

Championship Karting International

2010 Competition Regulations

1. Aims

The control and good running of Events, (hereinafter referred to as <Events>), for vehicles called <karts> shall be ensured by Championship Karting International.

All official organization regulations are for use in Championship Karting International competitions only. Any in whole authorized use of these regulations will only be considered with written request to Championship Karting International. Any unauthorized use in part or in whole by any other organization is strictly prohibited.

2. Sporting Prescriptions

2.1 – Application of the General Prescriptions

These Championship Karting International Regulations and any and all Supplementary Regulations comply with the International Sporting Code of the CIK-FIA. For specifics that are not identified in the Championship Karting International Regulations, the CIK-FIA Regulations will prevail, with the exception of Drug Checks, Protests, Appeals, and Arbitrations, which is detailed in Championship Karting International Competition Regulations 2.26, and Drug Checks.

2.2 – Statute of Events

All Events entered on the Championship Karting International Calendar are with respect to the Championship Karting International Regulations.

2.3 – Eligible karts

Only karts complying with Championship Karting International Regulations may be accepted in a Championship Karting International Event. The Safety Regulations of Championship Karting International must always be applied.

2.4 – Entry of Events

All Championship Karting International Events, which make up the Event Calendar, are published on its website, www.championshipkartracing.com. Championship Karting International may introduce Local Option categories, with specific regulations specific to the category.

2.5 – Change of date or cancellation of an Event

Any changes and / or cancellations will be published on Championship Karting International website, www.championshipkarting.com , and/or by other means distributed to Championship Karting International Members. Every effort will also be made to include notices within Karting media.

2.6 – Publication of Supplementary Regulations

A. Importation

Championship Karting International must indicate in their Supplementary Regulations whether there are problems of importation of competition karts or of spare parts, and what measures to take in order to limit such problems.

B. Regulation Modifications

Any modifications or supplementary provisions to the regulations of an Event must be introduced, by the inclusion of numbered and dated bulletins, which will become an integral part of the Supplemental Regulations of an Event and/or of the Events that make up the Championship Karting International Calendar. Regulations may be installed at an Event with an official posting, and will be noted when the Regulation will take affect, to include any expirations of such Regulation. Event Schedules are considered Supplementary Regulations that govern an Event, and will carry the full force of the Championship Karting International Regulations.

2.7 – Eligible Drivers

In order to participate in a Championship Karting International Event, any Driver must be the holder of a Championship Karting International Membership as well as a World Karting Association, (WKA) license for the current year. No driver will be granted a Membership License who has not met age criteria for the Category, (Class), in which they request membership. Membership can be withheld, suspended, or revoked by Championship Karting International and / or the World Karting Association, (WKA), at any time pending decision of violations by a Driver, or persons associated with a Driver.

Drivers, (and all persons associated with them), that have been granted a Championship Karting International Membership, accept that they will be acquainted with these Regulations, and agree to conduct themselves in accordance with these Regulations.

2.8 – Acceptation of Entries

Championship Karting International may stipulate the minimum and maximum number of karts entered in an Event or Class, (Category), within an Event. If the minimum number of karts is not met, Championship Karting International has the right to cancel the Event or Class within an Event.

In the case of the minimum number of karts not being met, and the Championship Karting International Officials cancel an Event, or Class within an Event, Drivers entered at the time of cancellation will be credited with the entry.

2.9 – General Conditions

A. Observation of the Regulations

It is the Driver's responsibility to ensure that all persons concerned with his / her entry observe all the requirements of Championship Karting International Regulations.

B. Entry

The Driver is the entry with respect to Championship Karting International Events, and is responsible solely for the conformability of his / her kart, respective equipment, and all persons concerned with him, of the Championship Karting International Regulations, throughout the entire duration of a Championship Karting International Event. Substitute and "Test" Drivers are prohibited from participating in any element of a Championship Karting International Event.

C. Credentials

All persons concerned in any way by an entered Driver or present in any other capacity whatsoever at Championship Karting International Events, must wear an appropriate pass at all times. Drivers must present Hard Cards to all Driver Briefings.

2.10 – Scrutineering and Sporting Checks

A. Documentation

During the initial Scrutinizing and Sporting Checks, which will take place on the dates / times and at the location specified in the Schedule of an Event, each Driver must have all documents and membership cards and information available to Scrutineers upon request.

B. Time Limits

Unless a waiver is granted by Championship Karting International in particular circumstances, Drivers must adhere to the time constraints posted in each Championship Karting International Event Schedule, under pain of penalty.

C. Compliance Agreement

A Driver, or any other persons concerned with the Driver, may be asked to sign an agreement of compliance, by Championship Karting International Officials.

D. Medical Examinations

Championship Karting International may ask a Driver to undergo a medical examination at any time during an Event.

E. Acceptance of Karts for on-track elements of an Event

No kart may participate in any on-track element of an Event unless it has been checked and approved to do so by Championship Karting International Scrutineers. Additionally, no Driver may participate in an Event unless the Driver has entered the Event and has been approved to participate by Championship Karting International.

F. Proof of Compliance

At any time during an Event, the Scrutineers may:

- a. check the eligibility of the kart or of the Driver's equipment
- b. require a kart to be dismantled by the Driver to make sure that the conditions of eligibility and conformity are fully satisfied
- c. require a Driver to supply them with such parts or samples as they may deem necessary to establish eligibility and conformity, or require the Driver to present proof of Homologation of his / her equipment

G. Modified Karts

Any kart which, after being passed by the Scrutineers, is dismantled, modified or mended in such a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, may be asked to be re-presented for Scrutineering approval.

H. Karts involved in an Accident

Championship Karting International may require that any kart involved in an accident be stopped and checked.

I. Scrutineers

Checks and Scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organization of the Servicing Parks and / or the Parc Ferme, and who are authorized to give instructions to the Drivers.

J. Availability of Scrutineering Findings

Championship Karting International will publish the findings of the Scrutineers concerning every karts controlled and/or will place them at the disposal of other Drivers on request. These findings will not include any specific figures except concerning fuel checks.

K. Kart Conformity

Submitting a kart to Scrutineering shall be considered as an implicit statement of conformity.

L. Membership / Hard Cards

Each Driver will be issued one Driver and one Mechanic Hard Card which are required for entry into the Servicing Parks and / or Parc Ferme and other controlled areas as deemed by the Championship Karting International Officials. Only these persons possessing these credentials will be granted access to these controlled environments, under pain of penalty.

M. Racing Numbers and Advertisements

Racing numbers, and possible advertising signs shall be on the kart when it is submitted to Scrutineering and throughout an entire Event.

