



- 6.9.** Shall the minimum entries starting of each Competition are fewer than 10 after Scrutineering, the AAMC reserves the right to cancel the Competition.
- 6.10.** The AAMC reserves the right to limit the number of entries per Competition of each class.
- 6.11.** The Provisional Entry list and programme will be published 2 days before the Competition date.
- 6.12.** The AAMC reserves the right to shorten, postpone, reschedule, abandon or cancel the Event or part thereof, without prior notice.

Article-7. ELIGIBLE DRIVERS

- 7.1.** The Event is open to Macao drivers, members of AAMC, with age and licences required as below:

Classes	Drivers Age			Licence
Cadet	Between 7-12 years of age as of Jan 01, 2023			Current and valid national C or above kart driver's licence, issued by AAMC, or national driver's licence
Mini ROK	Between 9-12 years of age as of Jan 01, 2023			Current and valid national C or above kart driver's licence, issued by AAMC, or national driver's licence
Junior 125	11 years old (reaching their 12 th birthday during the calendar) on the date when the Licence is issued			Current and valid national C or above kart driver's licence, issued by AAMC, or national driver's licence, or FIA International License of Grade "ITG" or above
Senior, Master, Veteran 125	Senior: Minimum age of 13 years of age and above as of Jan 2023	Master: Between 32-40 of age as of Jan 01, 2023	Veteran: 40 years of age or over as of Jan 01, 2023	Current and valid national C or above kart driver's licence, issued by AAMC, or national driver's licence, or FIA International License of Grade "ITF" or above
X30	13 years old (reaching their 13 th birthday during the calendar) on the date when the Licence is issued			Current and valid national C or above kart driver's licence, issued by AAMC, or national driver's licence, or FIA International License of Grade "ITF" or above
KZ	15 years old (reaching their 15 th birthday during the calendar) on the date when the Licence is issued			Current and valid national C or above kart driver's licence, issued by AAMC, or national driver's licence, or FIA International License of Grade "ITE" or above

- 7.2.** Drivers who are under 18 years of age are required to present the agreement and authorization of their parents or guardian for their entry and participation.
- 7.3.** For non-national drivers who wish to take part in the Competition, article 2.3.7 of ISC will

apply.

Article-8. ELIGIBLE KARTS AND EQUIPMENT

8.1. The following karts are eligible for the Event:

Classes	Engine	Minimum Weight (kart + driver):
Cadet	GX200 Honda	110Kg
Mini ROK	Vortex Mini ROK 60 cc engine	110Kg
Junior 125	ROTAX MAX Junior	145Kg
	PARILLA IAME X30 Junior	145Kg
	ROK GP Junior	145Kg
	ROTAX MAX EVO	145Kg
Senior, Master, Veteran 125	ROTAX MAX FR125	160Kg (Senior) 170Kg (Master, Veteran)
	PARILLA IAME X30	165Kg(Senior) 168Kg (Master, Veteran)
	ROK GP	160Kg (Senior) 170Kg (Master, Veteran)
	ROTAX MAX EVO	162Kg
X30	Engine: X30 125 RL TaG (125cc – centrifugal dry clutch drive-water cooled – TaG);	165 kg (age 15 or above) 145 kg (age between 13 and 14)
KZ	KZ1 125cc with gearbox, only reed-valve intakes.	170 Kg

8.2. Technical Regulations of the Competitions are listed in Appendix A.

8.3. Changing engines, chassis, the chassis/engine unit and tyres between the various Drivers is forbidden.

8.4. No change of the chassis, of the engine or of the chassis/engine unit may be carried out during the starting procedure or between the start and finish of the Qualifying Practice, Qualifying Heats and Final. Offenders will be excluded from that race.

8.5. A competitor may introduce a second chassis provided he is able to meet the following:

- The chassis presented at scrutineering was damaged as a result of an accident.
- The stewards of the meeting have authorized the change based on the concurrence of all the competitors of the affected class.

8.6. Each driver will be entitled to submit to Scrutineering the following equipment:

- Number of chassis: 1, according to appendix A
 - Number of engines: 2, of the same make
 - Tyres
- For class Cadet:
- (Dry) Maximum 4, 2 front and 2 rear, of the same make
 - (Wet) Maximum 4, 2 front and 2 rear, of the same make

For class Mini ROK:

- (Dry) Maximum 6, 3 front and 3 rear, of the same make

- (Wet) Maximum 4, 2 front and 2 rear, of the same make

For classes Junior 125, Senior, Master, Veteran 125 and X30:

- (Dry) Maximum 8, 4 front and 4 rear, of the same make
- (Wet) Maximum 8, 4 front and 4 rear, of the same make

For Class KZ:

- (Dry) Maximum 6, 3 front and 3 rear, of the same make
- (Wet) Maximum 6, 3 front and 3 rear, of the same make

8.7. Tyres control

- a) Drivers should use tyres homologated by CIK-FIA for the Competition or AAMC Certified for the Competition. The make of tyres is free provided that same make of tyres are used on same kart.
- b) During scrutineering, the submitted tyres will be marked and only those marked tyres may be used during the Competition.

8.8. Front Fairing

- a) The front fairing (using the front fairing mounting kit) must be in the correct position at all times during a competition.
- b) The black flag with an orange disc will not be shown to a driver if his front fairing is no longer in the correct position. If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the “black and white chequered flag” was waved and the kart(s) concerned crossed the finish line, in all situations a time penalty of 5 seconds will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal.
- c) When the Scrutineers/Judges of Fact send the reports regarding the incorrect position of the front fairing, the Stewards will automatically apply the decisions. The Entrants concerned shall not be invited to sign the decision documents.
- d) Should a Driver or a third party be found/proved to have intentionally replaced a front fairing which is not installed correctly during the last lap or after the “black and white chequered flag” was waved this will lead to a disqualification from the competition.
- e) As from the moment the “Last Lap” panel is presented to the Drivers the Repair Area will be closed.
- f) Should the check establish that the front fairing is not in conformity with the regulations, the relevant Driver will not be allowed access to the Assembly Area; consequently, no participation in the corresponding part of the competition (Qualifying Practice, Qualifying Heats, final phase). Protests against this procedure are not admitted. Protests and appeals in this regard do not have a suspensive effect.

Article-9. FUEL

- 9.1.** Fuel: Unleaded commercial quality gasoline from tank station, max. 98 octane.
- 9.2.** A single fuel Supplier will supply the fuel to be used with constant quality.
- 9.3.** Vouchers of fuel are available for purchase from AAMC.
- 9.4.** Please also refer to Appendix A for more details.

Article-10. GENERAL SAFETY

- 10.1.** It is strictly forbidden for Drivers to drive their karts in a direction opposite that of the race, unless this is strictly necessary to remove the kart from a dangerous situation. Breach of this requirement may inflict on the Driver, a Fine of MOP1,000.00 (one thousand Patacas) and disqualification from the Competition.
- 10.2.** During Free Practice, Qualifying Practice and the Races (including Qualifying Heats and the races of the final phase), Drivers may use the track only and must at all times observe the dispositions of the Code relating to driving on circuits. The circuit is defined by the white lines on both sides of the track. Drivers are allowed to use the whole width of the track between these lines. If the four wheels of a kart are outside these lines, the kart is considered as having left the track. Failure to comply with this requirement is subject to disqualification from the classification of the Qualifying Practice or the race in which the kart having left the track.
- 10.3.** During Free Practice, Qualifying Practice and the Races (including Qualifying Heats and the races of the final phase), a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or be an impediment for other Drivers. If the Driver is unable to remove the kart from a dangerous position by driving it, it is the marshals' duty to help him; however, if the kart restarts as a result of such help, it will be disqualified from the classification of the Qualifying Practice or the race in which this help was provided. Except for medical or safety reasons, the Driver must stay close to his kart until the end of Free Practice, Qualifying Practice or the Races.
- 10.4.** Any repairs with tools are banned outside the "Repair Area". It is forbidden to take any tools and/or spare parts on board the kart. The Driver can receive help only in the "Repair Area" determined during the Briefing. Failure to comply with this requirement, will be fined MOP500.00 (five hundred Patacas).
- 10.5.** No Driver may leave the "Repair Area" without having been invited to do so by Marshals.
- 10.6.** If refuelling is authorised, it may be carried out only in an area provided for this purpose. Failure to comply with this requirement is subject to be disqualified from the Competition.
- 10.7.** A speed limit of 10 kph is imposed in the pit lane. Any Driver breaking this speed limit will be imposed a penalty.
- 10.8.** If a Driver is faced with mechanical problems during Free Practice, Qualifying Practice and the Races (including Qualifying Heats and the races of the final phase), he must evacuate the track as soon as possible for safety reasons.
- 10.9.** Any Driver who intends to leave the track, to return to the "Finish Park" or to stop in the "Repair Area" shall demonstrate his intention in due time and shall ensure that he may do so safely.
- 10.10.** Failure to leave the abandoned kart in a safe place or in a location indicated by the track marshals will be subject to a fine of MOP1,000.00 (one thousand Patacas).
- 10.11.** If a Driver is involved in a collision, he must not leave the circuit without the Stewards' agreement. Breach of this requirement may inflict on the Driver, a Fine of MOP1,000.00 (one thousand Patacas).

