

# Regulation National 2021

## REGULATION GENERAL ONLY

## STATEMENT OF REASONS

These regulations arise from the need to unify criteria in national federated karting, as a joint effort of the main championships in the country; To prepare it, the Regulations of the "FORMULA KARTS NACIONAL 2020" Championship were taken as a basis, in which the promoting organization and its staff, especially Mr. MANUEL VÁZQUEZ, have been doing a great job of regulating and organizing the rules, for which from now on they are recognized and thanked for their very valuable contribution to it.

At the same time, we acknowledge and appreciate the work carried out in its updating and unification by Mr. Ing. ARTURO BOY (NATIONAL FORMULA KARTS CHAMPIONSHIP), Mr. LUIS JAUREGUÍ KARTÓDROMO (INTERNATIONAL CHAMPIONSHIP), Mr. LUIS KARTS (FIA MEXICO NATIONAL KARTING CHAMPIONSHIP RETO TELMEX"), with the help of Ms. DINORAH HERNANDEZ (Commissioner of the NATIONAL KARTISMO COMMISSION, AC), all under the guidance of Mr. FRANCISCO CAMPOS (President of the NATIONAL KARTISMO COMMISSION, AC).

This is a great effort in favour of national karting, and of all the drivers who are part of it, as well as those who will join it in the future.

The MEXICAN FEDERATION OF SPORTS AUTOMOBILE, AC, and national karting appreciate your work.

December 2020

Mr. ALFONSO OROS  
President

# NATIONAL REGULATIONS 2021

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CAMPIONATO NACIONAL  
Fórmula Karting



SKUSA  
SOCIETY KARTING

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Karting is a dangerous sport, which even when practiced with caution, can cause temporary or permanent damage or injury, and even death; the inclusion of an event in the calendar of events sanctioned and covered by these regulations does not guarantee in any way that the competitor or his team may not suffer damage or injury, including death, due to their participation in the events, so the competitor and his team participate at their own and total risk, as does any person who is in it. In no case the promoter, its staff or the sports authorities of the National Karting Commission, AC, (CNK) and the Mexican Federation of Sports Motorsports, AC, (CNK)

(FEMADAC) will not be responsible for any physical harm to participants or attendees at the events, whether temporary or permanent, including death, nor for damage to property of any kind.

Those who participate in any way in the event(s) that make up the championship, at the time of signing their registration form, release the PROMOTER and the SPORTS AUTHORITIES from any liability for injury or physical or moral damage, temporary or permanent, that they may suffer in their person, including death, as well as for loss or damage to their property, or any economic damage suffered due to the events in which they participate.

The participant is obliged to know and agree to respect these regulations, as well as to ensure that they are respected by team members, guests, companions or sponsors.

## GENERAL AND DEFINITIONS:

### A. AUTHORITIES AND ORGANISATIONS

**1.1 FEMADAC.** - The Mexican Federation of Sports Motorsports, AC, is the governing body of sports motorsports and competition in the Mexican Republic and the highest authority in national motorsports, by provisions of articles 52 and related of the General Law of Physical Culture and Sports; It is the court of appeals for the resolution of problems that arise in the committees that comprise it, and obtains its affiliation to the International Automobile Federation through its related organization **OMDAI-FIA Mexico** (Mexican Organization of International Motorsports, AC), who for this reason is also part of the authorities in the event.

**1.2 CNK.** - The National Karting Commission, AC, is the commission dependent on FEMADAC, responsible for sanctioning the competitions that take place on the karting circuits of the Mexican Republic.

**1.3 SPORTS COMMISSIONER** He is the representative of the CNK, FEMADAC and OMDAI in the event, is responsible for giving it legality and acts as the highest authority in it, by express provision of articles 70, 74 and related of the FEMADAC Sports Code.

When there is more than one sports commissioner, a COLLEGE OF COMMISSIONERS will be formed.

**1.4 KARTING PROMOTER** This is the person or company that promotes motorsports events and championships, which is registered with FEMADAC and whose events are therefore sanctioned by CNK through its SPORTS COMMISSIONERS.

**1.5 APPEAL AND ARBITRATION COMMITTEE** Body of the CNK responsible for reviewing the decisions of the SPORTING STEWARDS when these are challenged; it may be established as an internal body of a championship, responsible for reviewing internal issues within the same, which must be chaired by the SPORTING STEWARD of CNK.

**1.6 GENERAL DIRECTOR.** - This is the person who heads the PROMOTING organization. He or she has no authority within the sporting area of an event.

**1.7 RACE DIRECTOR.** - He is responsible for the direction of the race, for the track operation during the development of the activities in it, and for the operation of the event; the officials will be under his control. He will be responsible for the sporting decisions, and must decide in consultation with the Sports Commissioner, who will act as the highest authority in the event.

**1.8 RACE MANAGER** – Official responsible for the on-track operation of the race event and support to the Race Director.

**1.9 TRACK MANAGER.** - Official responsible for the development of the pre-grid on the track, whose duties include the timely formation of the vehicles on the starting grid, signaling the start and end of each of the races. He supervises all the track officials.

**1.10 PIT CHAMPION** - Official in charge of the pits, assigns places, controls the pit marshals and the entire pit area, in coordination with the Race Director, and where appropriate with the Technical Director. Supervises the pit marshals.

**1.11 TECHNICAL DIRECTOR.** - Officer in charge of the closed park, as well as the technical and safety inspections of the vehicles.

**1.12 MEDICAL DIRECTOR.** - Doctor responsible for monitoring the medical examinations carried out on the pilots, as well as medical services and assistance in cases of emergency during the event.

**1.13 TRACK OFFICERS** support the stewards and race director in relation to all incidents that occur on the track, reporting each one of them; they will be appointed by the Organizing Committee of the national championship in turn, occupying the operation positions on the track for the Development of the event. They are responsible for monitoring the development of the event at strategic points on the track. They inform the drivers with the color codes of the flags about specific situations on the track, prevent, intervene and restore the good functioning of the event.

**1.14 DRIVEN BY RACERS AND COMPETITORS** Drivers are athletes who must compete in events and/or championships under the rules of sportsmanship, fair play, ethics and respect established by the FEMADAC Sports Code, in accordance with the sports regulations registered by the PROMOTER, ensuring that their competition vehicle is always within the guidelines set by the technical regulations for the category in which they are competing, and are responsible for any violation of the technical, sporting and behavioral rules committed by them or by members of their team, accompanying guests or sponsors; They must always follow the instructions of each and every one of the officials and authorities at the event, since failure to comply with them will be grounds for sanction.

## **B. GENERAL RULES:**

**1.15** The spirit of these regulations is to maintain a fair and equitable competition for all participants in the different categories, in no way trying to read between the lines to gain advantages over other participants and contravene the spirit of these regulations, if you are a person who intends to have some kind of advantage by contravening it, we invite you NOT TO PARTICIPATE in the National Championships Registered and Federated by FEMADAC and CNK under the 2021 National regulations, and/or events organized by Promoters and Organizers also registered with the Entities referred to in advance, so in them you will have to comply with the established rules.

**1.16** These National Regulations come into force as of March 1, 2021, and will be in force until December 31 of the aforementioned year, and the following years. As long as it is not renewed, it may have annexes, modifications and cancellations to it, which will come into force on the date stipulated in its publication, but it may not come into force less than one week before the following event in which it must be applied. These regulations are for official use and the sole governing Sports in all national championships, based on the current Sports Code, in all events organized by Promoters and championships registered and federated with FEMADAC and CNK, and related members of OMDAI-FIA Mexico.

**1.17** If there are delays, postponements, partial or total cancellation of any event, whether due to causes of the promoter/organizer, or external causes, or force majeure, (such as security, weather conditions, or an order from a Municipal, State, Federal Authority or any other unforeseen authority), the organizers or promoters, the national, regional or state championships, or the sports authorities, will **NOT** assume any responsibility for expenses or costs incurred by the teams and/or participants for their participation in the event in question.

**1.18** The Organizers and/or the General Director, the Race Director, the Technical Director and/or the Committees that are formed, as well as all the officials, who will be under their authority, and the sports authorities, will be responsible and in charge of enforcing these regulations in all points. No tolerance is permitted. In cases not foreseen by these regulations, the Organizing Committee will subsequently prepare the corresponding annex for inclusion in them, if it considers it appropriate and convenient. Everything that the General Regulations and the Technical Regulations stipulate will be the ONLY PERMITTED, so that what is not permitted will be considered PROHIBITED.

**1.19** The events will be sanctioned by the Mexican Federation of Sports Motorsports, AC, through its National Karting Commission, AC, through its Sports Commissioners.

**1.20** Karting is a dangerous sport that, even when practiced with caution, can cause temporary or permanent damage or injury, and even death; the inclusion of an event in the calendar of events sanctioned and covered by these regulations does not in any way guarantee that the competitor or his team may not suffer damage or injury, including death, due to their participation in the events, so the competitor and his team participate at their own and total risk. In no case will the promoter, its staff or the sports authorities of the National Karting Commission, AC, (CNK) and the Mexican Federation of Sports Motorsports, AC (FEMADAC), be responsible for any physical damage to your person, temporary or permanent, including death, or to your property.

Participants in the championship events, at the time of signing their registration form, release the Organizers from any liability, injury or physical or moral damage, temporary or permanent, that they may have in their person, including death, or in their property, or any economic damage suffered due to the events in which they participate,

Sports Authorities, Directors, Track Officials, or any person within the

organization; the participant undertakes to be familiar with and agrees to comply with these regulations.

**1.21** The promoter may reserve the right to make changes to consumables (for example: tires, fuel, oil, etc.) for events sanctioned by the National regulations. The promoters will notify the corresponding modification in the time and manner necessary for the teams to take the necessary precautions and adhere to it.

**1.22** These regulations may be subject to the adjustments that each championship deems necessary for its better functioning, either in general or in particular for one or more specific events. These adjustments will be made known by each of them through their publication in the Call for the event, as Particular Regulations of the Championship or the Event: The adjustments will be mandatory but applicable only to the events specified in them.

## **2. GENERAL INFORMATION FOR THE PARTICIPANT.**

**2.1** All pilots must have a valid sports license at the time of registration.

Those drivers who do not have one must process it in advance of the event, either by electronic means on the FEMADAC website or at the FEMADAC facilities; only in the latter case can they process it at the event, with the FEMADAC representative. (It will not be the responsibility or obligation of the championship where the event is to be held that there is FEMADAC/CNK personnel to process the sports license). To process their karting license for the first time, all drivers must prove that they have previously completed training, presenting endorsements from other drivers, teams or karting tracks, as long as they are recognized as such by FEMADAC/CNK, and must also take a prior exam in which they must prove that they know the basic concepts and rules of sports karting.