N. Drivers' Responsibilities with respect to Scrutineering

A Driver shall not be allowed to change his / her equipment after it has been identified at Scrutineering.

O. Systems for the measuring of the maximum engine revs and/or for the control of the clutch functioning may be used in categories where engine speed limits and/or limits regarding clutch functioning are prescribed. They shall be installed in the strict respect of the relevant instructions.

P. On decision of the Stewards, the Scrutineers will be authorized to interchange Entrants' ignition systems for the system supplied by the CIK or the ASN concerned. The substitution ignition system will have to be of the same make and same model as the one used by the Entrant concerned.

2.11 – Access to the track

A. Officials on the Track

Other than entered Drivers performing driving functions, only Championship Karting International Officials provided for at an Event are allowed access to the track.

B. Press on the Track

Representatives of the press may be given access to the track only if they have requested access and have been granted access by Championship Karting International. They must also respect any safety instructions and boundaries given by The Officials.

2.12 – Fuel

The Fuel used must comply with the Championship Karting International.

2.13 – Parc Ferme

A. Officials

Only those Officials charged with checks may enter the Parc Ferme. No intervention whatsoever may be carried out therein without the authorization of these Officials.

B. Start of Parc Ferme

As soon as the checkered flag is displayed, (Finish), the Parc Ferme regulations will apply for the area between the Finish Line and the entrance to the Parc Ferme. This includes scales and tech. Persons concerned with any kart, other than the Driver must be invited to scales and technical compounds by the Officials, in order to enter, and must bear the required credentials.

C. Size of Parc Ferme

The Parc Ferme shall be large and protected enough to ensure that no unauthorized person may have access to it.

2.14 - General Safety

A. Direction of Travel

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

B. Use of Track

During the course of any Championship Karting International Event, Drivers may use the track only, and only when scheduled to access the track. Drivers are allowed to use the whole width of the track. If the four wheels of a kart are outside the width of the track, the kart is considered having left the track.

C. Immobile Karts

During any on-track element of an Event, a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or an impediment for other Drivers. If the driver is unable to remove their kart from a dangerous position by driving it, it is the Officials' duty to help the Driver; however if a kart restarts as a result of such help, (or the help of anyone other than the Driver), it will be excluded from the classification of Qualifying or the Race in which this help was provided. Except for medical or safety reasons, the Driver must stay close to his / her kart until the end of that on-track event element, (session), under pain of penalty. Crew Members may not retrieve disabled karts unless directed to do so by the Officials.

a. In the case of a Practice session run over two or more parts, separated by an interval, all karts retired on the track in the first part, must be taken back to the Servicing Park during the interval and may participate in the remaining parts of Practice, provided their participation is within the group/part assigned to them.

b. In the case of a class being separated into two or more groups for any Practice or Qualifying session, where Drivers are assigned to a Group by the Officials, Drivers may only participate in their assigned Group. Any Driver found to participate in a Practice Group not assigned to him / her will be immediately removed from the track, and assessed a five minute penalty from their next assigned Group session. The penalty will start from the beginning of that session or from when the Driver arrives to the Start Area, (Grid), for that session, which ever is greater.

c. In the case of a Driver found participating in a Qualifying Group not assigned to them, the Driver will be immediately removed from the track, and any lap times from his / her participation in that unassigned Group will not be counted as official lap times. The Driver will not be allowed to participate in their assigned Qualifying Group, and a time of "No Time" will be used for official classification.

D. Tools

Any repairs with tools are banned outside the Repairs Area. It is forbidden to take any tools and / or spare parts on board the kart. The Driver can receive help only inside the Repairs Area as specified by the Supplemental Regulations or in the Briefing.

E. Fueling

If fueling is authorized, it may be carried out only in an area provided for this purpose.

F. Stopped Karts

Except in cases expressly provided for by the Regulations, no one except the Driver, (and Officials to ensure safety and / or compliance), is authorized to touch a stopped kart unless it is in the repairs area.

G. Closed Track

When the track is closed by the Race Direction, during and after practice, and after the finish until all concerned karts, whether they are mobile or not, have arrived at the <Finish> Servicing Park or at the Parc Ferme, no one is allowed to accede to the track, with the exception of Officials carrying out their duties, unless Directed by the Officials.

H. Restarting a Kart

During any on-track element of an Event, a kart may be restarted only by the Driver him/herself, except if he/she restarts from the Repairs Area. A Driver may only receive help on the track during Practice, and only by the Officials. A Driver may not receive any outside help on the track during Qualifying and/or Races, except to be removed from a dangerous position. A Driver may receive help only in the Repairs Area, only by his/her one crew member, and only in the Repairs Area, which he/she must reach by his/her own means. Pushers / Crew Members are not allowed to help Drivers once they have crossed the line drawn at the exit of the start area, beginning the track. During a Race of the Final Phase, a Driver may no longer attempt to restart their Kart once they have been lapped by the lead Kart.

I. Speed Limits

A speed limit may be imposed in the pit lane and in the Repairs Area during Practice, races and the Formation Lap. Any driver braking this speed limit will be imposed a penalty.

J. Mechanical Malfunctions of a Kart

If a driver is faced with mechanical problems during any on-track element of an Event, he/she must evacuate the racing surface as soon as possible for safety reasons.

K. Collisions

If a Driver is involved in a collision, he/she must follow the direction of the Officials with regard to continuing in that element of the Event.

L. Departing a Controlled Area

No Driver may leave any Championship Karting International controlled area without being invited to do so by the Officials.

M. On-track Instructions

Official on-track instructions will be transmitted to the Drivers by means of the signals provided for in the Championship Karting International Regulations. Entrants must not use flags similar to these in any way whatsoever.

N. Leaving the Track

Any Driver who intends to leave the track, to return to the Servicing Park or to stop in the Repairs Area shall demonstrate his/her intentions in due time and shall ensure that he may do so safely.

If a Driver leaves the racing surface, other than at a designated track exit during Practice, Qualifying, or a Race, he/she will re-enter the racing surface at a point as far from the racing "line" as possible and may not re-enter the course at a point that will provide any time or distance advantage. Drivers that have left the racing surface may not "race" back on to the track for re-entry, (Drive at speed while off track), in an effort to not lose position and/or gain position. It is the Officials decision as to whether or not any advantage was attained by off-course driving and/or course re-entry, and that decision is final. Drivers must follow the direction of the Officials.

O. Breaching Technical Regulations while on the Track

During an Event and at the order of the Officials, a Driver who breaches the Technical Regulations, except during the final lap, must stop in the Repairs Area and remedy the breach before rejoining the track. If during the Final Phase of an Event, a Driver is lapped by the race leader while in the Repairs Area, the Driver may not rejoin the track.