- 10.12.** Official instructions will be transmitted to the Drivers by means of the signals provided in Article 11. Competitors who do not respect the flag signals during Qualifying Practice will be subject to disqualification from the classification of the Qualifying Practice, and be fined MOP1,000.00 (one thousand Patacas) during the Races (including Qualifying Heats and the races of the final phase).
- 10.13.** During the Competition and at the order of the Clerk of the Course, a Driver who breaches the Technical Regulations, except during the final lap, must stop in the “Repair Area” and remedy the breach before rejoining the track.
- 10.14.** When they participate in Free Practice, Qualifying Practice or in the Races (including Qualifying Heats and the races of the final phase), Drivers must at all times wear the full equipment defined under Article 7 of the CIK Karting Technical Regulations. Failure to comply with this requirement is subject to disqualification from the Competition.
- 10.15.** Illegitimately prevented a legitimate overtaking manoeuvre by a driver or illegitimately impeded another driver during overtaking, will subject to a time penalty of 10 seconds or, in a severe case, sanction by the Stewards.
- 10.16.** In the case of a “wet race” (conditions signaled by means of a panel), the choice of tyres will be left to the appreciation of the Drivers, the Clerk of the Course reserving the right to use the black flag if he deems that a Driver’s kart is fitted with the wrong set of tyres and that the Driver is too slow and dangerous for other Drivers.
The use of “slick” tyres is therefore mandatory in any other case.
- 10.17.** FOOTWEAR - The wearing of OPEN FOOTWEAR BY ANY TEAM PERSONNEL IS NOT PERMITTED IN THE SERVICE PARKS & GRID AREAS AT ANYTIME. Footwear must be of the enclosed type, heel to toe.
- 10.18.** Persons wearing inappropriate footwear in the Service Parks and Grid areas at anytime will be penalised. The Entrant/Competitor may be fined MOP1,000.00 (one thousand Patacas).

Article-11. FLAGS

*** Flag signals to be used by the Clerk of the Course or his deputy at the start line:**

(a) National flag

This flag is normally used to start the race. The starting signal must be given by lowering the signal which, for standing start Competitions, must not be raised above the head until all karts are stationary and in no case for more than 10 seconds. This flag shall only be used in certain circumstances (e.g. in the case where the light signals no longer function) and for Qualifying Practice.

(b) Red flag

This flag must be waved at the start line when it has been decided to stop a practice session or the race. The red flag may also be used by the Clerk of the Course or his deputy to close the circuit.

(c) Black and white chequered flag

This flag must be waved. It signifies the end of a practice session or a race.

(d) Black flag

This flag should be used to inform the Driver concerned that he must stop at his pit or at the place designated in the Supplementary or Event Regulations on the next approach to the Parc Fermé entrance. If a Driver fails to comply for any reason, this flag should not be shown for more than four consecutive laps. The decision to show this flag rests solely with the Panel of Stewards. The Entrant concerned will immediately be informed of the decision.

(e) Black flag with an orange disc (40 cm in diameter)

This flag should be used to inform the Driver concerned that his kart has mechanical problems likely to endanger himself or others and means that he must stop in the “Repair Area“ on the next lap. When the mechanical problems have been rectified, the kart may rejoin the race.

(f) Black and white flag divided diagonally

This flag should be shown only once and is a warning to the Driver concerned that he has been reported for unsportsmanlike behaviour.

These last three flags (in d, e & f) should be shown motionless and accompanied by a black board with a white number which should be shown to the Driver of whose kart the number is displayed. These flags may also be displayed at places other than the start line should the Clerk of the Course deem this necessary.

Normally the decision to show the last two flags (in e & f) rests with the Clerk of the Course; however, it may be taken on request of the Panel of Stewards in order to impose a sporting sanction.

(g) Blue and red flag (double diagonal) with number

The Driver concerned must stop before being lapped or also when he has been lapped. This flag may only be used if it is provided for in the Event, Cup or Trophy Sporting Regulations or in the Supplementary Regulations of the Competition.

*** Flag signals to be used at observation posts:**

(h) Yellow flag

This is a signal of danger and should be shown to Drivers in two ways with the following meanings:
- single waved: reduce your speed, do not overtake and be prepared to change direction. There is a hazard on the edge or on part of the track.

- double waved: reduce your speed, do not overtake and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track.

Yellow flags should normally be shown only at the marshals’ post immediately preceding the hazard. Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.

(i) Yellow flag with red stripes

This flag should be shown motionless to inform Drivers that there is a deterioration of adhesion due to oil or water on the track in the area beyond the flag.

This flag should be displayed for at least 4 laps unless the surface returns to normal beforehand. However, it is not necessary for marshals in the sector beyond the place where this flag is being shown to show a green flag.

(j) Blue flag

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

(k) White flag

This flag should be waved and is used to indicate to the Driver that there is a much slower vehicle on the sector of track controlled by that flag point.

(l) Green flag

This flag should be used to indicate that the track is clear and should be waved at the observation post immediately after the incident that necessitated the use of one or more yellow flags.

It may also be used, if deemed necessary by the Clerk of the Course, to signal the start of a warm-up lap or the start of a practice session.

Article-12. RACE NUMBERS

12.1. Both side-box panels, the front facing panel and the rear bumper must incorporate an area for race number. On the side-box panels they should be next to the rear wheel on the external vertical side.

12.2. The number plates and race numbers of driver will be provided by AAMC.

Article-13. RACE OFFICIALS

The Race Officials will be appointed by AAMC which list will be published on the Competition Date.

Article-14. SPORTING CHECK AND SCRUTINEERING

14.1. During the Sporting Checks and initial Scrutineering, which will take place on the dates of the Competition at the Parc Ferme, each Driver and each Entrant must have all required documents and information available. Failure to the Sporting Check on schedule time will be subject to a Fine of MOP500.00 (five hundred Patacas) and may not be allowed to take part in the Competition.

14.2. Unless a waiver is granted by the Stewards in particular circumstances, Drivers and Entrants who do not keep to the time limits imposed will not be allowed to take part in the Competition.

14.3. The Clerk of the Course or the Chief Medical Officer may ask a Driver to undergo a medical examination at any time during a Competition.

14.4. No kart may participate in a Competition unless it has been checked by the Scrutineers.

14.5. At any time during a Competition, the Scrutineers may:

- a)** check the eligibility of the kart or of the Driver's equipment,
- b)** require a kart to be dismantled by the Entrant to make sure that the conditions of eligibility and conformity are fully satisfied,
- c)** require an Entrant to supply them with such parts or samples as they may deem necessary.

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

14.7. The Clerk of the Course may require that any kart involved in an accident be stopped and checked.

- 14.8.** Checks and Scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organisation of the Servicing Parks and/or the Parc Fermé, and who alone are authorised to give instructions to the Entrants.
- 14.9.** The Stewards will publish the findings of the Scrutineers concerning every kart and will place them at the disposal of other Entrants on request. These findings will not include any specific figures except concerning fuel tests.
- 14.10.** Submitting a kart to Scrutineering shall be considered as an implicit statement of conformity.
- 14.11.** At the Sporting Checks, each Driver will receive a “Technical Passport”. All details relating to the full equipment must be entered on this form before submission to Scrutineering. An incomplete “Technical Passport” will be rejected.
- 14.12.** Failure to follow the instruction of scrutineering after Qualifying practice and races will subject to a Fine of MOP1,000.00 (one thousand Patacas) and may result in disqualification from the Competition.
- 14.13.** Racing numbers and possible advertising signs shall be on the kart when the equipment is submitted to Scrutineering.
- 14.14.** A Driver shall not be allowed to change his/her equipment after it has been identified at Scrutineering and after he has taken part in Qualifying Practice.