**2.2** All participants must register using the method established by each championship, and it is up to the participant to decide whether to do so only online. Competitors must always present an official ID containing their date of birth, as well as their current sports license, and sign a letter of responsibility before the start of the event (in the case of a minor, it must be signed by their representative or guardian). The cost of registration for the events, the registration deadline, as well as the event schedule, will be announced in the announcement of each event.

Every participant (pilot) must register the name and accreditation of his/her team manager and technical manager (who must be present on the event date), either through his/her online subscription or where indicated by the organization. The Team Manager or Technical Manager must always have accreditation issued for this purpose by FEMADAC, in order to represent the pilot at the event and outside of it.

At the discretion of each promoter, in the event that a participant who has paid his/her registration fee for an event has not been able to attend it, before the session has started,

qualification, you may request in writing a refund of the registration fee, or that its amount be credited to you for the following date.

**2.3** Each participant is responsible for the behavior of their team managers, engineers, mechanics, sponsors, family members, escorts and guests; indiscipline and failures of these persons to comply with these regulations will be grounds for sanctioning the pilot or pilots of the corresponding team. Any verbal or physical aggression, blows or threats, whether directly from a pilot, his team, his family members, guests, sponsors, or escorts of the pilot or team, will be sanctioned with immediate expulsion from the event, immediate removal from the facilities, and irrevocable suspension for up to two years, which will apply to the entire team and pilots participating in it; this sanction will have effects on all championships and specialties sanctioned by FEMADAC, and may be extended to events held outside the country. This date cannot be discarded for the final result of the Championship in which the participant participates.

In addition to the security measures normally established, the General Director of the Championship on duty must guarantee the presence of public or private security elements that guarantee the proper execution and stability of the event, and the protection of the public, participants, organizers and sports authorities present at the event.

**2.4** The Organizing Committee of the event may reserve the right to accept or reject any inscription, without the need to give any explanation.

**2.5** Each participant (pilot) is responsible for going to the Sports Commissioner of the event, so that the **FEMADAC bracelet** is placed on him/her (in events that require it). **It is essential that the pilot show his/her sports license; the pilot will be the only person responsible and authorized to collect and place the bracelet.** Mechanics, team leaders, parents or guardians may **NOT** do so, without exception.

### **3. AGE AND WEIGHT CRITERIA**

**3.1** The age required for a pilot to compete in the Championships sanctioned by FEMADAC/CNK will be determined as follows; however, each championship may make adjustments to their ages and weights as deemed necessary and appropriate for the best development of each one, taking this document as a basis. These adjustments will be published in each particular Regulation, and where appropriate, in the call for entries.

#### **3.1.1.- Baby**

The minimum age will be 4 years and the maximum age will be 7 years, both dates being counted as celebrated or to be celebrated within the "CHAMPIONSHIP YEAR" in which the participant will participate; the minimum weight will be 70 kilograms, including the weight of the kart, the driver and his personal competition equipment.

### **3.1.2.- Micro**

The minimum age will be 7 years and the maximum age will be 10 years, both dates being counted as celebrated or to be celebrated within the “CHAMPIONSHIP YEAR” in which the participant will participate; the minimum weight will be 105 kilograms, including the weight of the kart, the driver and his personal competition equipment.

### **3.1.3.- Mini**

The minimum age will be 9 years and the maximum age will be 13 years, both dates being counted as celebrated or to be celebrated within the “CHAMPIONSHIP YEAR” in which the participant will participate; the minimum weight will be 115 kilograms, including the weight of the kart, the driver and his personal competition equipment.

### **3.1.4.- Junior**

The minimum age will be 12 years and the maximum age will be 15 years, both dates being counted as celebrated or to be celebrated within the “CHAMPIONSHIP YEAR” in which the participant will participate; the minimum weight will be 145 kilograms, including the weight of the kart, the driver and his personal competition equipment.

### **3.1.5.- Senior**

The minimum age will be 15 years, counting as having turned 15 or as having turned 15 within the “CHAMPIONSHIP YEAR” in which the driver will participate; the minimum weight will be 165 kilograms, including the weight of the kart, the driver and his personal competition equipment.

### **3.1.6.- Master**

The minimum age will be 30 years and the maximum age will be 50 years, both dates being counted as celebrated or to be celebrated within the “CHAMPIONSHIP YEAR” in which the participant will participate; the minimum weight will be 175 kilograms, including the weight of the kart, the driver and his personal competition equipment.

### **3.1.7.- Super Master**

The minimum age will be 50 years and the maximum age will be unlimited, counting that date as celebrated or to be celebrated within the “CHAMPIONSHIP YEAR” in which the participant will participate; the minimum weight will be 175 kilograms, including the weight of the kart, the driver and his personal competition equipment.

### **3.1.8.- SH1/KZ1**

The minimum age will be 15 years, counting the date as completed or to be completed within the “CHAMPIONSHIP YEAR” in which the participant will participate; the minimum weight will be 175 kilograms, including the weight of the kart, the driver and his personal competition equipment.

### **3.1.9.- SH4/KZ4**

The minimum age will be 30 years, counting the date as celebrated or to be celebrated within the "CHAMPIONSHIP YEAR" in which the participant will participate; the minimum weight will be 180 kilograms, including the weight of the kart, the driver and his personal competition equipment.

### **3.1.10.- SHS/KZ SUPER MASTER**

The minimum age will be 50 years, counting the date as celebrated or to be celebrated within the "CHAMPIONSHIP YEAR" in which the participant will participate; the minimum weight will be 185 kilograms, including the weight of the kart, the driver and his personal competition equipment.

#### **General Notes on this matter:**

**a.-** "CHAMPIONSHIP YEAR" shall mean between January 1 and December 31 of the calendar year in which the championship takes place.

**b.-** As a general rule, the age of the applicant will be one of the requirements that the pilot must meet, and he must compete within the age class that he meets in the calendar year of the event. The pilot must prove his age by means of an official document that determines his age; in the case of minors, he must show his original passport. To facilitate the definition of the pilot's age, his date of birth will be noted on his sports license by FEMADAC/CNK.

**c.-** In all cases of underage pilots, in order to grant the sports license it will be necessary to carry out the procedures before the FEMADAC, and within them, that the parents or guardians authorize the obtaining of the license and the participation of the pilot in the events, assuming the risk that this entails. The licenses granted to underage pilots will be retained by the Commissioner of the event, as a measure of disciplinary control.

**d.-** The weight of the driver himself, (including the driver's equipment), must be a minimum of 35 kg at all times during a competition.

**e.-** In addition to age and license, the driver must prove that he has sufficient skill and control of the kart, as well as the discipline and respect necessary to be able to participate in the event in which he is going to compete.

**f.-** The General Director of the Championship together with the Sports Commissioner of the event where a pilot is going to participate, have the power and right to change his category and place him in the one they consider "most appropriate", regardless of age, for reasons of skill, weight and/or height.

**g.-** In the event of exceeding the weight and/or height of his/her category, the pilot must undergo a medical and physical examination, performed by a doctor authorized by FEMADAC/CNK, to certify that the height and weight of the driver correspond to the age indicated by him/her.

**h.-** When a pilot is at the age at which he can participate in two categories, he must decide in which one he will do so, because once the pilot begins to compete in the higher category, he will not be able to do so again in the lower one.

#### **4. CALL**

**4.1** The announcement of each event will include the following information:

- City, karting track, date and name of the event. •
- Track layout and direction .
- Regulatory bodies. • Race
- guidelines. • Categories. • List
- of official
- sponsors. • List of prizes (if any). •
- Training and racing program. •
- Participation requirements. • Registration fee.
- Host hospital. • List of contacts
- for the organization. •
- Additional
- information for that specific event.

**4.2** The promoter may reserve the right to make changes to consumables (for example: tires, fuel, oil, spark plugs, etc.) for any of the events sanctioned by these regulations; the promoters will notify the corresponding modification in the time and manner necessary for the teams to take the necessary precautions and adhere to it.

#### **5. AREA RESTRICTIONS.**

**5.1** Pits will be designated by the event managers, who will assign the participant the corresponding place. The request for space will be made by email, indicating the space required and the number of pilots that make up the team and intend to use that pit, and can be made once once the pilot or pilots that intend to occupy it have registered. The request will be attended to as far as possible by the organizer, but in any case, the team and the pilots that make up it must respect the assigned space.

**5.2** In some cases, authorized at the discretion of the promoters, the placement of the trailer in the pit will be permitted, but not the towing vehicles, which must be parked in a specific area for them.

**5.3** The commercial areas and sponsor stands will be assigned by the Directors of the respective Championship, in advance and without altering the logistics of the event.

**5.4** All attendees in restricted areas will be strictly monitored and supervised to ensure that they carry their corresponding accreditation, reiterating that the only persons responsible for the actions of the attendees themselves, or of the people in a pit, are the drivers who invited them and their team. Mechanics' wristbands are non-transferable, so they cannot be used by family members, guests or minors.

## **6. MEDICAL EXAMINATION**

**6.1** Before or after any training, qualifying or race, the General Manager, Stewards, Race Director and/or the Medical Director of the event may request any driver to attend a medical examination.

**6.2** The consumption of drugs or alcoholic beverages is not permitted during the event. Before or after any training, qualification or pre-final(s) or final race, the General Director, Stewards, Race Director and/or the Medical Director of the event may order any competitor to present himself before the Medical Area to take an anti-doping and/or alcohol test. If the presence of drugs or alcohol is found in a competitor, he will be sanctioned with disqualification from the event, plus expulsion and suspension for up to two years, with immediate and irrevocable effect. This date cannot be discarded for the final result of the National Championship in which he participates.

## **7. SAFETY AND TECHNICAL REVIEWS**

### **7.1 Safety Points:**

The requirements will be:

**7.1.A.-** Helmet with CIK FIA homologation and with the inspection stamp designated by the promoter, the stamp must be placed on the lower part of the neck of the helmet. There will be a different inspection stamp for each date.