P. Safety Equipment

When they participate in any on-track element of an Event, all Drivers must at all times wear the full equipment defined under Championship Karting International Technical Regulations.

Q. Paddock Vehicles

It is forbidden to circulate with motorbikes, scooters, or any other motorized devices in the Paddock.

R. Safety Devices of an Event

Championship Karting International undertakes to have on the track all safety devices provided for an Event.

S. Wet Race

In the case of a wet race, (conditions signaled by means of the Race Direction or by the Race Director), the choice of tires will be left to the appreciation of the Driver, (wet or dry), within Championship Karting International Technical Regulations, with the Race Director reserving the right to use the black flag if he/she deems a kart is fitted with the wrong set of tires and that the Driver is too slow and/or dangerous for other Drivers or Officials or him/herself.

If a Race is started in dry conditions and is declared to be wet during a Race, (and vice versa), and the Officials have stopped the Race as a result, 15-minutes shall be allowed to make any adjustments to karts at the Drivers' appreciation to accommodate the conditions. Adjustments will be allowed only within the confines of the Championship Karting International Technical Regulations, and within the controlled environment provided for, and at the direction of the Officials. Backup karts may not be introduced under these conditions. Once a Race is declared wet/dry under these conditions, the decision will apply to all other subsequent Classes, (Categories) with no additional notice required.

Article 2.22 – Restarting a Race, will be applied for the re-start.

2.15 – Signification of Flags

Flag signals displayed at the Finish Line:

- a. **Red Flag**
This flag must be waived at the Finish Line when it has been decided to stop an on-track element of an Event. When this flag is displayed, all corners will display waiving yellow. In special circumstances, the red flag may be displayed at another location of the track, pending the location of the hazard. The red flag may also be used to close a track.
For additional safety preparations, and in consideration of some circuit layouts, an additional Red Flag may be displayed at the Marshall's Post immediately preceding the Finish Line, in addition to being displayed at the Line. If this procedure is employed at an Event, it will be communicated at the Drivers' Briefing of an Event.
- b. **Black and White Checkered Flag**
This flag must be waived at the Finish Line and signifies the end of an on-track element of an Event.

If the checkered flag is displayed also with a black flag, the on-track element has finished, however its contents and/or finish is under review by the Officials.
- c. **Black Flag with Orange Disc, (Meatball), generally displayed with kart number.**
This flag will be displayed motionless to the Driver of whose kart the number is displayed, and will be used to inform the Driver concerned that his/her kart has mechanical problems or has breached the Championship Karting Technical Regulations, and that he/she must stop in the Repairs Area on the next lap. When the mechanical problems have been rectified, the kart may rejoin the on-track element of the Event, unless it is the Final Phase, and the race leader has lapped the kart concerned. Should a Driver ignore the instructions of the Meatball flag, after passing its display twice, the Driver will be excluded, (disqualified), from that on-track element of the Event.
- d. **Black and White Flag divided diagonally, displayed with kart number**
This flag will be displayed motionless to the Driver of whose kart the number is displayed, and will only be shown once to a specific kart. This flag serves as a warning to the Driver concerned that he has been reported for unsportsmanlike behavior. Should the behavior not be rectified by the Driver concerned after receiving this flag, the Driver will be removed from that on-track element of the Event and penalized. Replacing the Black and White divided diagonally flag, a rolled black flag, pointed at the Driver concerned, may be used with the same intention.
- e. **White Flag**
This flag will be waived and will be used to indicate the final lap of an on-track element of an Event. The use of the white flag is not mandatory.

White Flag and Checkered Flag Rolled separately
Displayed vertically together, indicates two laps remaining in the Race. The use of this signal is not mandatory.

- f. Transponder Flag, (black with yellow cross)
Displayed motionless with a kart number at the Line. This flag indicates a Driver transponder has not registered with the scoring system when they crossed the Line. When a Driver receives this flag, they must immediately exit the track and enter the hot pit to remedy the error. Use of this flag is purely a courtesy, as it is the Drivers' responsibility to ensure they have a properly mounted transponder, and the transponder is functioning properly.
- g. Red and Yellow divided diagonally, (Re-Start Flag)
This flag, if used, is only displayed upon completion of the first lap of a Race, and indicates the Officials were dissatisfied with the original start, (which now becomes null and void). Drivers must reduce their speed, and place themselves in original line up. Formation Lap Regulations will apply while forming the re-start. Penalties may or may not be assessed to a Driver(s) as a result of conditions causing the Officials to declare the re-start.

Flag signals displayed at either the Finish Line and / or observation posts, (corners)

- h. Black Flag
This flag should be used to inform the Driver concerned that he/she must stop at the Repairs Area or at the place designated by the Officials on the next approach to the Parc Ferme entrance or scale area. If a Driver fails to comply for any reason, this flag should not be shown for more than four consecutive laps, and the Driver concerned will not be scored for that on-track element and penalized.
- i. Yellow Flag
This is a signal of danger and should be shown to Drivers in two ways with the following meanings:
 - Standing Yellow: reduce speed, overtaking is prohibited until after the hazard has been passed, provided there are no further consecutive yellow flags displayed, and be prepared to change direction. There is a hazard on the edge or on part of the track, or there is a much slower vehicle on the sector of the track controlled by that flag point.
 - Waiving Yellow: reduce speed, overtaking is prohibited until after the hazard has been passed, provided there are no further consecutive yellow flags displayed, and be prepared to change direction or to stop. There is a hazard wholly or partly blocking the track.

Yellow flags should normally be shown only at the Officials' post immediately preceding the hazard. Overtaking is not permitted in the location where the yellow flag is displayed. Any Driver overtaking another Driver in the location a yellow flag is displayed, must yield the position back to the Driver overtaken within the following lap, or be subjected to penalty.

j. Yellow Flag with Red Stripes

This flag should be shown motionless to inform Drivers that there is a deterioration of adhesion due to oil, water, or earth on the track in the area beyond the flag. This flag should be displayed for at least four laps unless the surface returns to normal beforehand. It is permissible to overtake another Driver when this signal is displayed.

k. Blue and Red Flag, (double diagonal)

This flag will be waived as an indication to a Driver that he/she is about to be overtaken, and the Driver must give way.

l. Green Flag

This flag may be used to indicate the start of an on-track element of an Event.

A Green Flag may also be used to indicate that the track is clear and may be waived at the observation post immediately after the incident that necessitated the use of a yellow flag.

2.16 – Instructions and communications to Drivers

All classifications and results of an on-track element of an Event as well as any decisions of the Officials will be posted on the official posting board, unless otherwise detailed in the Drivers' Briefing.