Article-15. BRIEFING

- 15.1.** The time of the Briefing is mentioned in the programme of the Competition. The time is considered as that of the beginning of the Briefing and the entrance door and access to the Briefing will be closed at this time.
- 15.2.** The presence of all concerned Drivers is mandatory throughout the Briefing under pain of a sanction or even of a possible disqualification from the Competition.
- 15.3.** Attendance Sheets shall be signed by Drivers.
- 15.4.** Failing to attend the Briefing on schedule or not signing the attendance sheets will be brought before the Stewards for their consideration and subject to penalty of MOP500.00 (five hundred Patacas), payable before practice starts. Failure to pay will result in not allowed to take part in the Competition.
- 15.5.** No questions other than those relating to the actual conduct of the races will be addressed in the briefing.

Article-16. INSTRUCTIONS AND COMMUNICATIONS

- 16.1.** All classifications and results of Free Practice, Qualifying Practice and the Races, as well as any decisions of the Officials of the Competition will be posted on the official posting board.
- 16.2.** Official instructions and communications to competitors may also be given via a dedicated electronic communication (e.g. notification through apps).
- 16.3.** Any decision or communication concerning a particular driver should be communicated to him forthwith in writing within 30 minutes of such decision and receipt must be

acknowledged, subject to be imposed the penalty of Disqualification should it be refused.

Article-17. RUNNING OF THE COMPETITION

17.1. For competition in classes Cadet, Mini ROK, Junior 125, Senior, Master, Veteran 125 and X30, every competition is running of one free practice, two non-qualifying practices, one qualifying session, three Qualifying Heats being maximum 18 karts per group and will comprise a final phase named “Pre-Final” and “Final”.

There will be a warm-up session (5 minutes) on each Race Day, being a total of two warm-up sessions for each class.

17.2. For competition in Class KZ, the competition is running of one free practice (10 minutes), one qualifying session, and will comprise a final phase named “Pre-Final” and “Final”.

There will be a warm-up session (5 minutes) on final phase Race Day.

17.3. Practice sessions (Free Practice, Non-Qualifying Practices, Qualifying Practice, warm-up)

- a) The discipline applied in the Servicing Parks and on the track as well as the safety measures will be the same for all practice sessions as those applied for the races of the final phase.
- b) Only the Drivers who have passed the Sporting Checks and Scrutineering, as well as have attended the briefing session will be in the final entry list to start Free Practice.
- c) The Clerk of the Course may interrupt Practice sessions as often and for as long as he deems it necessary for the clearance of the track or the removal of a kart. Further, if, in the Stewards’ opinion, the stop is deliberately caused by a Driver, the times he has achieved in that session may be cancelled and he may be refused the authorization to participate in any other Practice session. In Free Practice and non-qualifying Practice only, the Clerk of the Course, with the Stewards’ agreement, may decide not to resume the Practice session after such an interruption.
- d) Should one or several Practice sessions be interrupted in such manner, no protest relating to the possible effects of this interruption on the qualification of Drivers would be accepted.
- e) No Driver may take the start of a Race without having participated in at least one Free practice or non-Qualifying Practice session.

17.4. Qualifying Practice:

- a) Any drivers having crossed the line drawn at the exit of the start area will be considered as having started, and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is counted.
- b) Any Driver of KZ Class failing to complete a lap or not classified in Qualifying Practice will be arranged at the back of the grid of Pre-Final, provided that a written request is sent to Stewards and granted approval. If two or more Drivers are concerned, their order will be determined by the Stewards.

17.5. Practice Start Simulations

After passing the chequered flag at the end of each practice session or receiving the end of signal of Pre-Final, after T2 (in designated zone), drivers are allowed to practice start one time only at the right-hand side of the designated Practice Start Zone while consider in a safe circumstance.

Infringement of this rule will incur an instant fine of MOP1,000.00 and further penalties may be applied.

17.6. Qualifying Heats (Race):

- a) There will be three Qualifying Heats for competition in classes Cadet, Mini ROK, Junior 125, Senior, Master, Veteran 125 and X30, for entries of 36 or less.
- b) The distance of every Qualifying Heat is according to article 5.4.
- c) The starting grids of each of the Heats will be established on the basis of the results of Qualifying Practice.
- d) For entries of 37 participants and more - At the end of Qualifying Practice, Drivers will be separated into groups for the Qualifying Heats. The number of Drivers per group will be 18 maximum. Each group must compete versus all the other groups.

- As an example, in the case of a separation of Drivers into 4 groups, the Driver classified 1st in Qualifying Practice will be in group A, the 2nd in group B, the 3rd in group C, the 4th in group D, the 5th in group A, the 6th in group B, the 7th in group C, the 8th in group D, and so on.

- Each of the four above-mentioned groups will compete against the other groups, i.e.: A versus B, A versus C, A versus D, B versus C, B versus D and C versus D, namely a total of six Qualifying Heats.

Article-18. STARTING GRID (Qualifying Heats, “Pre-final” and “Final”)

- 18.1. The grid shall be made up of two lines of karts.
- 18.2. At the end of the Qualifying Practice, the list of qualified drivers as well as the starting grid will be officially published.
- 18.3. For classes Cadet, Mini ROK, Junior 125, Senior, Master, Veteran 125 and X30, the grid of Qualifying Heats will be drawn up in accordance with the fastest time achieved by each Driver in the Qualifying Practice. Should one or several Drivers achieve the same time, the tie will be settled on the basis of their second-best time, and so on.
- 18.4. No Driver may take the start of a Race without having participated in Qualifying Practice session.
- 18.5. Any Driver whose kart(s) is(are) unable to take the start for any reason whatsoever or who has good reasons to believe that his kart(s) will not be ready to take the start must inform the Official in charge of the Assembly Area, who will advise the Clerk of the Course as soon as he has the opportunity.
- 18.6. Ten minutes before the starting time for the Formation Lap, the assembly area is opened. Each Driver with his kart placed on a trolley and pushed by himself to the assembly area.

- 18.7.** The assembly area will be closed seven minutes before the starting time for the Formation Lap.
- 18.8.** The karts placed on the “Pre-Grid“ must be ready to race; it is strictly forbidden to carry out any work and/or set-up on the kart on the “Pre-Grid“, with the exception of tyre pressures, which can be adjusted by the Driver or his Mechanic using his/her own tyre pressure gauge by letting air out only.
- 18.9.** Any kart that has not taken its position on the “Pre-Grid” within the five minutes proceeding the time scheduled for the start of the Race will have its access to the “Pre-Grid” denied, except under exceptional circumstances left to the appreciation of the Panel of Stewards.
- 18.10. Final Phase (“Pre-Final” and “Final”)**
- a) The grid for Final Phase will be at maximum of 36.
- b) For classes Cadet, Mini ROK, Junior 125, Senior, Master, Veteran 125 and X30, the grid of “Pre-Final” will be determined by the points awarded in combined classification of three Qualifying Heats. Possible ties between two or more Drivers will be settled according to their classification in the Qualifying Practice.

Position Penalties Points

Position	Points	Position	Points	Position	Points	Position	Points
1 st	0	11 th	11	21 st	21	31 st	31
2 nd	2	12 th	12	22 nd	22	32 nd	32
3 rd	3	13 th	13	23 rd	23	33 rd	33
4 th	4	14 th	14	24 th	24	34 th	34
5 th	5	15 th	15	25 th	25	35 th	35
6 th	6	16 th	16	26 th	26	36 th	36
7 th	7	17 th	17	27 th	27		
8 th	8	18 th	18	28 th	28		
9 th	9	19 th	19	29 th	29		
10 th	10	20 th	20	30 th	30		

-If a Driver does not take the start in a Qualifying Heat, he will receive a number of points equal to the number of participants plus 1 point.

-If a Driver has been black-flagged or disqualified, he will receive a number of points equal to the number of participants plus 2 points.

- Any Driver who has not covered all the laps scheduled, even if he has not finished the Qualifying Heat, will be classified according to the number of laps he has actually completed.

- c) For class of KZ, the grid of “Pre-Final” will be drawn up in accordance with the fastest time achieved by each Driver, in the Qualifying Practice.
- d) The grid of Final will be drawn up according to the official classification of the Pre-Final.