**A.-** Helmet approval for pilots **under 12 years of age** must be as follows:

**A.1.-** Snell-FIA CM (Snell-FIA CMS2016 and Snell-FIA CMR2016)

**A.2.-** Snell-FIA CMH (Snell-FIA CMS2007 and Snell-FIA CMR2007)

**7.1.1.B.- Helmet approval for pilots aged 12 and over must be as follows:**

**B.1.- Snell foundation K2010, K2015, SA2010, SAH2010 and SA2015.**

**B.2.- FIA 8859-2015, FIA 8860-2010, FIA 8859-2015, FIA 8860-2018 and FIA 8860-2018-ABP**

**B.3.- Snell-FIA CM (Snell-FIA CMS2016 and Snell-FIA CMR2016)**

**B.4.- Snell-FIA CMH (Snell-FIA CMS2007 and Snell-FIA CMR2007)**

**B.5.- SFI Foundation Inc., Spec. 1/24/2010 12/20/2021; 1/31/2010 - 12/20/2021; 41.1/2010**

**12/20/2021; 1/24/2013 12/20/24; 1/31/2013 - 12/20/2024; 41. 1/2013 - 12/20/2024).**

**Note:** The helmet must be valid for a maximum of 5 years after the date of manufacture; in no case may it exceed this validity.

**7.1.2.- Karting pilot suit;**

**7.1.3.- Karting competition gloves;**

**7.1.4.- Karting neck brace, of the best quality, mandatory for the BABY, MICROSIFT and MINISWIFT categories. (Recommended in all other categories);**

**7.1.5.- Karting ribs;**

**7.1.6.- Competition pilot boots;**

**7.1.7.- Approved chassis and in good general structural condition; 7.1.8.- Rearview**

**mirrors (optional);**

**7.1.9.- Fuel tank and hoses in good condition;**

**7.1.10.- Water vapor collection container and chain cover, mandatory;**

**7.1.11.- Compulsory competition number on the front, on both sides and at the rear with a regulated background for each category. Failure to comply with this provision will mean that the driver will not be allowed to enter the pre-grid or go out on the track; if he goes out on the track in these conditions, the driver will be sanctioned as indicated in section 17.36. 7.1.12.- Steering**

**(steering rods, ball joints, safety nuts, locks, etc.) and brakes, in good condition;**

**7.1.13.- Ballast fastening: The ballast must be painted white and secured with a double safety nut and suitable washers of the largest possible diameter on the inner side of the seat.**

**7.1.14.- It is mandatory for all categories (with the exception of Baby), the front bumper with the retractable system, known as "PUSH BACK BUMPER SYSTEM" (PBB) approved by CIK, and must be installed only with the pressure exerted by hand, in the presence of the pre-grid official, (the use of any tool is not permitted,**

The use of plastic ties is permitted to keep the clamp on the fender but they must allow the clamp to open. This must be used at any time when entering the track, so entry will not be permitted if this system is not available (PBB);

7.1.15.- The driver is obliged to keep his suit, personal equipment and appearance clean and tidy; the appearance and general appearance of the kart must be in good presentation (dirty karts or those with poor presentation will not be allowed).

7.1.16.- Communication by means of any type of intercom between the driver and any person, whether a member of his team, trainer, mechanic or family member, is prohibited during practice, qualifying or the race. Therefore, **no means of communication is allowed in the kart or in the driver's team or person**. In the event of having infringed the above, the offender will be sanctioned with 10 additional seconds to his qualifying time; in the race he will be sanctioned with 10 places of delay; if this had occurred in a practice session, the offender will not be able to start the next session. In the event that the violation occurs in the last practice session, he will be sanctioned in the qualifying session by adding 10 seconds to his time. This includes the adjustment of the corresponding points in each case.

7.2 Technical inspections carried out on vehicles or at any time requested by the Technical Director must adhere to the following criteria:

- All karts and drivers in all categories must be weighed, marked and have their tires, chassis and engine checked in the technical inspection area immediately after completing their qualifying laps and after each pre-final race(s) and final race. THERE IS NO HOT PIT IN ANY SESSION. Failure to comply with this provision will result in the cancellation of qualifying times and points, and the points for the pre-final race(s) or corresponding final, and will be subject to the corresponding penalty.
- Applies to: A) The first three places in each category. B) When one or more driver(s) in the same category require it, and the procedure set out in chapter 18 of these regulations will apply.
- When

the Technical Director requires it, to any driver and kart, regardless of their place in qualifying or the race.

- The Race Director, and/or the Technical Director and the Commissioner may request his

trial at any time to any participant, that both the driver and the kart, pass another technical review.

If the inspected engine does not pass the inspection, the kart that used it will be disqualified, and the parts that are found to be out of compliance will be seized by the championship to be destroyed at that very moment and in the presence of the inspected engine.

**7.3** It is the obligation of the participants to keep the fuel in the area designated for this purpose by the Race Direction. Failure to do so will result in a penalty for the corresponding driver or team.

## **8.- MEANING OF THE FLAGS**

### **8.1 Meaning of the flags and identification of their meaning:**

**- GREEN:** Clear track or start. If it is placed in a position after a yellow flag or double yellow flag, it means that from that point on the track is clear and not blocked, and the race pace is allowed to resume.

**- WHITE:** Indicates the last lap of the race, in position one (finish line).

**- RED:** Danger. All vehicles must drive slowly to the finish area (or to the area specifically indicated for this purpose in the drivers' meeting for that track), and come to a complete stop, but with caution. They may not enter the pits during the race. During practice or qualifying they must enter the pits immediately.

**- YELLOW LIGHT:** Danger. Do not overtake. Reduce speed.

**- YELLOW LIGHT ALL OVER THE TRACK:** Serious problem on the track. Overtaking is prohibited.

**- DOUBLE YELLOW LIGHT FLASHING AT A SINGLE POSITION:** Serious incident or accident near the position that may result in partial or total blocking of the track. Extreme caution is required, slow down considerably. Overtaking is prohibited, prepare for a possible unexpected manoeuvre or stop completely. Line up behind the kart in front at a slow pace.

**- STATIC BLUE:** The pilot is shown that he is being hit and can be exceeded.

**- BLUE WAVY:** In practice: Passing imminent. A faster car is about to pass. pass the car that is shown the blue flag.

In a race: A faster car is about to lap the car that is shown the blue flag. The car that is shown the blue flag must prepare to be passed and facilitate the pass immediately. In endurance races, failure to comply with this rule may result in a Stop and Go for the car to be lapped. This rule may also be shown to significantly slower cars, which slow down the pace of the cars following them.

**- RED WITH YELLOW IN HORIZONTAL STRIPES:** Caution. Pavement slippery, lack of grip.

- BLACK FLAG / ORANGE CIRCLE:** Mechanical fault, shown only at position one (finish line) accompanied by a board with the number of the car with the fault; the corresponding car must enter the pits to repair the fault. Only in endurance races may it re-enter the track.
- BLACK FLAG:** Penalty to a car, accompanied by a board with the number of the car that must enter the pits and report to the official at the pit exit.
- BLACK AND WHITE FLAG ON DIAGONAL:** Warning for unsportsmanlike conduct, accompanied by a board with the car number. The driver must respect the regulations under penalty of being disqualified and must not enter the pits.
- CHECKERED, BLACK AND WHITE FLAG:** The practice, qualification or race has ended.

## 9. COMPETITION NUMBERS

**9.1** Drivers may not change their kart number during a season, with the registration of their first race in the national Championship in which they participate prevailing.

**9.2** All karts must carry their competition number in 4 places on the kart, one on the front number plate, one on the rear bumper, one on the left pontoon and one on the right pontoon, where applicable with the letter "X", with the following mandatory colors for each background of each number in each category:

**EACH PROMOTER OR CHAMPIONSHIP MUST INCLUDE THE SIGNAGE AND NOMENCLATURE OF ITS CATEGORIES IN ITS ANNOUNCEMENTS.**

**EXAMPLE IMAGE (EACH CHAMPIONSHIP WILL ADJUST)**

Categoría	Color de Fondo
Babys	
Micro Swift	
Mini Swift	
X30 Junior	
X30 Senior	
X30 Master	
X30 Súper Master	X
SH1	
SH2	X
SH4	
SHS	X

The digit "0" may not be used as a number nor may it be placed to the left of the competition number.

The numbers must be of any color, but contrasting and legible, having a minimum measurement of 12 cm high and a width of no less than 1.50 cm. In case this category requires the letter "X", this letter must be at least 50 percent of the size of the numbers (Handmade or ribbon numbers are not allowed).

The lack of clearly visible competition numbers, of the appropriate size, shape and location, will result in the competition vehicle not being able to access the pre-grid, and even if it is mistakenly allowed access to the pre-grid, if the competitor starts the qualification or race without these numbers, it will be grounds for a penalty, in accordance with the provisions of article 17.36.

**9.3** Any exception must be requested in writing to the Race Director or Commissioner, and analyzed by them together for approval.

**9.4** The number 1 of each category is reserved only for the national champion of the Championship in which he/she participated the previous season, and must have a black background and a number of any color, but contrasting and legible, with a minimum measurement of 12 cm high and a width of no less than 1.50 cm; in the event that said category requires the letter X, this letter must be at least 50 percent of the size of the numbers (make-believe numbers or numbers with ribbon are not allowed).

The number 1 of first place is not allowed to be exported from one category to another, nor to be used in the absence of the champion.

The number previously worn by the champion is reserved for him/her as long as he/she is using number 1.

If there is no champion, the number 1 cannot be used in that category.

The champion driver will decide whether to take the number he wore previously or number 1, during the year in which he is considered champion.

**9.5** Any type of advertising used in the karts must be placed in such a way that it does not interfere with the competition numbers or the image of the official sponsors of the event.

**9.6** When a driver has participated in four of five dates of the current championship year, he will have the first right to reserve the number for the following championship year, according to the registration of the first date of the Championships.

## **10. LIMIT OF KARTS PER TRACK**

**10.1** The Stewards and the Race Director, together with the promoter, will have the power to determine a maximum number of karts to participate in a track and event, depending on the type of track, its length, the type of karts, the width of the track and the number of drivers registered in each category, and therefore, to separate or join categories.

**10.2** The maximum number of karts allowed circulating on the track, in the case of short tracks, will be limited to 34 for the final heats, and 36 for practice and qualifying.

When this number of participants on the track is updated, the application of the differential percentage of the relationship between the fastest and the slowest will be mandatory, ruling out the participation with a black flag for the slowest, when their overtaking by the leader of the competition is imminent.

## **11. PITS OPERATIONS**

**11.1** The supply pits will only be occupied by those who carry the official accreditation of the event provided in the registration, which is non-transferable. The pilot and the members of his team are responsible for the people who remain in his pit, and the pilot or pilots of the team may be sanctioned for not complying with these regulations and/or the instructions of the officials.

**11.2** Both the driver and all members of his team and guests must follow the instructions of the pit officials, and warnings and sanctions will be imposed on the driver or drivers of the team for those who do not do so.

## **12. TIMING AND OFFICIAL TIMES**

**12.1** Qualifying times will be credited only to the drivers, not to the karts. All time reports will be published on the notice board and on the online timing system managed by the championship; it is strictly PROHIBITED.