2.17 – Practice

No Drivers, nor persons associated with them or their teams, nor Test Drivers / Team Testers, may circulate, (practice on), any Championship Karting International Scheduled venue circuits, by any means, beginning with the Monday prior to a Championship Karting International Event. Event-specific Supplemental Regulations may dictate alterations to any Event Race Format. At any time, Championship Karting International reserves the right to alter the format as detailed above, and/or Heat Races, Number of Groups, and/or size of Groupings, to accommodate schedules for the efficient operation of each Event.

A. Controlled Practice

Practice Sessions will be controlled by Category, and in some cases separated by Groups within a Category, and will be outlined in each Championship Karting International Event Schedule.

A.1. Timing and Scoring

Championship Karting International utilizes AMB electronic timing and scoring. All karts are required to carry one AMB transponder for all on-track elements of an Event, mounted in the location detailed in the Championship Karting International Technical Regulations. Drivers without Transponders mounted on their Karts for any required on-track element of an Event will be immediately removed from the track and assessed a \$50 penalty per occurrence, payable before their next assigned on-track element of an Event. Drivers must register their own transponder prior to Scrutineering, or they may rent a transponder for each Event from Championship Karting International only. No single transponder may be shared by more than one Driver for any reason, unless authorized by the Officials. Each Driver is solely responsible for the proper functionality of the transponder assigned to them, whether rented or owned. The Driver is responsible for securing the scoring transponder in a manner optimal for scoring system function and preventing loss of the transponder on the track. Competitors wishing to place beacon devices on the racing circuit may do so, only with the approval of the Officials. Such beacon devices will not represent official Championship Karting International scoring for official classification.

B. Practice Discipline

The Discipline applied in the Servicing Parks and on the track as well as the safety measures will be the same for all practice sessions as those applied for Qualifying and Races. Classes may be broken into two or more groups, as prescribed by The Officials.

B.1. Scrutineering

No Driver may participate in Practice, or any on-track element of an Event, without his/her kart being passed by Scrutineering.

B.2. Minimum Practice

No Driver may participate in Qualifying or take the start of any Race without having participated in a minimum of one Event scheduled Practice Session, unless authorized by the Officials.

C. Interrupting Practice

The Officials may interrupt Practice as often and as for as long as deemed necessary for the clearance of the track or the removal of a kart(s). Further, if, in the Officials opinion, the stop is deliberately caused by a Driver, he/she may be penalized.

D. Protesting Interrupted Practice Sessions

Should one or more Practice Sessions shall be interrupted by the Officials, no protest relating to the possible effects of this interruption on the qualification of Drivers may be accepted. The Officials may decide not to resume the Practice session(s) after such an interruption.

2.18 – Briefing, (Drivers Meeting)

A. Definition

The Drivers' Briefing is a meeting organized by the Race Director for all Drivers entered in an Event.

B. Aim of the Briefing

To remind Drivers of the specific points of the Regulations concerning an Event, safety notions, and to give any clarification concerning the interpretation of Championship Karting International Regulations.

C. Time of Briefing

The time of the Briefing will be posted in each Event Schedule, and will always be held prior to Qualifying. Extra meetings may be organized if this is deemed necessary.

D. Mandatory Attendance

The presence of all concerned Drivers and Mechanics is mandatory throughout the entire Briefing under pain of penalty, or even possible exclusion from the Event. Attendance will be taken.

E. Other Attendees

Drivers' Briefing will be open to all with room for those not required to attend at the rear of the meeting area.

G. Start Time of Briefing

The entrance to the Drivers' Briefing area will be closed at the scheduled start time of the briefing. Drivers and Mechanics arriving after the scheduled start time will be allowed to enter, however they will be assessed a \$25 penalty. Non-required personnel will not be allowed to enter.

2.18.1 – Qualifying

A. Qualifying Sessions, (except Cadet Category)

Qualifying Sessions will be timed sessions per class or Group within a class. The time length of each session will be posted in each Event Schedule. Each session will begin upon orders given by the Officials, regardless if a kart takes the track or not. A Driver may take the track when they choose, provided they do so during their class' or Group within a class assigned Qualifying Session. All completed laps will be timed. Any driver having crossed the line drawn at the exit of the start area will be considered as started, whatever the circumstances. Any lap fully covered is counted. The lap time used for classification is the best lap covered during the session(s). Ties are decided by 2nd best time, and so on. If no lap time is achieved by a Driver, he/she shall take the start of the next race at the end of the grid. If several Drivers are in that situation, they will take the start of the next race at the end of the grid, and their starting positions will be determined by Practice times from the final two practice sessions on the scheduled Practice Day, (usually Friday), where any ties are decided by 2nd best times, and so on.

A.1. Cadet Category Qualifying Sessions

In the Cadet Category, the Category will be divided into two or more equal groups.

Cadet Category will be allowed a maximum of three laps for Qualifying during a 3-minute session, (per Group). Any karts that are delayed on the Grid, once the Grid Marshall has released the first kart, will be allowed to take the track provided they are able to start within the allotted 3-minutes. The 3-minute time will begin when the first Kart on track receives the Green Flag, (Start Signal), from the Chief Starter. If a kart still does not take the track during their assigned 3-minutes, and the checkered flag has been displayed they will have forfeited their attempt to Qualify. Karts will be released on to the track, staggered and separated from each other.

Once released onto the track,

Drivers may not wait or "hook up" with any other Driver in that Qualifying Session. Every effort will be made to allow for adequate spacing between Drivers.

Any driver having crossed the line drawn at the exit of the start area will be considered as started, whatever the circumstances. Any lap fully covered is counted.

The lap time used for classification is the best lap covered during the session(s).

Ties are decided by 2nd best time, and so on. If no lap time is achieved by a Driver, he/she shall take the start of the next race at the end of the grid. If several Drivers are in that situation, they will take the start of the next race at the end of the grid, and their starting positions will be determined by Practice times, where any ties are decided by 2nd best times, and so on.

B. Groups within a Class, (except Cadet Category)

In the case of a class being divided into two or more groups, the groups will be divided into equal-sized groups. Lap times from Groups that make up a class will be combined to determine the fastest lap times for classification in that class.

B.1. Determination of Groupings

Groups will be determined by the times achieved by each Driver, as a result of their participation in the final two Practice Sessions, (combined), from scheduled Practice Day, (normally Friday), and will be subjected to Technical Inspection. Times obtained from these two sessions combined will be used to determine assigned Practice and Qualifying Groups for the balance of that Event. From this process, the slowest Practice times will make up Group A and will take the track first for Practice and Qualifying, and the fastest Practice times will make up Group B and will take the track second for Practice and Qualifying.