18.11. “X30 Challenge”

- a) Should there be a “X30 Challenge”, according to article 5.10, the grid of the “X30 Challenge” will be determined by the best lap in each class “Final” classification.
- b) Should one or several Drivers achieve the same time, the tie will be settled on the basis of their second-best time, and so on.

Article-19. STARTING PROCEDURES

- 19.1.** The start signal shall be given by means of lights.
- 19.2.** As soon as the Clerk of the Course indicates with the green flag that the karts may take the start, the Drivers are at the orders of the Clerk of the Course and may no longer receive any outside help. Any Driver who has not placed himself at the orders of the Clerk of the Course in time with his kart in working order will be allowed to leave the “Pre-Grid” only at the orders of the Clerk of the Course or of the Officer in charge of the “Pre-Grid”.
- 19.3.** If a Driver stops for any reason during the Formation Lap, he will not be allowed to try and start again before he has been passed by the whole field. He shall start again from the back of the formation. Should he try to start ahead of the field in the hope that the leading Drivers overtake him, he would be shown the black flag and be disqualified from that race.
- 19.4.** In order to regain one’s position, it is forbidden to use any course other than the track used during the race.
- 19.5.** If the Clerk of the Course considers that a Driver has been immobilised as a result of another Driver’s mistake, he may stop the Formation Lap and start again the Starting Procedure on the basis of the original grid or allow the impeded Driver to regain his position.
- 19.6.** The Clerk of the Course will give the start as soon as he is satisfied with the formation. It is forbidden to overtake another Driver, under pain of a penalty of 10 seconds or disqualified from the Race of Pre-Final or Final.
- 19.7.** In the case of repeated false starts or of incidents during the Formation Lap(s), the Clerk of the Course acting as a Judge of Fact, may stop the starting procedure by means of the red flag and inform the Stewards, who will be entitled to inflict on the offending Drivers a penalty according to Article 27 of these Sporting Regulations.

A new procedure will begin either immediately or within 30 minutes, according to the circumstances. The starting grid will be the same as for the initial procedure. All the Drivers present in the starting area or in the repair area before the procedure was stopped will be allowed to take the start of the new Formation Lap.
- 19.8.** Any attempts to jump the start or delay it and any karts leaving the lane before the lights are switched off shall be sanctioned according to Article 19.10 or 19.11 of these Sporting Regulations.
- 19.9.** As soon as the start has been given, racing conditions are applied and, irrelevant of the position of a kart on the track, it is forbidden to give it any assistance, except for parking it to a safe location.
- 19.10. Type of starts: standing starts for karts with gearboxes (KZ), as defined in Article 2.20a. of the General Prescriptions.**

- 19.10.1.** In the case of standing starts, a Driver who is delayed will have the possibility of regaining his grid position until the red starting lights are switched on.
- 19.10.2.** At the end of their Formation Lap, Drivers will take their starting positions and the Clerk of the Course, his deputy or the Starter will be on the Starting Line raising a red flag. All lights will remain switched off until the last kart has taken its position on the grid.
- 19.10.3.** When all karts are immobile on the grid, a Marshal will display a green flag at the end of the grid. The Clerk of the Course, his deputy and the Marshal will evacuate the track together and the Drivers will then be at the orders of the Clerk of the Course.
- 19.10.4.** The Clerk of the Course or the Starter will launch the automated 4-red-light switching on sequence (which lasts 4 seconds). The start will be considered as given at the switching off of the red lights manually operated by the Clerk of the Course or the Starter within the next 2 seconds.
- 19.10.5.** Any movement of the kart during the starting procedure (movements while the red lights are on) that is evaluated as a false start will be punished with a minimum 5-second penalty.
- 19.10.6.** If the Clerk of the Course is not satisfied with the procedure, he will switch on the orange light, which means that an extra Formation Lap must be covered. If a Driver is unable to start, he must remain in his kart and notify this situation by raising his arm. In this case, an additional Formation Lap may be granted; any Drivers who have been unable to start will be allowed to get out of their karts and restart only by their own means and once the whole field has passed them. They will not be authorised to regain their original position in the formation and will take the start from the back of it. No other Drivers will be allowed to occupy the places which have remained vacant.
- 19.10.7.** During the Formation Lap(s), it is forbidden to practice start simulations. If it is necessary to interrupt the starting procedure, the Clerk of the Course or the Starter will show a waved red flag, indicating to the Drivers that they must cut their engines.
- 19.11. Type of starts: Rolling starts for direct drive karts with or without clutches (Cadet, Mini-ROK, Junior 125, Senior, Master, Veteran 125, X30, X30 Challenge”), as defined in Article 2.20a.of the General Prescriptions.**
- 19.11.1.** In the case of rolling starts, a Driver who is delayed will have the possibility of regaining his grid position only if this manoeuvre does not impede other Drivers and in all cases before having reached the Red Line which will be materialised on the track, equipped with a timekeeping loop and indicated by the Clerk of the Course at the Briefing.
- 19.11.2.** At the end of the Formation Lap, Drivers will proceed forward at a reduced and constant speed towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track.

- 19.11.3.** A Driver crossing the lanes is liable to be sanctioned by the Stewards, on the basis of a time penalty of 3 seconds for partly crossing the lanes and of 10 seconds for completely getting out of the corridor.
- 19.11.4.** When the karts approach, the red lights will be on. Karts must maintain their position until the start signal is given. If he is satisfied with the formation, the Clerk of the Course will give the start by switching off the red lights. If he is not satisfied with the procedure, he will switch on the orange light, which means that another Formation Lap must be covered.
- 19.12.** If it is necessary to interrupt the starting procedure, the Clerk of the Course will show a waved red flag, indicating to the Drivers that they must cut their engines.
- 19.13.** Should a kart stop and unable to restart during the race, it must be removed from the track to a place of safety according to marshal's instruction and the driver must remain with his kart until the end of the race.
- 19.14.** The Stewards may use any video or electronic system likely to help them to take a decision. The Stewards' decisions may supersede those taken by Judges of Fact. Any infringement to the provisions of the Code or of these Sporting Regulations relating to the starting procedure may entail the disqualification of the Driver concerned from the Competition.

Article-20. NEUTRALISATION OF A RACE

- 20.1.** The Clerk of the Course may decide to neutralise a Race. This procedure will be used only if the Track is obstructed, or if the Drivers or Officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the Race.
- 20.2.** When the order is given to neutralise the Race, all observation posts will display single waved yellow flag and a "SLOW" board (yellow board with the word "SLOW" written in black), which shall be maintained until the neutralisation is over. Flashing orange lights will be switched on at the Line.
- 20.3.** All the competing karts must then line up behind the leading kart, and overtaking is strictly forbidden. Overtaking will be permitted only if a kart slows down because of a serious problem.
- 20.4.** During the neutralisation laps, the leading kart will dictate the pace, at a moderate speed, and all the other karts must remain in as tight a formation as possible.
- 20.5.** The karts may enter the "Repair Area" during the neutralisation, but they may rejoin the track only when authorised to do so by a marshal. A kart rejoining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart.

Article-21. SUSPENDING A PRACTICE OR A RACE

- 21.1.** Should it become necessary to suspend the Practice or Race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course shall order a red flag to be shown on the Line. Simultaneously, red flags will be shown at marshals' posts provided with these flags. The decision to suspend the race or practice may be taken only by the Clerk of the Course. If the signal to stop racing is given:
- a) During Practice:**

All karts shall immediately reduce speed and go back slowly to the Servicing Park, and all karts abandoned on the track shall be removed; Practice will be resumed as soon as possible to meet the original Practice time.

b) During the Race:

All karts will immediately reduce their speed and proceed as directed by the Clerk of the Course to the “Repair Area”. At this point changes and adjustments are allowed including the introduction of replacement equipment – provided that was placed within “Start Servicing Park” prior to the original race start, refueling is allowed.

- 21.2.** The classification of the Race (including Heat) at the moment of the suspension will be the classification when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped and any front fairing penalty will be taken into account – and will determine the single file starting grid should the race be resumed.

Article-22. RESTART PROCEDURE

22.1. LESS THAN TWO LAPS

The original start will be deemed null and void and all competitors who are able to restart the race will do so in their original grid positions – a normal start procedure will be adopted. The length of the new race will be the full original race distance.

