the FIA Motorsport Games will be presented to the ASN who places first in the medal table across all disciplines of the FIA Motorsport Games . Each discipline taking part will be able to award one Gold, one Silver and one Bronze towards the overall table.

The ASN with the most Gold medals will be the winner. Should multiple ASNs have the same amount of Gold medals, the ASN with more Silver medals will be classified ahead. Should multiple ASNs have the same amount of Gold and Silver medals, the ASN with more Bronze medals will be classified ahead. At this stage, if there are still ASNs tied on Medals, the number of 4th, 5th, 6th (and so on) positions in the Final Classifications of each category will be taken into account in order to determine the rankings of the medal tables.

Following this, if ASNs can still not be divided by their results, they will be classified in equal position and any prize shall be shared.