B.1. Grouped Driver(s) Withdrawing from an Event prior to Qualifying

Should one or more Drivers withdraw from competition prior to Qualifying, groups may be re-assigned to equalize participation in each group. Drivers may only participate in their assigned Group.

B.2. 102% Grouping Rule, (except Cadet Category)

If a Class is broken into two Groups for Qualifying, and one group qualifies in wet conditions and the other group qualifies in dry conditions, and if the fastest time achieved by the fastest Driver in the slower Group is 102% or more of the fastest time achieved by the fastest Driver in the faster Group: 1st place will go to the fastest time in the faster Group, (fastest overall), 2nd place will go to the fastest time of the slower Group, 3rd place will go to the second fastest time in the faster Group, 4th place will go to the second fastest time of the slower Group, 5th place will go to the third fastest time in the faster Group, and so on.

B.3. Driver(s) Participating out of Group

In the case of a Driver found participating in a Qualifying Group not assigned to them, the Driver will be immediately removed from the track, and any lap times from his / her participation in that unassigned Group will not be counted as official lap times. In this case, the Driver will not be allowed to participate in their assigned Group, and they will receive a time of "No Time" for official classification.

C. Hot Pit Lane

With respect to the Championship Karting International Technical Regulations, a hot pit lane is employed to allow for repairs during each class' Qualifying Session. Only the Driver and one crew member and the Driver's one kart is allowed in the hot pit lane during Qualifying, and only during their class' assigned session.

1. All ballast, (weight), must be bolted to the kart per Championship Karting Technical Regulations prior to the start of Qualifying. Any loose weight will be confiscated prior to entering the hot pit, and returned upon completion of the Driver's qualifying attempts, and the Driver has crossed the scales. Any weight removed from a Driver's kart during the qualifying session will be immediately confiscated and returned after the Driver has completed qualifying and has crossed the scales.

2. Under pain of penalty, at no time after the Driver and his/her kart has entered the hot pit area for qualifying, may any assistance or additional parts or tools be handed to the Driver or his crew member from a source outside the hot pit area. Should a Driver or Crew accept assistance, parts or tools from outside the hot pit lane, the Driver and his/her kart will be immediately retired from the session, and sent to the scales, with any on-track lap times being allowed prior to the infraction. Additionally, once a Driver and his/her single crew member have entered into the hot pit area, they may not leave until the Driver has completed qualifying and passed thru the scales.

3. No members of the Press may claim to be associated with a Driver and Crew Member within a controlled area, especially the hot pit lane.

4. No fluids of any kind are allowed in the hot pit lane, unless specified by the Officials.

5. Pushers are not allowed to help Drivers once they have crossed the line drawn at the exit of the hot pit lane, (track entrance).

6. A Driver may not improve or maintain his/her official position by entering or traversing thru the Hot Pit, regardless of whether or not a stop is made.

D. Cutting the Track

At no time during Qualifying may a Driver "cut" the track for any reason. Track cut-offs are only to be used for a Driver to stop therein, when prematurely retiring from the session.

E. Entering the Track

When entering the track, departing the hot pit lane, an Official will give direction to the Drivers for safe entry to the track. Should a Driver enter the track, ignoring the Official's direction, the Driver's fastest lap time will be eliminated from the record and his/her second fastest lap time will be used for classification. Should a Driver ignore the direction of the Officials a second time, they will be excluded, (disqualified) from Qualifying entirely.

F. Completion of Qualifying

Once a Driver and his/her kart has crossed over the scales, their Qualifying attempt is considered finished, and will obey the instructions of the Officials. Should a Driver not weigh, or not obey the instructions of the Officials, his/her lap times will be removed from the record, and the Driver will receive a "no-time", used for classification.

G. Access to the Assembly Area/Hot Pit

Access to the Assembly Area and Hot Pit will end at the start time of a Driver's assigned Qualifying Session. Any kart which has not taken its position in the Hot Pit at that moment, or has not presented itself to the Assembly Area at that moment, shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the Officials.

2.18.2 – Second Chance Heat

At the appreciation of the Officials, a Second Chance Heat may be installed and will be outlined in the Driver Briefing and / or Event Supplemental Regulations.

2.19 – Starting Grid

A. Posting of Positions

At the end of Qualifying, a list of the Qualified Drivers, as well as the starting grids for the Pre-Final will be officially posted.

B. Only these Drivers will be allowed to take the Start of the Pre-Final, and/or of the Final.

C. Withdrawing from a Start

Any Driver whose kart is unable to take the start for any reason whatsoever, or who has good reason to believe that his/her kart will not be ready to take the start at the scheduled time, must inform the Officials as soon as possible. Should a Driver withdraw from the Start prior to the field taking the track, their position will be filled in successive order, with all Drivers scheduled to start behind the withdrawn Driver, moving up one position in the starting line-up. Should a Driver "no-show" after the karts have been gridded and the order is given to release the karts onto the track, his position will be left open.

D. Starting Grids

The grids will be drawn up in accordance with the fastest time achieved by each Driver. Should one or several Drivers achieve the same time, the tie will be settled on the basis of their second fastest time, and so on.

E. Pole Position

The Pole Position Driver of each grid will have the choice of the pole position, (on left or right side of the track), provided that he/she advises the Officials as soon as he/she reaches the Assembly Area. This choice will only modify the first row, to the exclusion of the others. Failing this, the Pole Position Driver will take the start of the Race from the grid position which was the pole position the previous year, or if it is a new circuit, on that which is designated by the Officials, or designated in the Supplemental Regulations.

F. Access to the Assembly Area / Hot Pit

Access to the Assembly Area / Hot Pit will end at the start of the Race. Any kart which has not taken its position on the grid at that moment, or has not presented itself to the Assembly Area at that moment, shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the Officials.

During any competition element of an Event, Drivers will only be permitted to select one Chassis / motor combination when exiting the Parc Ferme, accessing the Hot Pit.

G. Official Driver Starting

Any Driver who is present, with his/her kart, on the Hot Pit or Track within the time limit will be considered a starter.

2.19.1 – Race Distances

The number of laps for each element of each class' Final Phase will be supplied on each Event Schedule / Supplement, whereas:

- a. Race Distances for Pre-Final, will be 10/15/20km according to age brackets, (Cadet & Mini/Junior/Senior). Second Chance Heat, (if offered), Race Distances will be determined by Championship Karting International Officials, specific to each Event, and will be posted on each Event Schedule / Supplement.
- b. Race Distance for the Final for Cadet and Mini Classes will be 18km.
- c. Race Distance for the Final for Junior Classes and Senior TaG will be 22km.
- d. Race Distance for the Final for Senior International Classes will be 28km

2.20 – Starting Procedure

A. Start Signal

The Start Signal shall be given by way of lights, or by flags, or a series of flags, as instructed in each Driver Briefing, and/or each Event Supplement.