22.2. MORE THAN 2 LAPS BUT LESS THAN 75% OF THE RACE DISTANCE (Rounded up to the nearest higher whole number of laps).

If the Race can be resumed (at the discretion of the Clerk of the Course), Article 23 will apply. The single file grid will be determined by the finishing order when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped. Only karts in the Repair Area at the time when the Race was stopped by the Red flag, will be allowed to take the restart.

In case of restart procedure “more than 2 laps but less than 75% of the race distance”, if the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the race was suspended, in all situations a time penalty of 5 seconds will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal.

Classes	Qualifying Heat	75%	Pre-Final	75%	Final	75%
Cadet	8km (7 laps)	5 laps	10km (8 laps)	6 laps	15km (12 laps)	9 laps
Mini ROK	8km (7 laps)	5 laps	10km (8 laps)	6 laps	15km (12 laps)	9 laps
Junior 125	10km (8 laps)	6 laps	15km (12 laps)	9 laps	25km (21 laps)	16 laps
Senior, Master, Veteran 125	12km (10 laps)	8 laps	20km (17 laps)	13 laps	30km (25 laps)	19 laps
X30	12km (10 laps)	8 laps	25km (21 laps)	16 laps	25km (21 laps)	16 laps
KZ	----	----	18km (15 laps)	12 laps	20km (17 laps)	13 laps

Competition	Distance (laps)	75%
"X30 Challenge"	18km (15 laps)	11 laps

22.3. No Restart procedure:

75% OR MORE OF THE DISTANCE OF THE RACE (Rounded up to the nearest higher whole number of laps).

The race will be called complete – the classification of the Race will be the classification at the end of the lap prior to that during which the signal to stop the Race was given.

Article-23. RESUMING A RACE

23.1. After a suspended situation, the delay will be kept as short as possible and as soon as a resuming time is known, Drivers will be informed. In all cases at least a 10 minutes' warning will be given.

23.2. Boards will be presented 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds before the resumption. Each signal will be accompanied by an audible warning.

23.3. The Race will be resumed with the "SLOW" process and Article 24 will apply. The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered. The Drivers who have crossed the Finish Line at the end of the lap prior to that on which the race was stopped will be allowed to take the new start.

23.4. Resuming start positions will be determined by the finishing order at the end of the lap before the one on which the race was suspended after applying penalties for the non-correct position of the front fairing.

Article-24. RESUMING A RACE WITH THE "SLOW" PROCESS

24.1. If a Race is suspended under Article 22, the resuming procedure will be conducted with the "SLOW" process.

24.2. At the order of the Clerk of the Course, Drivers will proceed to start in a neutralised situation (All the competing karts must line up in a single line, overtaking is strictly forbidden. Overtaking will be permitted only if a kart slows down because of a serious problem.) for one or more laps. The Marshals' Posts will display "SLOW" boards (yellow board with the word "SLOW" written in black) with static yellow flags, which shall be maintained until the neutralisation is over.

24.3. If the formation is satisfactory, the Clerk of the Course will signal the resuming of the Race by means of a waved green flag at the Line. Overtaking will remain prohibited until the karts have crossed the Line.

24.4. On approaching the Line, where a green flag will be waved by the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line preceding the Line. The yellow flags and the "SLOW" boards at the Marshals' Posts will then be withdrawn and replaced by waved green flags. These flags will be displayed for a maximum of one lap.

Article-25. FINISH

25.1. The signal indicating the end of the race shall be given on the Line as soon as the leading kart has covered either the full race distance or the greatest distance during the time scheduled for the race.

- 25.2.** Should, for any reason other than under Article 21.1a), the signal indicating the end of the race be given before the leading kart completes the scheduled number of laps or before the prescribed time has elapsed, the race will be deemed to have finished when the leading kart last crossed the Line before the signal was given. Should the signal indicating the end of the race be delayed for any reason, the Race will be deemed to have finished when, under normal circumstances, the end of the race would have been decided if there had been no delay.
- 25.3.** After having received the signal indicating the end of the race, all karts shall directly go to the Parc Fermé, using the normal course of the track, without any unnecessary delay, without performing doughnuts, without stopping and without any help (except that of Marshals if necessary).
- 25.4.** Any classified kart unable to reach the Parc Fermé by its own means will be placed under the exclusive control of Marshals, who will supervise the taking of the kart to the Parc Fermé in a regular manner.
- 25.5.** For a finish to be considered valid, a Driver must have crossed the Finish Line seated at the wheel of his kart.
- 25.6.** Repassing the Line after chequered flag (practice session or races) has been shown will be imposed a fine of MOP1,000.00 (one thousand Patacas).

Article-26. PARC FERMÉ

- 26.1.** Only those Officials charged with the checks may enter the Parc Fermé. No intervention whatsoever may be carried out therein without the authorisation of these Officials.
- 26.2.** As soon as the chequered flag is displayed (Finish), the Parc Fermé regulations will apply for the area between the Finish Line and the entrance to the Parc Fermé.
- 26.3.** No device or tool of any kind is allowed to be taken from or given to the drivers within the Parc Ferme without the express permission from the official in charge.

Article 27. INCIDENTS

- 27.1.** An « Incident » means a fact or a series of facts involving one or several Drivers (or any Driver's action reported to the Stewards by the Clerk of the Course or noted by the Stewards and reported to the Clerk of the Course for investigation), who:

- provoked the stopping of a Race in application of Article 12 of the Code;
- violated these Sporting Regulations;
- have jumped the start ;
- started from an incorrect position (e.g. ahead of the pole sitter during a rolling start)
- have not respected flag signaling;
- have caused one or several karts to take a false start;
- have caused a collision;
- have forced another Driver out of the track;
- had the front fairing on the kart in the incorrect position;
- have illegally prevented a legitimate passing manoeuvre by a Driver;
- have illegally impeded another Driver during a passing manoeuvre;
- have not respected the Briefing Notes.

Unless it was completely clear that a driver was in breach of any of the above, any

incidents involving more than one kart will normally be investigated.

- 27.2.** It will be the responsibility of the Stewards to decide if one or several Driver(s) is/are involved in an Incident; he/they must not leave the circuit without the Stewards' agreement.
- 27.3.** If a Driver is involved in an Incident, and if he was informed of this by the Stewards within thirty minutes after the end of the Race, he must not leave the circuit without their agreement, under penalty imposed in Article 10.11.
- 27.4.** After reviewing it shall be at the discretion of the Stewards to decide whether or not to proceed with an investigation. The Stewards may also investigate any Incident by themselves. It shall be at the discretion of the Stewards to decide if any driver involved in an incident should be penalised.
- 27.5.** The Stewards may use any video or electronic system likely to help them to take a decision.
- 27.6.** The Stewards shall inflict a 5-second time penalty on any Driver having caused an Incident. If the Incident was caused during a Qualifying Practice session, they shall proceed to the cancellation of the three fastest times which he achieved in the session concerned. However, depending on the gravity of the infringements in light of the facts, the Stewards may decide, instead of the 10-second time penalty, on a sanction among those provided for in the penalty scale of the following, unless the offence relates to the position of the front fairing of the kart:
- a)** A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping at his pit.
 - b)** A time penalty.
 - c)** A fine.
 - d)** A reprimand.
 - e)** A drop of a certain number of grid positions.
 - f)** Starting from the pit lane. If any of the penalties referred to in a) b) c) d) e) or f) above are imposed, they shall not be subject to appeal.
 - g)** Deletion of a driver's lap time or times.
 - h)** Disqualification from the classification.
- 27.7.** The Stewards shall inflict a 5-second time penalty on any Driver having been showed a black and white flag during a Race (Qualifying Heat or final phase), which shall not be subject to appeal. Should the same driver or drivers is/are founded one or more offenses after this penalty is imposed, the Stewards may decide, instead of the 5-second time penalty, on a further sanction.

Article-28. PROTESTS AND APPEALS

- 28.1.** The right to protest lies only with Entrants. They must be presented in writing to the Clerk of the Course or to his deputy within 10 minutes after the posting of the results of the Qualifying Practice and Qualifying Heats, and within 30 minutes after the posting of the provisional classification of the Races of the final phase, or provisional classification of the "X30 Challenge". They shall be accompanied by a deposit of MOP4,000.00 (Four thousand Patacas) to be lodged with the Secretary of the Meeting. The deposit will be refunded if the protest is judged founded.
- 28.2.** Where multiple Drivers are concerned, a separate protest must be filed against each Drivers concerned.