ENTER THE CONTROL TOWER, unless the rider is called by the Stewards and the Race Director. The Timekeeper may only request the presence of a competitor if his chip does not register times. In any case where a competitor is called to the presence of the Timekeeper, the Race Director or the Steward(s), if he does not comply with the call, he will be sanctioned in accordance with point 18.6.

**12.2** In the event that a driver's transponder stops recording the time in qualifying and this failure is not due to a lack of battery charge, the transponder will be changed and he will do two extra qualifying laps to obtain a qualifying time, at the time that the Race Director together with the Commissioner consider appropriate, the kart being impounded until he completes his qualifying laps, and no changes or modifications can be made to said kart.

If a driver participates in more than 1 category, he must have a different transponder for each category.

**12.3** The only official stopwatch is the race control one. NO other particular timing system will be taken as a time reference (Example: Mychron or hand-held stopwatch).

**12.4** The pilot and team leader are responsible for verifying that their transponder is recording the corresponding times.

**12.5** Failure to have the transponder in the qualifying session will result in a penalty of 3 additional seconds on the qualifying time; in the race, the offender will be penalized with a delay of 3 places; if this had occurred during training, the offender will not be allowed to start the next session.

If the fault occurs in the last practice session, it will be penalized in the qualification with the corresponding sanction. This includes the adjustment of the corresponding points in each case.

If a driver is registered in two categories, he must use a different transponder for each category and failure to do so will result in an additional 3 seconds on his qualifying time; in the race he will be penalized with a delay of 3 places; if this had occurred in a practice session, the offender will not be able to start the next session. If the violation occurs in the last practice session, he will be penalized in qualifying with the corresponding penalty. This includes the adjustment of the corresponding points in each case.

If a driver goes out on track with a transponder different from the one registered in his registration, he will be penalized with 3 additional seconds on his qualifying time; in the race he will be penalized with 3 places of delay; if this had occurred in a practice session, the offender will not be able to go out in the next session. If the fault occurs in the last practice session, he will be penalized in the qualifying session with the corresponding penalty. This includes the adjustment of the corresponding points in each case.

## 13. QUALIFICATIONS

13.1 All practices, qualifications or races will be held at the times scheduled for each event, except in cases of force majeure.

13.2 Before qualifying, each driver must register the serial numbers of his tires (bar codes), the engine seal and chassis seal to be used in the system of the current Championship; in case of not having the established digital control system (bar code registration) in the national Championship in which he is participating, the serial number of each of the tires must be included in the safety and technical points form, which must be filled out in its entirety and signed by the technical review area.

13.3 After qualification, the engine, or any internal parts thereof (or opening it), or the chassis may not be changed, except in the case of irreparable damage, and in that case, said change must be authorized in writing by the Technical Director and subject to the provisions of these regulations for the corresponding case.

13.4 During qualifying, entry to the pits is prohibited, **THERE IS NO HOT PIT.**

13.5 The driver who obtains the privileged position (pole) will start on the inner side of the track for turn number 1, not being able to choose the starting side.

13.6 Prior to qualification, all drivers must have registered the serial number of their tires (bar code), which must be purchased from the respective Championship, or under the designated control.

Should a driver wish to use used tyres, these will also have to be registered.

Once qualifying is complete and the weighing or technical inspection has been completed, the tyres cannot be changed under any circumstances and these tyres must be used for all races.

In the event that wet tyres have to be used, only one set will be allowed for all the races on the date in question, except in the case where one or all of the tyres have been damaged or have presented a defect due to normal use (rim wear is not considered damage) which makes them unusable (example: puncture or detachment of the rubber from the tyre due to manufacturing defects). In the event that one or more tyres have to be replaced, they must be replaced by used rims in the same condition of wear as the ones being replaced, and must be authorised by the Technical Director. Once approved, the new serial number must be registered in the control system of the event.

championship you attend, at the time of authorization or in case of not having the system, the information will be added to the security and technical points form.

#### **14.- PRE-GRID AND RACE START**

**14.1** Drivers must be in their position on the pre-grid within the stipulated time. The pre-grid will close 1 minute before the start time. If for any reason the driver does NOT show up for the pre-grid formation, he will start in last place on the starting grid. Once the pre-grid starting official puts out the green flag to access the track, access to the pre-grid will be considered closed and no kart will be able to enter the race. Karts must go into pre-grid formation, enter the track and line up in the place (starting box) that corresponds to them on the starting grid for the race.

Before the start, a pre-start lap will be made, and access to the grid formation on the track is prohibited to anyone other than the officials, unless they are called by the Race Director or the Track Director. Failure to comply with this rule will result in the driver whose personnel enters the grid formation being penalized as established in point 17.27.

**14.2** If during the warm-up laps any vehicle falls considerably behind the field, it will lose its original place on the starting grid and the driver will be obliged to join the group at the end of the grid, leaving his original place empty (the delay will be taken with the formation cones). If any vehicle does not show up to take its corresponding place on the starting grid, the place must be respected without it being able to be occupied by any other kart, and once all the drivers have formed up in their starting position, the Race Director or the official in position 1 will start the warm-up lap.

**14.3** In the event that there have been qualifying rounds for a category, two karts that did not qualify may remain prepared, in case of any penalty or withdrawal prior to the formation of the grid, of a qualified kart. The unclassified kart(s) whose entry is admitted will be integrated at the end of the starting grid.

**14.4** The start may be standing (Grand Prix type), or thrown, depending on the category in competition, in accordance with the category table established by the respective championship.

Rolling starts will be carried out under the following procedure: The driver who has obtained the starting position number one (pole position) will lead the rest of the drivers on the pre-start lap, staying alongside the driver who has obtained the second place (double file formation) at a reasonably low speed, allowing the rest of the drivers to remain in formation until reaching the mandatory formation cones, located on both sides of the track (red line and cones). Once past the line marked by the two cones, no driver may advance any position. If a driver has lost his place, he must start at the back of the grid.

Once the pole position driver has crossed the mandatory formation cones, he/she must maintain a constant reduced speed, not exceeding 25 kilometres per hour, until reaching the acceleration cones (a yellow line with a pair of cones on each side of the track). Under no circumstances may the pole position driver (or any competitor) brake suddenly or perform any manoeuvre in order to gain an advantage at the start; nor may he/she perform manoeuvres to warm up the tyres. Anyone who does so will be penalised in accordance with point 17.29.

Once the line between the two acceleration cones (yellow line) has been crossed, the driver will enter the formation lanes and the pole position driver will be able to accelerate and the official at position one may or may not give the starting signal, by turning off the traffic light or waving the green flag (as the case may be); if the official at position one does not turn off the traffic light or the green flag is not waved, the race will not be considered started, one more lap will be completed and the procedure will be repeated, deducting that lap from the number of laps in the race.

**14.5** Points will be assigned to the qualification and races, according to point 20.6 of this regulation, for the purpose of determining the starting positions of the pre-races and the final race as follows:

**14.5.1** Starting position in race 1, according to the qualification points;

**14.5.2** Starting position in race 2, according to the sum of points from qualifying and race 1;

**14.5.3** Starting position in race 3, according to the sum of qualifying points, plus those from races 1 and 2;

**14.5.4** The starting position in the final race will be based on the sum of the qualifying points, plus those from races 1, 2 and 3.

If a championship has another scoring system or another way of defining the starting position, this will be made known in the specific regulations of the championship.

## **15. RACE**

**15.1** If any of the pre-final or final races is stopped before the end of the second lap by the leader of the same, it will be restarted, maintaining the original position of the starting grid. If the race is stopped by accident, the Race Director will determine the regrouping area and neither mechanics nor personnel other than the Track Officials will be allowed access to the track. **No one will be allowed to manipulate the retractable system known as “PUSH BACK BUMPER SYSTEM” (PBB).**

**RACE STOPPING:** In the event of a race being stopped, the red flag will be shown at the main post and at all the posts on the track. Drivers must reduce speed by raising their hand and return to the starting area or to the area determined for this purpose by the drivers' meeting.

10. The classification for the new start of the race will be established according to the steps established in the official timing, taking as a basis the last lap completed by the contingent of competitors, prior to the one in which the stoppage occurs;

a) No one may make any adjustments to the karts, including the bumpers; b) The karts may not be refilled with fuel or any liquid.

## II. WHEN THE RED FLAG IS SHOWN ON THE FIRST TWO LAPS:

a) There will be a new start; b) The karts must return to their original positions, as they started on the grid; c) Only the karts that started may do so again, except those that were involved in the accident that caused the stoppage and need to be repaired; d) The race will be run at the scheduled distance. f) If before the stoppage, a kart enters the pits, and the race is stopped, that competitor may not start again.

## III. WHEN THE RACE IS STOPPED AFTER MORE THAN TWO LAPS HAVE BEEN COMPLETED AND BEFORE 50% OF THE RACE PLUS ONE LAP.

a) Karts must return to the grid and stop before the starting grid or where indicated by the officials. Once the starting positions are known, the karts will be pushed to their starting positions. b) No repairs of any kind may be made to the karts, nor may tires be changed, unless the race has been stopped due to rain and declared a WET RACE, and the change is made for tires with tread. c) The re-start of the race will be in accordance with the order of the steps established in the official timing, taking as a base the last lap completed by the contingent of competitors, prior to the one in which the stoppage occurs; d) The distance will be the scheduled distance, minus the distance traveled. e) Only karts that took part in the original start may take the start, provided they have returned to the grid by their own means, via the authorised route, and have not been officially removed. g) In the event that the race has started with the warning of a wet track (WET RACE), it may not be stopped for a tyre change. h) In these cases, the restart will always be in a single file.

**IV. WHEN THE RACE IS STOPPED WHEN MORE THAN 50% OF THE PROGRAMMED DISTANCE HAS ALREADY BEEN COVERED, PLUS ONE LAP** The race is considered finished according to the steps established in the official timing, taking as a basis the last lap completed by the contingent of competitors, prior to the one in which the stoppage occurs;

**15.2** If one of the races is stopped after the leader has completed the second lap, it may be restarted, at the discretion of the Race Director, according to the last time recorded by the timekeepers of all the drivers who were on the track before the race was stopped; this second start must be launched and in a single file, without allowing overtaking before the finish line, for which two cones may be placed as a mandatory gate for the drivers to pass. If it is stopped by accident, either at the finish line or in the area that the Race Director determines as a regrouping area, if this cannot be done at the finish line and neither mechanics nor personnel other than the Track Officials may have access, **no one may perform any manipulation on the retractable system known as the “PUSH BACK BUMPER SYSTEM” (PBB)**.