B. Type of Start

The type of start is standing for all shifter classes, and rolling for all non-shifter classes. The grid will be constituted of two lines of karts. Le Mans type starts are forbidden.

C. Official Starter

The Chief Starter or Race Director will give the start.

D. Starting Line

The Acceleration Line shall be 25m ahead of the Start Line. It is forbidden to accelerate before having crossed that line. For rolling starts, this acceleration line will be materialized by a row of soft cones, (one cone on each side of the track and four cones placed on the center line of the track, center-line cones may not be used during a wet race for safety purposes).

In lieu of cones, two 2 meter wide lanes will be painted in white on the track surface. 25 meters prior to the Starting Line, a Yellow Line will be painted to signify the Acceleration Line. This Acceleration Line will also be materialized by (2) soft cones, one on each edge of the track surface. The starting order shall be given by way of flags when the Starter and/or Race Director is satisfied with the start. Upon approach to the Acceleration Line, Drivers will enter the Starting Lanes and must remain in those Lanes until after crossing the Starting Line after the Starting Order is given. It is forbidden for Drivers to Accelerate before having crossed the Yellow Acceleration Line. Any Driver partially exiting their respective Lane before crossing the Starting Line will be subject to a 3 second time penalty to be added to their final race time. Any Driver wholly exiting their respective Lane before crossing the Starting Line will be subject to a 10 second time penalty to be added to their final race time.

E. Inoperative Karts

As soon as the Officials indicate that the karts may take the track for the start, the Drivers may no longer receive any outside help. Any Driver who has not placed him/herself at the orders of the Chief Starter or of the Race Director in time with his/her kart in working order will be allowed to leave the Assembly Area only at the orders of the Officials in charge of the Assembly Area.

F. Formation Lap

After a specified number of warm-up laps have been completed, Karts will cover a minimum of one formation lap before the start may be given. Although it is each Driver's responsibility to maintain their starting position during the Formation Lap, it is forbidden to overtake another Driver during the formation lap under pain of penalty inflicted by the Officials, (number of positions gained, plus three). In the case of rolling starts, a Driver will have the possibility of regaining his/her grid position only if this maneuver does not impede other Drivers and in all cases before the start of the Formation Lap.

If a Driver stops for any reason during the Formation Lap, he/she will not be allowed to try and start again before he/she has been passed by the entire field. That Driver will be allowed to start again from the back of the formation. Should he/she attempt to start ahead of the field in the hope that the leading Drivers overtake him, he would be shown the black flag and be excluded from that Race.

In the case of standing starts, during gridding or after karts have been gridded, should a kart stall on the starting line, prior to the official order given to start, the field will be given another formation lap for another attempt at the Start. The stalled Driver, will start the race from the back of the field, with their original starting spot left open on the next attempt.

G. Drivers Delayed on the Grid

Drivers that are delayed on the Grid for any unintentional reason, will be allowed to regain their position under direction from the Officials.

1. In the case of rolling starts, a Driver who is delayed will have the possibility of regaining his/her grid position only if this maneuver does not impede other Drivers and in all cases before the start of the Formation Lap.

2. In the case of standing starts, a Driver who is delayed will have the possibility of regaining his/her grid position until the field has begun gridding at the starting Line, (and / or the red lights have been turned on). After this, the Driver will start from the back of the formation, and his/her starting spot will be left open.

In order to regain one's position, it is forbidden to use any course other than the track used during the race, (no cut-offs), unless directed to do so by the Officials. In all cases, it is the Driver's responsibility to regain their starting position as long as the maneuvers are completed without incident against other drivers, and before the start of the Formation Lap.

H. Immobilized Driver

If he/she considers that a Driver has been immobilized as a result of another Driver's mistake, (to include disruption of Starting Cones and/or any object disrupted by a Driver), the Chief Starter or the Race Director may stop the Formation Lap and start again the starting procedure on the basis of the original grid, or allow the impeded Driver to regain his/her position. The new starting procedure will be ordered immediately, or within 30-minutes, according to the circumstances. The Officials may inflict a penalty upon the offending Driver(s), in accordance with Article 2.24. Work on karts may or may not be allowed in this case, as directed by the Officials.

I. Giving the Start

The Chief Starter or the Race Director will give the start as soon as he is satisfied with the formation.

J. Repeated False Starts

In the case of repeated false starts, or of incidents during the Formation Lap(s), the Chief Starter or the Race Director, acting as a Judge of Fact, may stop the starting procedure by means of the red flag, and inflict penalty on the offending Driver(s), according to Article 2.24 of Championship Karting International Competition Regulations. A new starting procedure will be given either immediately or within 30-minutes, according to the circumstances. Work on karts may or may not be allowed in this case, to the appreciation of the Officials. The starting grid will be the same as for the initial procedure. All Drivers present in the starting area or in the repair area before the procedure was stopped will be allowed to take the start of the new Formation Lap.

K. Jump Starts

Defined as a Driver starting the Race before the order to start is given, any attempts to Jump the start or delay it shall be sanctioned with a time or position penalty as determined by the Officials.

L. Start of Racing Conditions

As soon as the start has been given, racing conditions are applied. Drivers cannot break starting formation or exit the starting line until the start line has been passed and, irrelevant of the position of a kart on the track, it is forbidden to give it any assistance, except for parking it to a safe location.

2.20.1 – Rolling Starts

At the end of the Formation Lap, Drivers will proceed forward at a reduced speed towards the starting line, lined up in two lines of karts. When the karts approach, in the case of lights all red lights will be switched on. No kart may accelerate or overtake before the lead karts have crossed the Acceleration Line and cones and under no circumstances before the red lights have been turned off, (or in the case of flag signals; the flag signal given to start the race).

Drivers that have taken the Start ahead of their assigned starting spot, at the time the order is given to start the Race, will be assessed a penalty equal to the number of positions gained, plus three, for that Race.

If he/she is satisfied with the formation, the Chief Starter or the Race Director will give the start by switching the red lights off, or signaling with flags, signifying the start of the race. If he/she is not satisfied with the procedure, he/she will keep the red lights on, or otherwise indicate no start, which means that another Formation Lap must be covered.

2.20.2 – Standing Starts for karts with gearboxes

At the end of their Formation Lap, Drivers will take their starting positions, without stopping until they are in their starting position, (no practice starts). Officials will be on the starting line to grid the Drivers. The lights will be out until the last Driver has taken his position on the start line, or the Starter will be in position adjacent to the track. Practice starts are forbidden.