- 28.3.** In the case of protests referring to the technical issues alleged non-compliance with the regulations, an additional deposit of MOP4,000.00 (Four thousand Patacas) will be lodged.
- 28.4.** In accordance with Article 12.3.4 of the International Sporting Code, time penalties imposed by the Panel of Stewards for infringements of the Regulations are not susceptible to appeal.
- 28.5.** The deposit will be refunded if the protest is judged founded. It will be possible to appeal against the Stewards' judgement, pursuant to Article 13 of the Code, in accordance with the provisions laid down in the Code (Article 15 ISC). The amount of the appeal deposit is MOP6,000.00.

Article-29. FINES

- 29.1.** A fine may be inflicted on any Entrant, Driver, assistant who does not respect the prescriptions of the officials of the Event. A fine may be inflicted by the Panel of Stewards.
- 29.2.** All fines must be paid immediately. Failing in paying the fine on time will be subject to further penalty.

Article-30. PODIUM CEREMONY

The reward drivers must attend the prize-giving ceremony on the podium in full racing overall and abide by the podium procedures as directed by the AAMC. Failure to comply with this requirement will be subject to disqualification from the Competition.

Article-31. AWARDS OF COMPETITION

- 31.1.** Trophies will be awarded to the first three overall classified drivers in "Final" of each Class.
- 31.2.** In "X30 Challenge", trophies will be awarded to the first three overall classified drivers.

TECHNICAL REGULATIONS

The final text of this appendix shall be the English version which will be used should any dispute arises as to their interpretation.

● DRIVER SAFETY EQUIPMENT

The driver must at all times wear a homologated helmet and overall, as well as gloves, boots and a karting body protection.

Wearing a scarf, muff or any loose clothes around the neck, even inside the overalls, is not allowed. Long hair must be completely contained in the helmet.

1. Helmets

Helmets must comply with the following prescriptions:

For drivers under 15 years old

- Snell-FIA CM (Snell-FIA CMS2016 and Snell-FIA CMR2016)
- Snell-FIA CMH (Snell-FIA CMS2007 and Snell-FIA CMR2007)

For drivers over 15 years old

- Snell-Foundation K2010, K2015, K2020, SA2010, SAH2010 and SA2015
- FIA 8859-2015, FIA 8860-2004, FIA 8860-2010, FIA 8860-2018 and FIA 8860-2018-ABP
- Snell-FIA CM (Snell-FIA CMS2016 and Snell-FIA CMR2016)
- Snell-FIA CMH (Snell-FIA CMS2007 and Snell-FIA CMR2007).

Helmets must have an efficient and unbreakable visor for the eye opening. Visors must feature the logo of the manufacturer and the production date. Any modification to the above list is published in a CIK-FIA bulletin. In accordance with Appendix L of the International Sporting Code (Chapter III, Article 1.4), the addition of any device to a helmet, aerodynamic or otherwise, is allowed if it was homologated with the helmet concerned.

Helmets that meet the Snell-FIA CM/CMH standards may continue to be used by drivers after 15 years of age without limitation.

2. Overalls

Fabric overalls must have a «Level 2» CIK-FIA homologation granted according to CIK-FIA standard 2013-1.

This number must be clearly visible on the collar. Overalls have to cover the whole body, legs to the ankles and arms to the wrists. They may only be used for a five-year period after the date of manufacture. See www.fiakarting.com for the complete list of homologated overalls.

3. Gloves

Gloves must completely cover the hands and wrists.

4. Boots

Boots must cover the feet and protect the ankles.

CADET Technical Regulations

1. **CHASSIS:** Must be Cadet kart CIK approved.

2. **ENGINE:** Only sealed GX 200 Honda engine is allowed
3. **WEIGHT: Minimum weight of kart and Driver must be 110kg**
4. **TYRES:**
 - (Dry) Maximum 4, 2 front and 2 rear, of the same make
 - (Wet) Maximum 4, 2 front and 2 rear, of the same make
5. **DRIVER ELIGIBILITY - Age Limit**
Drivers who are between 7 - 12 years of age as of January 01, 2020
6. **SPARK PLUG** - Denso Iridium (Must be mass produced type. E.G. IW27, IW29, IW31)
7. **Chain Protection**
All karts must be fitted with a chain and sprocket cover. It is compulsory and must efficiently cover the sprocket and the crown-wheel down to the centre of the crownwheel axis. In addition, it must incorporate efficient side protection.
8. **TRANSPONDER POSITION**
The transponder for electronic lap timing / scoring must be securely fixed to the left rear side of the seat
9. **REAR AXLE**
Material : Magnetic (composite material not allowed)
Minimum Thickness : 5 mm +/- 0.5 mm
Minimum Diameter : 30 mm.
Minimum Width : 960 mm, +/- 10 mm

MINI ROK Technical Regulations

No direct drive gear system is permitted. All engines must be fitted with CENTRIFUGAL CLUTCHES. No oil clutches are permitted.

1. **CHASSIS:** Must be Cadet kart CIK approved.
2. **ENGINE:** Vortex Mini ROK 60 cc Engine
Please use the IDENTIFICATION SHEET which VORTEX published
www.vortex-rok.com
3. **CARBURETOR:** Stock,. Main jet & idle jet is open. Emulsion tube model is free but must be original Dellorto. Needle is open but must be original Dellorto.
4. **WEIGHT: Minimum weight of kart and Driver must be 110kg**
5. **TYRES:**
 - (Dry) Maximum 6, 3 front and 3 rear, of the same make
 - (Wet) Maximum 4, 2 front and 2 rear, of the same make
6. **DRIVER ELIGIBILITY - Age Limit**
Drivers who are between 9 - 12 years of age as of January 01, 2020

7. SPARK PLUG - Denso Iridium (Must be mass produced type. E.G. IW27, IW29, IW31)

8. CHAIN PROTECTION

All karts must be fitted with a chain and sprocket cover. It is compulsory and must efficiently cover the sprocket and the crown-wheel down to the centre of the crownwheel axis. In addition, it must incorporate efficient side protection.

9. TRANSPONDER POSITION

The transponder for electronic lap timing / scoring must be securely fixed to the left rear side of the seat

10. REAR AXLE

Material : Magnetic (composite material not allowed)

Minimum Thickness : 5 mm +/- 0.5 mm

Maximum Diameter : 30 mm.

Minimum Width : 960 mm, +/- 10 mm

Maximum Width : 110cm

11. FRONT BUMPER

All karts should have CIK homologated Front Bumper mounted securely on their karts.

FRONT FAIRING : The use of the front fairing retaining system CIK / FIA 2015-2020, as per CIK drawings N. 2c and 2d, is mandatory

The front fairing must be CIK / FIA homologated and must remain in the correct position at any time of a competition (qualifying heats or final races), as described in the Technical Drawing CIK / FIA No. 2c and 2d.

JUNIOR 125 Technical Regulations

1. ENGINES & WEIGHTS – 125 Junior Open

ENGINE	WEIGHT
ROTAX MAX Junior	145 KGS.
ROK GP Junior	145 KGS.
Parilla X30 Jr	145 KGS.
ROTAX MAX Evo	145 KGS.

Note 1: Weights may be subject to change through the year to equalize competition.

2. CHASSIS – 1 Piece

All chassis homologated for OK or OKJ

** Front Brake System not allowed.**

3. ENGINE – 2 Pieces

The only engine permitted in this class is those stipulated in the preceding provision for ENGINES & WEIGHTS – Junior Open. The engine is a single cylinder, liquid cooled, reed valve two strokes.

All engines must be sealed between cylinder, crankcase, cylinder head and the reed valve block with an official seal to prevent modifications.

4. CARBURETTOR

As per description of the homologation for each particular engine manufacturer.

5. INTAKE SILENCER

As per description of the homologation for each particular engine manufacturer.

6. EXHAUST SYSTEM

As per description of the homologation for each particular engine manufacturer.

7. IGNITION SYSTEM

OEM as per factory specifications.

8. TRANSMISSION

Direct from engine to axle via a single length of chain. The clutch supplied with the engine must be used with its standard components. The engine Clutch must be triggered at 3,000 RPM maximum and make the kart with the Driver on board move forward.

9. BRAKES

Hydraulic disc brakes operating on rear wheels only. Front brakes not permitted.