**15.3** Races will be valid if more than 50% (fifty percent) of the stipulated laps have been run, and they cannot be restarted for any reason. If the suspension of the race occurs before 50% of the course and it is not feasible to restart it, the affected category or categories will be given a score of 40% in the qualification, and 60% in the unfinished race, taking into account the last recorded lap, for the purpose of assigning the place and points of the final race.

**15.4** If any driver is found to be running at a speed that is noticeably slower than the leader's lap times, in the opinion of the Clerk of the Race and the Stewards, the black flag will be applied and the driver will be forced to retire from the race, thereby avoiding putting himself and the other drivers at risk. The Stewards and the Clerk of the Race may, at their discretion, apply the 107% rule (Any driver who fails to set a lap time within 107% of the fastest time in qualifying will not be allowed to start the pre-race session).

**15.5** There is no hot pit during qualifying or racing, for any category.

**15.6** At the end of the final race, the first three places in the race will be allowed to do one more lap, with the first place holding the checkered flag; this celebration may be replaced by the award ceremony at the place indicated by the championship promoter. This aspect will be reported at the drivers' meeting.

**15.7** In the event of one or more tyres being replaced due to a defect, this or these must be replaced by used rims, in the same condition of wear as the one(s) replaced, and must have prior authorization from the Technical Director. This change will be made in the technical inspection area. This applies to any race.

## **16. PROCEDURE IN CASE OF RAIN**

**16.1** In the event of a “Wet Track” being declared (condition designated by the Race Director as “WET RACE”), all drivers must put, within the time established by the Race Director, rain tires on all wheels, before going out on the track, or

as appropriate, once the competition has started. The use of "Slick" tyres is mandatory in all other cases.

**16.2** The simultaneous use of slicks and rain tyres on the same kart is strictly prohibited under any circumstances.

**16.3.** In the pre-grid, in a competition, changing tires is prohibited, unless it has been declared as a WET RACE by the Race Director.

**16.4.** In the event that a WET RACE is declared once the race has started, all cars must stop at the finish line to change their tires for rain tires, for which the necessary time determined by the Race Director will be granted.

**16.5** A competitor may validly start a race with rain tyres, but may not change them before the grid; in any case, the Clerk of the Race may withdraw any competitor who represents a danger due to the tyres he is using, with respect to the prevailing weather conditions on the track.

## **17. PENALTIES AND OBLIGATIONS**

### **GENERAL**

**17.1 ALL** drivers and their team members must be aware of and comply with these National Regulations, and enforce them, where appropriate, with their guests, companions, family members or sponsors. Ignorance of the Regulations does not exempt the driver, team members, guests, companions, family members or sponsors from compliance and/or sanctions arising from them.

**17.2** The sanctions and obligations indicated in these regulations must be applied by the Commissioners, the Race Director and the Technical Director, as the case may be, and may be supported by the College of Commissioners.

**17.3** The team driver or drivers are responsible for the actions and performances of their team members, family members, mechanics, sponsors, companions, escorts and guests in all areas of the sporting event, in all senses, technical, sporting and social, and therefore, the team driver or drivers will be the one or ones sanctioned for any fault committed by the aforementioned. **The entry of escorts or personal guards to the paddock, pits, pre-grid and track areas is strictly prohibited.**

It is the obligation and responsibility of each driver to have appointed a technical manager (who must be present on the days of the event) as established in point 2.2. Failure to comply will be sanctioned with 3 additional seconds on the qualifying time; in the race, the offender will be sanctioned with 3 places late; if this had occurred in a practice session, the offender will not be able to start the next session. If the fault occurs in the last practice session, the offender will be sanctioned in the qualifying session with the corresponding sanction. This includes the adjustment of the corresponding points in each case.

The technical manager of the team must have accreditation issued by FEMADAC that accredits him as such. All other members of the team must have accreditation issued by FEMADAC;

Only the driver or the technical manager may lodge or respond to protests. If the driver is not present, the lack of such designation will result in the loss of the right to protest, as well as the right to defend oneself against a protest.

The driver is responsible for ensuring that the kart complies with the technical regulations in each and every event in which he participates; this responsibility will be shared with the technical manager of his team, who will be sanctioned jointly with the driver. In the event of a violation of the technical regulations that the technical-sporting authorities may consider to be wilful, the trainer will be sanctioned, depending on the fault, with a suspension of up to one year.

**17.4** As a general rule, the use of bicycles, skates, skateboards, motorcycles and any type of vehicle within the pit area is not permitted within the facilities, unless expressly authorized otherwise. In the event that this prohibition is not respected, it is misused, or such vehicles are driven at an unreasonable speed in the pit area, the driver of the team that has done so will be subject to a penalty of 3 additional seconds on his qualifying time; in the race he will be penalized with 3 places late; if this had occurred in a practice session, the offender will not be able to start the next session. In the event that the violation occurs in the last practice session, he will be penalized in the qualifying session with the corresponding penalty. This includes the adjustment of the corresponding points in each case.

**17.5** It is the driver's responsibility and obligation to have his ABC dry chemical powder fire extinguisher of at least 4 kg, at the front left of his pit; said extinguisher must be current and in optimal conditions for use. When there are several karts and drivers in a pit, the safety equipment (extinguisher) will be placed at the front of the pit on the left side. For every 4 karts in the pit, one extinguisher must be placed. If an extinguisher is used, it must be replaced immediately. If there are four or more karts in the pit, the lack of an extinguisher is grounds for a penalty for all drivers in the pit.

The sanction will be

a.- If the situation occurs during training, the offender will not be allowed to go to the next session; b.- If it occurs during the last practice, adding 3 seconds to his qualifying time; c.- If it occurs during a race, he will be penalized with 3 places of delay; This includes the adjustment of the corresponding points in each case.

**17.6** Failure to respect the location of the assigned pit, or the time set for unloading the equipment by the championship promoter, or failure to respect the established arrival and departure times from the karting facilities, whether by drivers, mechanics, pilots or guests, for the days of the event, will result in a sanction.

The sanction will be

a.- If the situation occurs during training, the offender will not be allowed to go to the next session;  
b.- If it occurs during the last practice, adding 3 seconds to his qualifying time; c.- If it occurs during a race, he will be penalized with 3 places of delay, This includes the adjustment of the corresponding points in each case.

**17.7** No driver may enter the track without being registered or without having his FEMADAC license (or international license, if applicable). Doing so will be grounds for disqualification, zero points on the date, and that result cannot be discarded for the final result of the Championship in which he participates. If a non-registered driver enters the track in a registered kart, both drivers (the one not registered in the kart, and the one in the registered kart) will be disqualified, having zero points on the date, and it cannot be discarded for the final result of the Championship.

**17.8** If any driver without authorization from the Race Director enters the track in a kart or with an engine different from the one with which he qualified, he will be disqualified from the session in which the fault occurred and will obtain zero points.

**17.9** Access to the control tower without express authorization is not permitted. Any driver (or a representative of the driver) who enters the control tower without authorization will be penalized with an additional 5 seconds to his qualifying time; in the race he will be penalized with a delay of 5 places; if this occurred during practice, the offender will not be allowed to start the next session. If the violation occurs during the last practice session, he will be penalized in qualifying with an additional 3 seconds to his time. This includes the adjustment of the corresponding points in each case.

**17.10** Pilot meetings during events are mandatory and only the pilot may attend (in the event that the pilot participates exclusively in the Baby and Micro categories, he may be accompanied by a representative or guardian of legal age). A list of attendees will be taken and non-attendance or entry of persons not participating in the meeting will be penalized by adding 3 seconds to their qualifying time and their corresponding points.

Pilot meetings may be held remotely if necessary. It is the pilot's obligation to keep up to date with the matters discussed at the meeting.

17.11 Driving in the wrong direction on the track or in the pits at any time during the event will be penalized with an additional 10 seconds on the qualifying time; in the race it will be penalized with a delay of 10 places; if this had occurred during practice, the offender will not be allowed to start the next session. If the violation occurred in the last practice, it will be penalized in qualifying by adding 10 seconds to the time. This includes the adjustment of the corresponding points in each case. Repeating the violation will result in immediate disqualification from the event.

17.12 Only authorized and duly accredited persons may remain in the pre-grid areas or in the pit lane. The penalty for not complying with this point will be 5 additional seconds on the qualifying time; in the race, the offender will be penalized with 5 places late; if this had occurred in a practice session, the offender will not be able to start the next session. If the violation occurs in the last practice session, the offender will be penalized in the qualifying session with the corresponding penalty. This includes the adjustment of the corresponding points in each case.

#### Disqualification of the pilot in case of repeat offence.

17.13 A driver who overtakes during the presentation of a yellow flag in qualifying will be penalized with 5 additional seconds on his qualifying time; in the race he will be penalized with 5 places of delay; if this had occurred in a practice session, the offender will not be able to start the next session. In the event that the fault occurs in the last practice session, he will be penalized in qualifying with the corresponding penalty. This includes the adjustment of the corresponding points in each case. This will be indicated by pointing him out with a black and white flag and his number on the board in position 1. The above, unless the overtaking is momentary, and the advantageous position or positions are returned immediately.

17.14 In any case where there is verbal aggression from a pilot or direct member of his team (mechanic, family member, companion or guest), he will be sanctioned with disqualification from the event, having zero points, and that date cannot be discarded for the final result of the National Championship in which he participates. In the case where there is physical aggression, in addition to disqualification, he will be sanctioned with immediate expulsion and suspension for two years.

17.15 Any driver who does not have the safety inspection sticker on his helmet, issued and placed by him or by the safety officers of the championship in which he participates, will not be able to go out on the track in any training, qualifying or races. If he has infringed the above, he will be penalized with 3 additional seconds on his qualifying time; in the race he will be penalized with 3 places of delay; if this had occurred in a training session, the offender will not be able to go out to the next session. If the violation occurs in the last practice session, he will be penalized in the qualifying session with the corresponding penalty. This includes the adjustment of the corresponding points in each case.

Communication by means of intercoms of any kind between the driver and any person, whether a member of his team, a trainer, a mechanic or a family member, is prohibited during practice, qualifying or races. Therefore, **no means of communication are allowed in the kart or in the driver's team or person**. In the event of having infringed the above, the offender will be sanctioned with 10 additional seconds on his qualifying time; in the race he will be sanctioned with 10 places of delay; if this had occurred in a practice session, the offender will not be able to start the next session. In the event that the violation occurs in the last practice session, he will be sanctioned in the qualifying session with the corresponding sanction. This includes the adjustment of the corresponding points in each case.