When all karts are stopped in their grid positions on the starting line, the field is under the orders of the Chief Starter, (or Race Director), and the lights or flags. The Chief Starter or the Race Director will launch the start with the illumination of a series of four red lights. Once all four lights have been lit, within two seconds the lights will be turned off, signaling the start of the Race. In lieu of starting lights, the Starter will indicate the start of the race with flags, as directed in the Driver Briefing.

Drivers that have taken the Start ahead of their assigned starting spot, at the time the order is given to start the Race, will be assessed a penalty equal to the number of positions gained, plus three, for that Race. This includes starting the Race outside of their assigned starting box.

If he / she is not satisfied with the procedure, the Starter will indicate that an extra Formation Lap must be covered. If a Driver is unable to start, he must remain in his kart and notify this situation by raising his arm. During the Formation Lap(s), it is forbidden to practice start simulations.

In the case of standing starts, during gridding or after karts have been gridded, should a kart stall on the starting line, prior to the official order given to start, the field will be given another formation lap for another attempt at the Start. The stalled Driver, will start the race from the back of the field, with their original starting spot left open on the next attempt.

2.21 – Stopping a Race, Qualifying or Practice

A. Conditions of a Stopped On-Track Element of an Event

Should it become necessary to stop a Race, Qualifying, or Practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Chief Starter or the Race Director shall order a red flag to be shown at the Line. As a safety practice, the Race Director may display a red flag at another location of the track, pending the location of the hazard. Simultaneously, waiving yellow flags will be shown at observation posts. If a signal to stop is given:

1. during Practice: all karts must immediately reduce speed and stop at a location directed by the Officials. Drivers will be given instruction after all karts have stopped. All karts abandoned on the track will be removed. Pending the Event Schedule, the Practice Session may not continue or be completed.

2. during Qualifying: all classes will be guaranteed a minimum of 75% of the original Qualifying time posted in the Event Schedule, of green flag conditions for Qualifying. Cadet will receive their entire 3-Lap / 3-minute allotment.

Should the session be stopped prior to the 75% of the allotted time in the Event Schedule, the session will resume after the reason for the red flag is cleared, and conditions are again safe to continue. The class will be allowed to resume Qualifying until the minimum 75% of allotted time in the Event Schedule has expired. Under no circumstances, may karts be worked on during the stopping of the clock during a red flag.

Should the session be stopped after the minimum 75% of allotted time in the Event Schedule have expired, the session will not resume, and will be considered complete.

For Qualifying, karts may only be worked on in the hot pit lane, and only during green flag conditions, unless the driver has retired from the session and his kart has been passed thru scales and tech.

3. during Races: all karts will immediately reduce their speed and stop as directed by the Officials, considering that:

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

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

- a. less than 2-laps. If the Race can be restarted, Article 2.22, Case A will apply.
- b. More than 2-laps, but less than 75% of the distance scheduled for the Race, (rounded up to the nearest whole number of laps). If the Race can be re-started, Article 2.22, Case B will apply.
- c. 75% or more of the distance scheduled for the Race, (rounded up to the nearest whole number of laps). The karts will be directly led to the scales and tech. The Race will be considered as having stopped when the leading kart crossed the Line at the end of the lap prior to that during which the signal to stop was given.

2.22 – Restarting a Race

Working on karts during red flag conditions of a Race is strictly prohibited, unless provided for by the Officials. If the Officials provide that work will be allowed on karts, the following conditions will be applied:

- a. All work will be confined to within the announced, controlled area only.
- b. The only persons allowed to intervene on a kart are the Driver himself and his appointed mechanic, the holder of the appropriate pass. It will be allowed to introduce spare equipment, as allowed by the Officials. Under no circumstances can anything be “passed” into the controlled area by an outside party for any reason, under pain of being excluded from the remainder of that Race.
- c. Should a Driver need assistance from more than mechanic, he/she may only obtain the assistance from persons who have already been permitted within the controlled area, (and may be associated with another Driver), and only at the approval of the Officials.
- d. Refueling will only be allowed under complete restart conditions and at the direction and allowance of the Officials.
- e. Neither Chassis nor motor changes will be allowed after original start orders have been given.
- f. Drivers that have not completed their work within the allotted time-frame, will be placed at the back of the grid for the re-start, (only if their work is completed before the order is given to start the re-start, otherwise they may not re-start the Race). Their start position will be left open.

Case A: If less than 2-laps have been covered, a new start will be given within 30-minutes after presentation of the red flag, (in the conditions provided for under Article 2.19.F). The length of the new Race will be the full original race distance. The original start will be deemed null and void. In this case, work on karts will be permitted, (as outlined above), only at the direction of the Officials, and only in the location directed by the Officials.

The starting grid will be the same as for the original race. Those Drivers having crossed the Finish Line at the end of the lap prior to that during which the Race was stopped will be eligible to take the restart. All others, and/or karts involved in the incident causing the red flag, will be eligible to take the restart at the appreciation of the Officials, starting from the end of the starting line up. Drivers that have been attended to by Medical Personnel may not take the restart. Unoccupied places on the grid shall remain vacant.

Case B: If more than 2-laps have been covered, in most cases a new start will be given immediately, barring conditions, or within 30-minutes after presentation of the red flag, (under the condition provided for in Article 2.19). The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered. The Drivers who have crossed the Finish Line at the end of the lap prior to that on which the Race was stopped when the red flag was shown will be allowed to take the new start. Grid positions will be determined by the finishing order at the end of the lap before the one in which the Race was stopped. The result of a Race which has been stopped and restarted is the addition of the times of the stopped race and those of the race held after the restart. Work on karts may or may not be allowed in this case, pending instruction by the Officials.

In either Case A, or Case B, the kart(s) causing or directly involved in the incident causing the red will be placed at the back of the restart formation, if allowed to restart by the Officials. This condition may not apply if the reason for stopping a race is solely for the purpose of administering medical attention to a Driver or other person concerned with an Event, (and the Driver attended to will not be allowed to take the restart).

In either Case A, or Case B, if the reason for stopping is solely due to weather, (dry conditions to wet, or wet conditions to dry), and only for a Race, 15-minutes will be allowed to make any adjustments to karts, within the Technical Regulations, and only within the controlled environment as instructed by the Officials. Backup karts/motors will not be allowed under this condition.

In either Case A, or Case B, the Officials may advance the schedule to the next group during the stopped element.

2.23 – Finish

A. Signal Ending a Race

The signal indicating the end of the Race, (checkered flag) shall be given on the Finish Line as soon as the leading kart has covered either the full race distance or the greatest distance during the time scheduled for the Race.