10. TYRES

- (Dry) Maximum 8, 4 front and 4 rear, of the same make
- (Wet) Maximum 8, 4 front and 4 rear, of the same make

Each competitor must put the required number of tyres in Parc Ferme during scrutineering, and he will have the choice on how to use the number of tyres allowed through the entire race meeting. No additional spare will be allowed.

11. DRIVER ELIGIBILITY - Age Limit

Drivers who are between 11 years old (reaching their 12th birthday during the calendar) on the date when the Licence is issued.

12. SPARK PLUG- Denso Iridium

13. REAR BUMPER

All karts should have CIK homologated Rear Bumper mounted securely on their karts.

14. FRONT BUMPER

All karts should have CIK homologated Front Bumper mounted securely on their karts.

FRONT FAIRING : The use of the front fairing retaining system CIK / FIA 2015-2020, as per CIK drawings N. 2c and 2d, is mandatory

The front fairing must be CIK / FIA homologated and must remain in the correct position at any time of a competition (qualifying heats or final races), as described in the Technical Drawing CIK / FIA No. 2c and 2d.

15. CHAIN PROTECTION

All karts must be fitted with a chain and sprocket cover. It is compulsory and must efficiently cover the sprocket and the crown-wheel down to the centre of the crownwheel axis. In addition, it must incorporate efficient side protection.

16. TRANSPONDER POSITION

The transponder for electronic lap timing / scoring must be securely fixed to the left rear side of the seat

SENIOR, MASTER, VETERAN 125 Technical Regulations

ENGINES & WEIGHTS 125 OPEN

MOTOR	SENIOR WEIGHT	MASTER WEIGHT	VETERAN WEIGHT
ROTAX MAX FR 125	160 KGS.	170 KGS.	170 KGS.
PARILLA X30	165 KGS.	168 KGS.	168 KGS.
ROK GP	160 KGS.	170 KGS.	170 KGS.
ROTAX MAX EVO	162 KGS.	170 KGS.	170 KGS.

Note 1: Weights may be subject to change through the year to equalize competition.

1. GENERAL ENGINE SPECIFICATION

1.1 INLET SILENCER / AIRBOX

*****OEM, as supplied with the engine from the manufacturer.

1.2 CARBURETORS

*****as supplied from the manufacturer, Jetting open. No modification on the manifold, carburetor, arm, throttle shaft and butterfly. Fuel should pass through stock metering orifices.

1.3 FUEL PUMPS

*****Must be of diaphragm pulse type, type and location are open.

1.4 IGNITION SYSTEM

*****OEM as per factory specifications.

1.5. PISTON/RINGS/BEARINGS

***** OEM as per factory specifications

1.6. EXHAUST SYSTEMS

*****Exhaust and silencers are supplied by manufacturer, OEM. No plating or ceramic coatings permitted.

1.7. CLUTCH

*****OEM, as supplied with engine from manufacturer. The engine Clutch must be triggered at 3,000 RPM maximum and make the kart with the Driver on board move forward.

1.8. COOLING SYSTEM

*****Coolant may not contain Glycol based material. Water or other surfactants may be added.

1.9. INTERNAL MODIFICATIONS

*****All internal modifications of any kind are strictly prohibited.

1.10. NUMBER OF ENGINES ALLOWED: 2 Pieces per driver

1.11. BATTERY

*****Battery is non tech, but must be of the same size and shape and must be the same amperage and voltage as OEM 12 volts 6.5/ 7.5 amperage hour.

1.12. SPARK PLUG

**** Denso Iridium : DENSO IRIDIUM (Must be mass produced type. E.G. IW27, IW29, IW31)

2. CHASSIS SPECIFICATION

2.1. CHASSIS_ – 1 Piece

All chassis CIK homologated for OK, OKJ, or Rotax Max class

2.2. CHASSIS CONTRUCTION

*****Round tubing only, maximum diameter tubing 32.0mm. Material must be magnetic.

2.3 REAR AXLE

***** Maximum diameter tubing 50 mm. Material must be magnetic.

2.4. BRAKES

*****Front brakes not permitted.

2.5. BODYWORK

***** As per current CIK homologation.

2.6. CHASSIS ELIGIBILITY

*****As per current CIK homologation. All chassis homologated for ICA, or Rotax Max class

3. TYRES

- (Dry) Maximum 8, 4 front and 4 rear, of the same make
- (Wet) Maximum 8, 4 front and 4 rear, of the same make

Each competitor must put the required number of tyres in Parc Ferme during scrutineering, and he will have the choice on how to use the number of tyres allowed through the entire race meeting. No additional spare will be allowed

4. DRIVER ELIGIBILITY

4.1. FORMULA 125 OPEN SENIOR

*****Minimum age of 13 years of age and above as of January 2023

4.2. FORMULA 125 OPEN MASTER

***** Between 32-40 of age as of Jan 01, 2023

4.3. FORMULA 125 OPEN MASTER

***** 40 years of age or over as of Jan 01, 2023

5. DATA ACQUISITION

5.1 Gauges

*****Including Tach, Water Temp, Exhaust Gas Temp, Cylinder Head Temp and timer are permitted (including memory models).

6. REAR BUMPER

All karts should have CIK homologated Rear Bumper mounted securely on their karts.

7. FRONT BUMPER

All karts should have CIK homologated Front Bumper mounted securely on their karts.

FRONT FAIRING : The use of the front fairing retaining system CIK / FIA 2015-2020, as per CIK drawings N. 2c and 2d, is mandatory

The AKOC technical committee reserves the right to refuse front fairings, front fairing retaining systems or other components that do not meet the required standards.

The front fairing must be CIK / FIA homologated and must remain in the correct position at any time of a competition (qualifying heats or final races), as described in the Technical Drawing CIK / FIA No. 2c and 2d.

8. CHAIN PROTECTION

All karts must be fitted with a chain and sprocket cover. It is compulsory and must efficiently cover the sprocket and the crown-wheel down to the centre of the crown wheel axis. In addition, it must incorporate efficient side protection.

9. TRANSPONDER POSITION

The transponder for electronic lap timing / scoring must be securely fixed to the left rear side of the seat

X30 Technical Regulations

1. ENGINES

The CIK-FIA Technical regulation applies for the AAMC X30 CUP. The Organizer reserve the right to issue additional statements concerning the Technical Regulations (previously approved by the ASN proposing the series and the CIK-FIA) from time to time following the agreement of the ASN presenting the series and the CIK-FIA, and all such statements will be issued to all registered competitors by way of Competitors Bulletins at the race meeting, and/or posted to the address detailed on the Competition Registration Form.

ENGINES GENERAL

1.1.Category X30: IAME - X30 125cc RL TaG - (125cc- centrifugal dry clutch drive-water cooled-TaG)

1.2.Any modification or adjunction on the engine and its accessories, if not expressly authorized, is forbidden. IAME considers as modifications any action changing the initial aspect and dimensions of an original part. Any modification and/or installation having as a consequence to alter a dimension and/or its control possibility is strictly forbidden. The Entrant is liable for the conformity of their equipment.

1.3.The following original homologation forms of the engine:

«254Q» Parilla 125cc X30 LIMIT. 16000

«293E» Carburatore TRYTON HB27-C are integral part of the technical regulations.

1.4. For Driver with age between 13 and 14 (the date of the birthday being binding):

«254Q» Parilla 125cc X30 LIMIT. 16000 Junior 29mm restricted header

- 1.5. Only the IAME X30 125cc-RL-TaG, original and strictly in compliance with the manufacturer's technical form (technical features, sizes, weights, diagrams with the tolerances prescribed by the manufacturer) is admitted. The pictures on the original homologation forms are as well valid to identify the engine and the parts.
- 1.6. The engines must be provided with their original serial number. No modification, improvement, polishing, addition or removal of material of any engine part is allowed. Each engine internal or external part has to be installed in its original position and functioning according to the original design specs.
- 1.7. IMPORTANT: The tolerances reported on homologation form are necessary to comprise all the machining, assembling and settling tolerances. Nevertheless, the Entrant is absolutely not allowed to make any intervention on the engine, even if the characteristic dimensions after his intervention will still be within the prescribed tolerances.
- 1.8. Any tuning is forbidden: the maximum and minimum allowed values and the volume of the combustion chamber have to be measured according to the CIK Technical Regulations.

2. MINIMUM WEIGHT

2.1. Minimum weight (kart + driver): 165 kg (age 15 or above)

2.2. **For Driver with age between 13 and 14 (the date of the birthday being binding):**
- Minimum weight (kart + driver): 145 kg.