**17.16** The loss of the neck guard (in categories where its use is mandatory), the loss of the rear or front fender, whether total, partial, or any of them being out of the normal position, or the existence of any part of the kart that could generate a risk, in the opinion of the Race Director, will be grounds for ordering the abandonment of the session, the qualification or the race, as the case may be, for which reason the driver must enter the pits immediately. This will be indicated by a black flag with an orange circle. The driver thus sanctioned will not be able to re-enter the session; in the case of a qualification or race, he will be awarded the points of the last place. In the case of not obeying the official's indication in a practice despite having been shown the black flag with an orange circle on two occasions, the driver will lose the right to the following practice; in the case of a qualification or pre-final or final race, he will be disqualified, with zero points in the session and not discardable.

**17.17** Failure to display the logos required by the series, and/or displaying logos contrary to those of the official sponsors, without the corresponding authorizations, will be cause for denial of entry to the track, or will be grounds for sanction for the offender, which may result in disqualification and even expulsion.

**17.18** In practice, qualifying or the race, not having the white painted ballasts with double nuts (as indicated in point 7 of Safety and Technical Inspections in section 7.1.13), or not having the Transponder that corresponds to the category in which you are participating, will be sanctioned with 3 additional seconds on your qualifying time; in the race you will be sanctioned with 3 places late; if this had occurred in a training session, the offender will not be able to start the next session. If the fault occurs in the last practice, it will be sanctioned in the qualification with the corresponding sanction. This includes the adjustment of the corresponding points in each case.

**17.19** Failure to register in the form or system of safety points and general data used in the Championship in which the driver is going to participate before qualifying, with all the required data, and to hand it signed to the official at the start of the pre-grid, or if this does not match the data declared, as stipulated in point 13.2 of these regulations, will be grounds for disqualification from the session in which the anomaly is found, awarding zero points. This result will not be discarded.

**17.20** Once the qualification has been completed, the engine cannot be changed or the seal broken. In the event that the driver decides to change the engine or break the seal, he will be subject to the following penalty:

**A)** If the driver does not finish the qualification or any race due to engine damage, and decides to change the engine or break the seal, he will be penalized by starting at the end of the next race, keeping the points of the place finished.

**B)** If the driver finishes (does not retire) the qualification or any race due to engine damage, and decides to change the engine or break the seal, he will be subject to the penalty of starting at the back of the grid in the following 2 races, obtaining the points for the place finished in each of the corresponding races.

**17.21** In the case of a chassis change, this must be authorized by the Technical Director, and will only be authorized if the one in use is NOT in a condition to be used (unusable). In this case, the driver will be subject to a penalty of starting in last place in the next session. In the case of a chassis change without authorization from the Technical Director, the driver will be disqualified from the session, obtaining zero points and having to start at the back of the grid for the next race.

**17.22** Failure to appear on the winners' podium with the Nomex correctly on will be grounds for a penalty of 3 places from the one obtained and adjusting the corresponding points, unless this is due to force majeure, and provided that the offender has notified the Race Director or Director of the championship in which he/she participates of the reason in advance.

**17.23** During practice, qualifying or race, the circulation of karts in the pits will only be allowed on the donkey or scissors, otherwise it will be sanctioned by adding 3 additional seconds to the qualification time; in the race it will be sanctioned with 3 places of delay; if this had occurred in a practice, the offender will not be able to go out to the next session. In case the violation occurs in the last practice, it will be sanctioned in the qualification by adding 3 seconds to its time. This includes the adjustment of the corresponding points in each case. The repetition of the violation will be sanctioned by granting the sanctioned person the last place in the qualification or race in question, and the points corresponding to that place, according to the previous situations.

## TRAINING AND QUALIFICATION

**17.24** During practice and qualifying, karts will take their time according to the program, being obliged to respect their time limit indicated by the checkered flag.

Failure to respect this flag will result in a penalty of adding 5 seconds to the time obtained in the qualification and adjusting the points corresponding to the position in which the driver finishes.

**REMEMBER THAT THERE IS NO HOT PIT.**

If a driver goes out on track in a practice session that does not correspond to him, he will be penalized by losing the next practice session. If this event occurred in the last practice session, he will be penalized by adding 5 seconds to his time obtained in the qualification and adjusting the points corresponding to the new position he occupies.

If a driver goes out to qualify in a time that does not correspond to him, he will be penalized by losing the place obtained in said qualification, obtaining the points of the last place.

**17.25** Once qualifying is over, the chassis or engine cannot be changed or the engine opened without authorization. Changing or missing the respective official seal of the championship in which the driver is participating on that date on the engine or chassis will result in disqualification and zero points for that session.

**17.26** Once the qualification is finished, if the driver and kart do not present themselves for scrutiny and weighing immediately upon leaving the track, or upon presentation and inspection it is not within the weight or track width, or does not comply with any point of the established technical guidelines, it will be grounds for loss of the place obtained, starting in the last place in the starting order, obtaining the points of the last starting place.

Once qualifying is over, if a kart has a disarticulated front bumper system (known as "**PUSH BACK BUMPER SYSTEM**" (**PBB**) **on one side**, the driver will be penalized with 3 additional seconds on his qualifying time. This includes the adjustment of the corresponding points in each case.

Once qualifying is over, if a kart has the retractable front bumper system (known as "**PUSH BACK BUMPER SYSTEM**" disarticulated on both sides) (**PBB**), the driver will be penalized with 5 additional seconds on his qualifying time;. This includes adjusting the corresponding points in each case.

**Should the driver, a member of his team, or any other person be caught trying to place the fender in its correct position, the driver will be disqualified from the event and will lose all points and prizes obtained; this date cannot be discarded for championship purposes.**

No bumper with holes or broken bumpers will be allowed, in order to weaken it and act as a shock absorber, in order to try to prevent the retractable **PUSH BACK BUMPER SYSTEM (PPB)** from becoming disjointed. Violating the above will be penalized as if the bumper were disjointed on both sides.

## RACING

**17.27** Once the karts have entered the track for the formation of the starting grid, no one is allowed to enter it, except under instructions from the Race Director or an official. Failure to comply with this provision will result in disqualification from the session.

When lining up on the starting grid, the driver must position his kart perfectly in its corresponding place (the correct position must be positioning the front pontoon of the kart immediately behind the front line of the box, in a line parallel to the track, keeping all the wheels within the box; moving it forward, backward or not placing it in a line parallel to the track will be considered an incorrect position).

For standing starts (Grand Prix), if a driver lines up in the wrong starting position (starting box) to start any race, the start will be aborted and the driver who is incorrectly lined up will be penalised by being relegated to the back of the starting grid, leaving his box empty; one more lap will be run in formation for said driver to line up at the back of the grid, with that lap counting as a race lap.

In the event that a driver is placed in the correct starting box, but places his kart incorrectly in said box, he will be penalized with 3 places of delay and the points corresponding to the new position he occupies will be adjusted with respect to the one obtained in the race where the fault occurred.

For rolling starts, if a driver lines up in the wrong starting position for any race, it will be considered a stolen start, and he will be penalized by dropping 5 positions in his final result for the race in which he incurred the fault.

**17.28** +The warm-up laps prior to a race will be done in a single line and in the starting order. It is forbidden to stop and/or overtake during them, unless it is indicated that there is a practice starting area and exclusively with the officials' signal. Violation of this provision will be penalized with 3 places of delay and points corresponding to the final position obtained in the race where the violation occurred, unless the overtaking is necessary due to a driver's delay.

**17.29** Theft of the ignition is prohibited during starts:

**A.**– In rolling starts, in the event of a breach of the starting procedure established in point 14.4, the offender will be sanctioned by losing his starting place and must line up at the last place on the starting grid. Said driver will be notified by a track official, who will indicate his kart number on a blackboard, and he must start at the end of the grid. In the event that a driver in places after the first or second starting place makes any manoeuvre (braking suddenly, stopping other competitors, etc.) to obtain an advantage at the start, he will be sanctioned by losing 5 places behind the place he finished in the race where the breach occurred, and adjusting the corresponding points to the new place he occupies; this must be indicated with the black and white flag and the respective number of the offending kart on a blackboard.

**B.-** In the case of a standing start (Grand Prix type), if a driver jumps the start or steals the start, the race may not be suspended at the discretion of the Race Director, but the offender will be penalized by losing 5 places from the place where he finished in the race in which the offence was committed and by adjusting the corresponding points, which may or may not be notified by pointing out with the black and white flag and the number of the respective kart on the board. (It will be considered as an early start or stolen start, if any wheel of the kart moves before: a) the green flag is given, or: b) in case there is a traffic light, once the traffic light has gone on, but before the starting signal).

In the event of having to restart the race, one more lap will be given so that the driver who went ahead can line up and he must line up at the back of the grid, leaving his space empty, and the lap will count as a race lap. The only person who can make an early start or theft call is the Race Director, and his decision will be final.

**17.30** The officials at the posts must at all times inform the Race Director of any indiscipline or unsportsmanlike handling, for the corresponding warning or sanction, which will be made known to the sanctioned person by showing him the black and white flag diagonally and the kart number on a board, in post one, unless due to the state of the session or race it is not possible to do so, in which case the application of the sanction will be direct, without any prior notice.

If this occurs during training, the offender will not be allowed to start the next session; if the fault occurs during the last practice or in qualifying, he will be penalized in qualifying by adding 3, 5 or 10 seconds to his qualifying time; in the race he will be penalized with 3, 5 or 10 places behind the final position occupied in the race where the fault occurred.

This includes adjusting the corresponding points in each case.

The sanction will be applied according to the fault committed.

If the driver repeats the fault, or when there are serious or dangerous faults considered by the Race Director, the sanction of disqualification from the session or event will be applied, and he may be warned of this by showing him a black flag and his number on the board in position one, indicating that he is being sanctioned, unless due to the state of the session or race it is not possible to do so, in which case the application of the sanction will be direct, without any prior notice.

**17.31** The curves, as well as the area of arrival and departure from them, can be negotiated by the drivers in any sporting manner they wish, within the limits of the track, according to the possibilities of the moment. For this purpose, the track is considered to be the paved space between the parallel white lines, painted on the edge or limit of the track, along its entire layout. The car washes are considered part of the track. It will be considered to be within the limits of the track if at least two

Tires on the same side are located within the parallel white lines painted throughout the track.