B. Ending the Race other than the Scheduled Distance

Should, for any reason other than under Article 2.21, the signal indicating the end of the Race be given before the leading kart completes the scheduled number of laps or before the prescribed time has elapsed, the Race will be deemed to have finished when the leading kart last crossed the Finish Line before the signal was given.

Should the signal indicating the end of the Race be delayed for any reason, the Race will be deemed to have finished when, under normal circumstances, the end of the Race would have been decided if there had been no delay, (scheduled distance).

C. Direction of Karts after the Finish

After having received the signal indicating the end of the Race, all karts should directly go to scales and tech, without an unnecessary delay, without performing donuts, without stopping, without cutting the track, and without any outside assistance, (except that of Officials, if necessary).

Any classified kart unable to reach the scales and tech area by its own means will be placed under the exclusive control of the Officials, who will supervise the taking of the kart to scales and tech in a regular manner.

D. Valid Finish / Classification

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

E. Podium Dress Code

Drivers who achieve a podium finish must wear their driving suit to the award ceremony and bring their helmet. The suit must be worn as designed and not tied around the waist. Drivers failing this will not be allowed to participate in the awards ceremony.

2.24 – Incidents

An incident means a fact or a series of facts involving one or several Drivers, (or any Drivers' action reported to the Officials or noted by the Officials and reported to the Race Director for investigation), who:

- A. provoked the stopping of a Practice, Qualifying or of a Race
- B. violated the Competition Regulations and/or Code of Conduct
- C. had jumped the Start
- D. have not respected flag signaling
- E. have caused one or several karts to take a false start
- F. have caused a collision
- G. have forced another Driver(s) out of the track
- H. have prevented a legitimate passing maneuver by a Driver(s)
- I. have impeded another Driver during a passing maneuver
- J. have disregarded the instructions of the Officials
- K. have "raced" back on to the racing surface while off track, which constitutes dangerous driving / track re-entry
- L. have caused a collision of kart and/or person(s) after the checkered flag has been displayed. In this case, the offending Driver will be removed from an entire event, regardless of when the incident occurred.

If in the opinion of the Officials, a Driver(s), (and/or any persons associated with him/her), is found to cause incidents D., F., G., and/or J., above, or have shown any retaliation against any other persons associated with an Event after a Checkered Flag, that Driver(s) will be immediately excluded, (disqualified) from the most recent on-track element of the event, and may be sanctioned further discipline, up to and including exclusion from the Event.

It will be the responsibility of the Officials to decide if one or several Drivers is/are involved in an incident; he/they may not leave the circuit or compound area without the agreement of the Officials.

A fine may be inflicted on any Driver, (or any person associated with them), who does not respect the prescriptions of the Officials of the Event. All fines must be paid to Championship Karting International immediately.

If a Driver(s) is involved in a collision or an incident, and if he/she was informed of this by the Officials within 30-minutes after the end of the Race, he/she must not leave the circuit without the agreement of the Officials.

If an incident was caused during a Qualifying Practice or Qualifying Session, they shall proceed to the cancellation of the three fastest times which the Driver achieved in the session concerned. However, considering its serious nature, the Officials may decide, of a sanction they deem appropriate and customary for the incident.

2.25 – Classification and Awards

A. Point System

Points will be awarded at the completion of each Pre-Final and of each Final according to the following scale, based on official classification:

B. Points

Drivers will be awarded points based on their finishing positions in each Pre-Final, as well as each Final, according to the following scale. At the completion of each Event, combined Saturday and Sunday points will be calculated to determine the Champion of each Category for the Event. Podium Ceremonies, with associated awards will be distributed to the Drivers who have obtained the most points each Event.

<u>Position</u>	<u>Pre-Final</u>	<u>Final</u>
1 st	20	45
2 nd	15	30
3 rd	10	20
4 th	9	15
5 th	8	12
6 th	7	10
7 th	6	9
8 th	5	8
9 th	4	7
10 th	3	6
11 th	2	5
12 th	1	4
13 th	-	3
14 th	-	2
15 th	-	1

Series Champions, (Classification of all six Events, minus one), will be awarded to the Drivers who have obtained the most combined points, (both Pre-Finals and Finals), from their participation in the entire Series, (Classification of all six events, minus one). Should one or more Drivers have the same number of points, the position will be awarded to the Driver with the greatest number of first places. If the number of first places is the same, then the holder of the greatest number of second places, and so on until a Champion emerges.

C. Point Ties

If two or more Drivers finish the season tied for a position, the higher place in the Championship, will be awarded to, (according to finishes in "Finals" first, then "Pre-Finals"):

1. the holder of the greatest number of first places,
2. if the number of first places is the same, the holder of the greatest number of second places,
3. if the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges;
4. if this procedure fails to produce a result, Championship Karting International will nominate the winner according to such criteria as it deems fit.

D. Drops

The one dropped Event cannot be the year-end Championship Event. A Driver's "major" exclusion, ("major" disqualification), cannot be dropped.

2.26 – Protests and Appeals

A. Protests

The right to protest lies only with Entrants, (Driver), and must only be completed by the Driver. Protests are entertained relating to the results of an Event or competitors actions or competitors equipment within an Event. Decisions rendered by the Officials can only be Appealed, and cannot be protested. Protests for non-performance items, relating to an Event cannot be protested.

Protest forms will be available at scales and tech, (Scale Officials have no authority to comment or rule on any written protest).

Protests must be presented to the Officials, along with a \$150 protest fee, payable to the Championship Karting International:

1. within 10-minutes after posting of results of Qualifying, Pre-Finals, and Last Chance Qualifying Races,
2. within 30-minutes after the posting of results of the Final

\$100 of the \$150 will be refunded to the protestor if the protest is judged founded.

B. Appeals

Protest Decisions, and Officials Decisions can be appealed, along with a \$250 Appeal Fee, paid to Championship Karting International. \$200 of the \$250 will be refunded to the Appealer if the Appeal is judged founded.

Three unbiased at large witnesses, selected by the Officials, will review the incident , along with any written documentation provided by the Appealer and the Officials, along with how the Appeal falls within the Regulations, (and only if not covered in the Regulations, the CIK-FIA Regulations), and will render a decision. The decision will be forwarded to the Appealer and the Officials, and will be final. The decision of appeals is final, no exceptions.

2.27 – Application and interpretation of the Regulations

In the case of a dispute concerning the interpretation of these Regulations, Article 2.26.B, Appeals process will prevail.

2.28 – Fair and impartial Media Coverage of an Event

Championship Karting International shall ensure that the person entitled to exploit the broadcasting rights shall arrange for the Event to be covered in a fair and impartial manner and for the results of the Event not to be altered, and must receive the approval of Championship Karting International.

2.28.1 – Vendors

No vendors will be allowed to display products / services without the written consent of Championship Karting International.