During the race, if a kart is alone on the track, it may use the full width of the track; however, **AS SOON AS IT IS OVERTAKEN BY ANOTHER KART THAT IS TEMPORARILY OR CONSTANTLY FASTER, MANAGING TO PLACE ITS FRONT AXLE ON A PAIR WITH THE FRONT AXLE OF THE KART OVERTAKEN, THE OVERTAKING CAR WILL AUTOMATICALLY OBTAIN THE RIGHT OF WAY ALONG THE PATH IT IS TRACING, AND THE OVERTAKEN CAR MAY NOT CLOSE OR CHANGE ITS PATH TO GET IN THE WAY, OR NOT LEAVE PLACE FOR THE ONE TRYING TO OVERTAKE IT.** Failure to comply with this provision will be grounds for a warning, and repeat offences will be penalised in accordance with point 17.30.

If a driver overtakes another driver, this must be done within the track limits. If the overtake is made with more than two tires outside the track limits, it will be a reason for a penalty of 3 seconds in qualifying, or with the loss of 3 places and adjustment of the corresponding points in the race, in addition to those obtained in said overtake, unless the place is returned to the driver or drivers overtaken.

Manoeuvres that tend to affect other drivers such as **PREMATURE OR INTENTIONAL CHANGES OF DIRECTION, DELIBERATELY SWINGING OTHER KARTS TO THE INSIDE OR OUTSIDE OF THE TRACK, REMOVING THEM FROM THE SPACE NECESSARY TO CIRCULATE WITHIN IT, AS WELL AS ABNORMAL CHANGES IN COURSE, ARE STRICTLY PROHIBITED** and will be penalized in accordance with point 17.30. **ONLY ONE CHANGE OF COURSE IS PERMITTED** between the ideal exit trajectory of a curve and the entry of the next, or even in curves whose width and radius allow it.

**17.32** If a kart goes off track, it must re-enter the track as close as possible to where it went off track. If it is not possible to restart at the point where it went off track and an advantage is obtained, it must rejoin the track as soon as possible at the place and distance it had with the other competitors before the go off track. Failure to do so will result in a black flag being shown and the driver must retire from the race.

If a kart goes off track, if the engine stops, it is the driver's **OBLIGATION** to put his kart out of the way or start it as long as he is in a safe place to do so. If he cannot start it, the Official may **HELP** the driver to move the kart to a safe place, but the responsibility of removing it is the driver's, unless he is physically prevented from doing so; if there is no physical impediment, the driver does not do so, he will be sanctioned: if this had occurred in a training session, the offender will not be able to go out to the next session; in the last training session or qualifying, he will be sanctioned by adding 3 seconds to his qualifying time; in the race he will be sanctioned by losing 3 places; This will always be with the adjustment of the corresponding points in each case.

The Track Officer will determine whether the driver can restart his kart and rejoin the session.

**17.33** The chequered flag ends the practice session, qualification or race; failure to comply with this indication will be sanctioned with 5 additional seconds to the qualifying time; in the race, the offender will be sanctioned with 5 places behind schedule; if this had occurred in a practice session, the offender will not be allowed to start the next session. If the offence occurred in the last practice session, the offender will be sanctioned in the qualification session by adding 5 seconds to his time. This includes the adjustment of the corresponding points in each case.

The red flag means a complete stop to training, qualifying or race, due to some mishap that requires immediate intervention. When it is shown, the driver will immediately reduce to minimum speed, raise his hand and prepare to come to a complete stop before the finish line. Failure to comply with this indication will be sanctioned with 10 additional seconds on his qualifying time; in the race he will be sanctioned with 10 places behind; if this had occurred in a training session, the offender will not be able to start the next session. In the event that the violation occurs in the last practice, he will be sanctioned in the qualification by adding 10 seconds to his time. This includes the adjustment of the corresponding points in each session.

case.

**17.34** If the driver and his kart, at the end of the race, present themselves at the weigh-in and technical inspection area and do not comply with the minimum weight established for that category or do not comply with any technical guideline stipulated in the technical regulations of the corresponding category, said driver will be penalized by losing the place obtained, marginalizing him to the last place in that race and obtaining the points of the last place in the race where said irregularity occurred. In the event that said irregularity occurs after qualifying, he will be penalized by losing his starting place and will have to line up in the last place on the starting grid of the immediately following race, adjusting the corresponding points.

In the event that a driver fails to comply with the technical inspection due to a serious violation (with premeditation, malice aforethought and advantage), which is determined to have been done to gain an advantage over the rest of the competitors in his category, said driver will be sanctioned with disqualification and elimination of all points obtained in the qualification or in the race, as well as those prior to said violation carried out in that same event. In the event of a repeat offense in the championship year, he will be suspended and will not be allowed to participate for the rest of the year in the Championship in which he participates. Likewise, the technical manager of the offending kart will be suspended from the event, and must leave the facilities immediately.

In the event of a repeat offence, the technical manager will be suspended from the Championship in which he/she is participating, and from the events organised by the Promoters and Organisers of the national championships, for one year, and will be reported as sanctioned, with the other championships being notified that his/her participation in any national championship or speciality should not be permitted, and he/she will not be able to appear at any time at the facilities where any date of the Championships or events organised by the Promoters and Organisers are taking place.

**17.35** Once any of the races has finished, if the driver and kart do not present themselves for scrutiny and weighing immediately upon leaving the track, or upon presenting themselves and being checked, they are not

within the weight or track width, or does not comply with any point of the established technical guidelines, will be grounds for loss of the position obtained.

Once any of the races has finished, if a kart has one side of the retractable front bumper system (known as "**PUSH BACK BUMPER SYSTEM**") disarticulated (**PBB**), the driver will be penalized 3 places behind. This includes the adjustment of the corresponding points in each case.

Once any race is over, if a kart has the retractable front bumper system (known as "**PUSH BACK BUMPER SYSTEM**") disarticulated on both sides (**PBB**), the driver will be penalized with 5 places of delay. This includes the adjustment of the corresponding points in each case.

**Should the driver, a member of his team, or any other person be caught trying to place the fender in its correct position, the driver will be disqualified from the event and will lose all points and prizes obtained; this date cannot be discarded for championship purposes.**

No bumper with holes or broken bumpers will be allowed, in order to weaken it and act as a shock absorber, in order to try to prevent the retractable **PUSH BACK BUMPER SYSTEM (PPB) from becoming disjointed**. Violating the above will be penalized in the same way as if the bumper were disjointed on both sides.

No bumper with holes or broken bumpers will be allowed, in order to weaken it and act as a shock absorber, in order to try to prevent the retractable **PUSH BACK BUMPER SYSTEM (PPB) from becoming disjointed**. Violating the above will be penalized as if the bumper were disjointed on both sides.

**17.36** Going out on the track without the 4 (four) official numbers in the correct position, size and background according to the regulations, will mean that the driver will be penalized with 5 additional seconds on his qualifying time; in the race he will be penalized with 5 places of delay; if this had occurred in a practice session, the offender will not be able to go out to the next session. In case the fault occurs in the last practice session, he will be penalized in the qualification. This includes the adjustment of the corresponding points in each case.

**17.37** Any disagreement or protest to any decision made by the Race Director or the Stewards must be submitted ONLY in writing in the form provided for this purpose. Doing so verbally will result in a penalty of 5 additional seconds on the qualifying time; in the race, the offender will be penalized with 5 places behind; if this had occurred in training, the offender will not be allowed to start the next session.

If the fault occurs in the last practice session, it will be penalized in the qualification with the corresponding sanction. This includes the adjustment of the corresponding points in each case.

**17.38** Any Championship registered through its directors reserves the right to sanction any fault not provided for in these national regulations.

## 18. DISQUALIFICATIONS

Disqualification automatically causes the loss of prizes, trophies and points (zero points) from the race, as applicable (whether for qualification or event races), regardless of the date on which the disqualification is confirmed, and also the loss of the right to a refund of the registration fee. Any of the following points will be grounds for disqualification:

**18.1** Falsifying data in registrations, in the completion of forms, license applications, and other official documents and/or contingency agreements will be grounds for disqualification from the event. This date cannot be discarded for the final result of the Championship in which you participate.

**18.2** Refusal to undergo a medical examination, when requested, will be grounds for disqualification from the event. This date cannot be discarded for the final result of the Championship in which he/she participates.

**18.3** It is forbidden to consume alcoholic beverages, use barbiturates, narcotics or any type of stimulant. The use of any drug must be authorized by the Medical Director of the event. This provision is valid for the pilot and any member of his team. Violation of this provision is punishable by disqualification, immediate expulsion and suspension for up to two years. This date cannot be discarded from the final result of the Championship in which he participates.

**18.4** In any case where there is verbal aggression from a pilot or member of his team (mechanic, guest, sponsor, head of press and public relations or immediate family member), to any other pilot, member of another team, the organization, officials, race and event directors, or sports authorities, he will be sanctioned with disqualification from the race, having zero points and this date cannot be discarded for the final result of the National Championship in which he participates.

In the event of threats, attempted physical aggression, or physical aggression by a driver, team member, guest, companion or sponsor of a team, against another driver, team member, guest, companion, sponsor, staff of the promoting organization, officials or sports authorities, the offender (or the driver of the offending team) will be subject to disqualification from the event, obtaining zero points and said date may not be discarded for the purpose of the championship result, and in addition to the disqualification, the offender may be sanctioned with immediate expulsion, immediate removal from the facilities, and suspension for up to two years from all activity in karting, as well as in other modalities of national motorsports, in addition to which they will be

The persons involved must be immediately removed from the sports facilities. Access by armed or unarmed escorts is prohibited.

**18.5** Any driver or team allowing a kart to be driven in practice, qualifying or a race by a person other than the person registered for that kart, except with the authorization of the Race Director. The driver who has loaned the registered kart will be disqualified, as well as the driver who has climbed into the kart.

**18.6** In the event that a kart is protested and the driver or technical manager does not present it in the parc fermé to the Technical Director immediately after being notified that he must do so, this will result in the immediate disqualification of the driver, with the corresponding adjustment of points. Not ruled out.

In the same conditions, if the driver is called by the Race Director to appear before him and does not appear immediately after being notified of this, this will be grounds for a penalty. If this occurs during practice, the offender will not be allowed to start the next session. If the offence occurs during the last practice session, he will be penalised in qualifying with 3 seconds added to his time; in the race he will be penalised with 3 places behind; this includes the adjustment of the corresponding points in each case.

**18.7** Any driver, kart or team that does not use the official event products, when it is mandatory to use them, will be disqualified. Zero points. Not discardable.

**18.8** **In the event that a driver, a member of his team, a guest, a sponsor or any other person is caught at any time trying to place the retractable bumper system known as “PUSH BACK BUMPER SYSTEM” (PBB) in its correct position, the driver of that kart will be disqualified from the event and will be considered out of the event and will not be able to continue competing, losing all points and prizes obtained; this date cannot be discarded for the purposes of the championship.**

## 19. PROTEST

**19.1** There may be two types of protests: those related to the General Regulations, and those related to the Technical Regulations.

**19.2** Protests to the General Regulations or any Technical Regulations, of any category, must be submitted through the website or method indicated by the National Championship in which the participant participates; failing that, when no other specific method has been established, it may be submitted in writing to the commissioners and Race Director or Technical Director, always within the term allowed for this, (as appropriate), containing the complete information (Serial name, place, date of the event, name of the protesting driver, kart number of the protester, sports license number of the protester, name of the protested driver, kart number of the protester, details of the

protest and signature of the protesting pilot; in the case of a minor, the signature may be by his/her representative) and paying the corresponding deposit. The protest may not be modified or added to once it has been submitted.

**19.3** The time limit for the presentation of a protest is within 30 (THIRTY) minutes after the end of the competition of the category in question. The competition will be deemed to end at the moment when the checkered flag is given to the first place at the finish line. The Race Director, the Technical Director or the Commissioner must note the time of receipt and follow up accordingly. The time of receipt is determined by the time of payment of the corresponding protest, and protests may only be paid in cash or by suitable electronic means, provided that at the same time it can be verified that the payment was made successfully.

**19.4** The duly accredited pilot or team leader (with the corresponding FEMADAC accreditation) may present the protest to the General Sports Regulations (if the pilot is a minor, he must be assisted by an adult representative), and said protest must be accompanied by the cash amount of \$1,000.00 (ONE THOUSAND PESOS 00/100 MN). In the event that said protest is NOT admissible, the cash amount will become the property of CNK. In the event that the protest is admissible, the amount will be returned to the protester and the protested party will be sanctioned according to these regulations. Protests that are presented late will be declared as late and only 50% (fifty percent) of the amount of the protest will be returned to the protester.

**19.5** The pilot or team leader duly accredited with the corresponding FEMADAC accreditation, may submit the technical protest (if the pilot is a minor, he must be assisted by an adult representative), and said protest must be accompanied by the cash amount of \$2,000.00 (TWO THOUSAND PESOS 00/100 MN), or \$5,000.00 (FIVE THOUSAND PESOS 00/100 MN), as the case may be, in accordance with the provisions of section 19.9 of these regulations. This amount must be delivered to the championship organization or to the Sports Commissioner.

**19.6** Protests relating to the General Regulations based on fouls during practice, qualifying or racing will be resolved solely with the support of reports from officials and track observers. Photographs or video recordings may or may not be used to facilitate decision-making on a dispute or protest, at the discretion of the Stewards or Race Director.

**19.7** Protests related to unofficial timing results must also be submitted through the website or the methods established by the National Championship in which the protester participates, in its protest section, no later than 30 minutes after having finished the test in question, as stipulated in point 19.4.

**19.8** Visible violations of the Technical Regulations must be reported to the Race Director or Technical Director at least 30 minutes prior to qualifying or the race, so that they can be corrected by the protested person and approved by the Technical Director. This type of protest is free of charge and does not exempt the protested person from a new review at the end of qualifying or the race.

**19.9** Technical protests will be announced through the website, notice board or method established by the National Championship in which the driver participates, in its protest section. In the event that the driver is a minor, he/she must be assisted by an adult representative. The protest will proceed as long as they belong to the same category as the protested driver and are accompanied by the cash amount of \$2,000.00 (Two Thousand Pesos 00/100 MN). In the event that the protest involves the transmission or bottom end of the engine, \$3,000 (Three Thousand Pesos 00/100 MN) must be deposited, in addition to the \$2,000.00 (Two Thousand Pesos 00/100 MN), giving a total of \$5,000.00 (Five Thousand Pesos 00/100 MN). During the Technical Review of the protest, only the Technical Director of the Championship or event, the CNK Commissioner, and the Team Manager or Technical Manager of the kart of the protesting and protested drivers must be present. The cost of the protest must be paid in cash at the time of presenting the protest, to the Technical Director of the Championship or Event, or to the person designated for this purpose.

If the protest is not admissible, the protested party will be given 100% of the deposit value. If the protest is admissible, 100% (one hundred percent) of the deposit will be returned to the protesting driver, and the protested party will be sanctioned according to the regulations.

If the protested engine does not pass the inspection, the kart that used it will be disqualified, and the parts that are found to be out of compliance will be seized by the championship to be destroyed at that very moment and in the presence of the protester and the protested party.

**19.10** When a claim is made for an engine used during qualifying or a race, the procedure will be as follows: The engine will be sealed by the Technical Director and once the event has finished it will be inspected. This claim will be made in writing to the General Director following the procedure and together with the cash cost stipulated as the claim value in the Technical Regulations of each category. In the event that the claimed engine does not pass the inspection, the kart that used it will be disqualified, and the parts that are found to be out of compliance will be seized by the championship to be destroyed at that very moment and in the presence of the protester and the protested party.

## **20.- SCORE**

**20.1** For the purposes of the National Championship status in which you participate, the scoring system described in point 20.6 will be taken into account, which will be applied to all categories of the same.

**20.2** For the purposes of determining the champion of each category in the National Championship where he participates, each pilot must discard a date among the first 4 that make up the cited National Championship. The last date is not ruled out, and the sum of the points of each driver in each category, the champion of the category being the driver who scores the most points. No date will be ruled out in which the competitor has been disqualified.

**20.3** For award purposes, a trophy will be given to the first 3 places of each category of the final race. The results will be unofficial, as long as it is not indicated in expressly state that they are official; unofficial results may be awarded when so indicated requires and determines the Race Director with the Commissioner, subjecting the final result to any resulting modifications.

**20.4** For the purposes of the status of the National Championship in which you participate and obtain the score For each qualifying, pre-final race(s) and final, the driver must appear on the grid start and have started the corresponding race. In case of not having shown up at the grid and not having started, will not get points for that race.

**20.5** For the purposes of the championship status, if any driver directly or through his/her team, guests, sponsors, companions or family members, is PENALTY SERIOUS UNSPORTSMANLIKE CONDUCT, SERIOUS INSULTS, ATTEMPTS TO FIGHT OR FIGHTS, PHYSICAL AGGRESSIONS, the total points obtained in the event (date) where the fault occurred and will be voided. YOU CANNOT DISCARD THE DATE ON WHICH IT WAS SO SANCTIONED, for the purposes of the National Championship in which he participates, as established in point 18.4.

## 20.6 2021 CHAMPIONSHIP SCORING SYSTEM

QUALIFICATION				PRE-FINAL RACE (ES)			
PLACE	POINTS	PLACE	POINTS	PLACE	POINTS	PLACE	POINTS
1	25	18	6	1	25	18	6
2 23 3 21 4 20 5 19		19	5	2 23 19 3 21 20 4 20 21 5 19 22 6 18 23 7			5
6 18 7 17		20	4	17 24			4
		21	3				3
		22	2				2
		23	1				1
		24	1				1
8	16	25	1	8	16	25	1
9	15	26	1	9	15	26	1
10	14	27	1	10	14	27	1
11	13	28	1	11	13	28	1
12	12	29	1	12	12	29	1
13	11	30	1	13	11	30	1
14	10	31	1	14	10	31	1
15	9	32	1	15	9	32	1
16	8	33	1	16	8	33	1
17	7	34	1	17	7	34	1

## FINAL RACE

### PLACE POINTS PLACE POINTS

1	46	18	23
2	42	19	22
3	39	20	21
4	37	21	20
5	36	22	19
6	35	23	18
7	34	24	17
8	33	25	16
9	32	26	15
10	31	27	14
11	30	28	13
12	29	29	12
13	28	30	11
14	27	31	10
15	26	32	9
16	25	33	8
17	24	34	7

In case of events with quadruple or triple dates (Ex.: for quadruple dates: 3 pre-finals and 1 final) the points of the two pre-finals will be taken according to point 20.6. (Ex.: if the pilot wins the 3 pre-finals and the final, the points would be as follows:  $25 + 25 + 25 + 46 = 121$  points); in the case of discarding any quadruple or triple date, they will have to be discarded the total points. (In case there are more than 2 pre-final races, the same number will be used. (the aforementioned criterion).

In case of events with multiple pre-finals, the tie-break criterion to define the position of the final race will be defined by the best position (place), obtained in any of the previous races of the same event.

In case any championship has another scoring system or another way of defining the starting position, this will be made known in the specific regulations of the same.

## 21.- TITLES AND AWARDS

**21.1** The title of “Champion Pilot” will be awarded to the pilot who has obtained the highest number of points in their category, after discarding the points from one of the first four dates of the National Championship where you participate (the last date cannot be discarded, “FIFTH DATE”). In the event of a tie at the end of the championship, the following will be carried out: the following criterion:

A. The driver who achieved **the best final race positions** will be taken into account. are adding up for the purpose of the championship (four qualifying dates) in the championship, on the other pilot.

**B.** In the event of a continued tie, the driver who has obtained **better places in the previous races** that are being added for the purpose of the championship (four scoring dates) over the other driver will be taken into account.

**C** If the tie continues, the rating will be taken with the same criteria mentioned above.

No results from a non-scoring date will be taken into account.

**21.2** To be eligible for prizes, every driver must have completed at least 50% of the race laps.

**21.3** Each National Championship in which a pilot participates may offer the pilots the prize pool that it considers appropriate to their plans, which will be indicated in the announcements (if any).

## **22.- UNFORESEEN CASES**

**22.1** Anything that is not permitted in these regulations is prohibited.

**22.2** Decisions on the track are irrevocable.

**22.3** Anything not covered by this procedure will be resolved between the Race Director and the Commissioner or Board of Commissioners, in conjunction with the PROMOTER.

**22.4** Repeat offences will result in increased sanctions, which may even be doubled and may lead to suspension for up to two years, or denial of registration for events.

## **23. ENTRY TO THE TRACK BY OUTSIDERS**

At no time, not even in the event of an accident of any kind, may anyone enter the track, except for officials and event authorities, so no driver, team member, family member, guest, sponsor or member of the public may enter the track unless expressly authorized. Entering the track without authorization will result in the disqualification of the session for the driver who does so. In the event that the entry is made by a team member, family member, guest or sponsor, the disqualification sanction will be for the driver with whom they attend the event. If the incident occurs during practice or qualifying, the sanction will be the loss of the qualifying spot, starting in last place. In any case, it will involve the corresponding points adjustment. It will not be ruled out.

## 31 Interpretation of the regulations

31.0 In case of dispute over its interpretation by the authorities

sports and technical regulations, the English version of the SKUSA Sports and Technical Regulations, text and graphics, will be considered official.

### 31.1 Official Regulations:

- SKUSA Sports Regulations
- National Regulations 2021
- FEMADAC National Sports Code