3. DIAGRAMS AND VOLUME CHART:

IAME X30

EXHAUST - 177,5° Maximum

TT TRANSFER - 127° ± 2°

SIDE TRANSFERS - 126° ± 2°

COMBUSTION CHAMBER VOLUME - 9,7cc Minimum with CIK insert

Homologation form « 254Q » - angular reading by inserting a 0.2x5mm gauge.

4. CYLINDER HEAD

The cylinder head has to be strictly original. Only the thread repairing by means of an M14 x1,25 helicoil of the same length as the original thread is allowed. The sparkplug body tightened on the cylinder head must not protrude from the upper part of the combustion chamber dome.

The squish (distance between piston and the cylinder head) must be minimum 0.9mm at all points. The thickness of the tin wire (50% tin minimum.) used for the squish measurement must have a 1,5mm diameter. Measurements must be taken with the engine in racing conditions at any time during the Competition. The original IAME gauge n. ATT-025/1 is the reference to measure the cylinder head profile. The gauge shape must match with the dome profile, the squish area and the gasket plane.

5. CYLINDER

Only the original cylinder can be employed. Polishing, sandblasting, trimming or adjustments are not allowed. Only re-boring is allowed. In case of doubt, the shape and the height of the transfers have to be compared to the cylinder of the sample engine. No heat treatment or surface treatment are allowed. The diagram adjustment is allowed only by means of the cylinder gasket replacement. Only one cylinder gasket, identical to the original one (0.40mm or 0.20mm +/- 0.05 mm) is admitted. No head gasket is admitted.

The original IAME gauge n. ATT-025/2 is the reference to measure the cylinder transfer's profile. Starting from the serial n. M3521/B3059 the X30 engines are equipped with a marked cylinder, as shown on the homologation form:

- engines with serial number previous to M3521/B3059 can be equipped with the marked cylinder.
- engines with serial number subsequent to M3521/B3059 cannot be equipped with the non-marked older cylinder.

6. CRANKCASE, CRANKSHAFT, CON-ROD, CRANKPIN

Strictly original and without any modification. Only original big end cage (X30125431), original washers (X30125436) and original small end cage (E-10440) are allowed.

7. BEARINGS

Steel and plastic cages are allowed. Only the strictly original crankshaft ball bearings (6206, C3 or C4) and counter balancing shaft ball bearings (6202, C3 or C4 and 6005, C3 or C4) are admitted. Ball-bearing with oblique contacts are forbidden. Only bearings with steel balls and rings are authorized. (Ceramic is forbidden).

8. PISTON, RING AND PIN

Strictly original without any modification, and in compliance with the engine technical form.

9. REED BLOCK

Strictly original without any modification. No gasket planes machining is allowed. Free screws. Original reed valve cover without any modification is allowed.

10. REED PETALS

Only fiberglass or carbon original IAME marked reed petals (min. 0.24mm thickness) are allowed. Mixing of carbon fiber and fiberglass petals is forbidden.

11. CARBURETTOR

Only the Tryton HB27-C carburetor (Venturi max. diam. 26mm) supplied together with the engine in its original configuration (same brand, same model, same reference) is admitted. Only the accessories supplied together with the original carburetor are allowed; diaphragms, diaphragm gaskets and the needle valve spring are free. The needle valve can be replaced by one of the following types:

IAME original 10939-R51 needle valve without seal gasket

IAME original 10948-R18 needle valve and with seal gasket. Mixing parts of the two needle valve kits is forbidden. Carburetor positioning (i.e. with pump in upper or in lower position) is free. The inlet silencer must be identical to the original one supplied together with the engine (same brand, same model, same reference) with max. 22mm diameter intake tubes. Protective grids are optional. The rubber manifold with air filter connecting the inlet silencer to the carburetor is mandatory and must be installed and in compliance with the homologation form. Any injection and/or spraying system is forbidden. In case of doubt the carburetor must be compared to the sample carburetor.

12. CLUTCH

The centrifugal clutch must engage at max. 4.000 RPM moving the kart with driver on board and in racing conditions. The clutch must be completely triggered at max. 6.000 RPM in any condition, this measurement can eventually be checked with proper instruments. Each driver will be responsible for the wear status of the clutch padding material and friction parts cleaning, since the proper clutch operation might be checked at any moment of the Competition, and even after each phase.

13. IGNITION

Only original ignitions, either Digital Selettra or Digital PVL systems are allowed, without any modification. Scrutineers, following a decision of the Stewards have the right to ask for the replacement of the whole ignition system or part at any moment before starting the race. The organizer will not be liable for any eventual breakdown occurred after the replacement.

Only the electronic CDI box type "C" (16000 RPM) is allowed and must be fixed on the chassis. The markings on the electronic box are compulsory and must be clearly visible without disassembling the electronic box. Covering with adhesive or masking tape is forbidden. Modifications on the stator fixing, the shape and thickness of the rotor key and the rotor and crankshaft slots are forbidden. The battery must be fixed to the chassis and always connected to the ignition system.

14. SPARKPLUG –Free

The sparkplug must be installed with its original gasket.

The insulator must not exceed the sparkplug body and the length of the sparkplug body itself must be max. 18,5 mm.

Original sparks plug cap, as delivered with the engine (IAME p.n. 10544)

15. EXHAUST

Only the original muffler and header are allowed as supplied with the engine and must be kept strictly original and in compliance with the homologation form, therefore no modification in structure or in dimensions is allowed. Drilling and welding operations on the header are allowed only to install a temperature probe.

For Driver with age between 13 and 14 (the date of the birthday being binding), only the Junior 29mm restricted header is allowed, in compliance with the homologation form.

Only the flexible hose length can be modified in order to modify the exhaust length. In any case the exhaust system must be in compliance with the photometric measurement.

The use of the exhaust silencer is mandatory at all moments of the Competition.

16. COOLING

The Radiator is free.

The number of radiator support brackets is not limited. Only simple or bypass original IAME thermostats are allowed and their use is optional. Only water with no other additives is allowed for cooling. No additives are allowed. Radiators shields, either adhesive or mechanic are allowed but should not be removable when the kart is in motion. Only original water cooling tubes, as delivered with the engine.

17. STARTING

The engine is provided with an on board electric starter. The original on board starting system has to be installed with all its components and properly connected.

SPROCKETS

Only IAME original Z10 or Z11 or Z12 sprockets are admitted.

18. INSPECTIONS

The engine technical inspection is performed by the scrutineer. The chief scrutineer has the right to inspect any part to the point that it can no longer be employed. If this is the Competition, the inspected part that comes out to be regular will be replaced to the driver at no cost. Any part found out irregular, will not be refunded.

In any moment, the technical officials, following a decision of the Stewards, have the right to replace any part, any accessory or even the entire engine.

The technical forms are the main comparison reference for scrutineers. In case of doubts on the engine parts conformity, the comparison with the sample engine will be the definitive probating element.

19. TYRES

- (Dry) Maximum 8, 4 front and 4 rear, of the same make
- (Wet) Maximum 8, 4 front and 4 rear, of the same make

Each competitor must put the required number of tyres in Parc Ferme during scrutineering, and he will have the choice on how to use the number of tyres allowed through the entire race meeting. No additional spare will be allowed.

KZ Technical Regulations

1. CHASSIS

Group 1 chassis may only be produced by a manufacturer who has a homologated chassis. All chassis homologated by CIK-FIA are accepted and allowed despite of their year of homologation.

1.1 Chassis dimensions

Group 1 Wheelbase: 101-107 cm. Track: at least 2/3 of the wheelbase used. Overall length: 182 cm maximum, without front fairing and rear wheel protection. Overall width: 140 cm maximum. Height: 65 cm maximum from the ground, without the seat. The chassis must respect at all times the dimensions given. No part may protrude beyond the quadrangle formed by the front fairing, the wheels and the rear wheel protection.

2. Rear axle

Maximum 50 mm outside diameter.

3. Fuel tank capacity

8 liters minimum.

4. Bumpers

Front and side protections are compulsory. They must be made of magnetic steel round tubing and be homologated with the bodywork. In the absence of a rear bumper, a homologated rear wheel protection is mandatory.

4.1. Short-circuit front bumper

The front bumper consists of two elements: an upper bar with a minimum diameter of 16 mm and two corner bends with one constant radius. The straight length between the bends must be 375 mm minimum and 395 mm maximum.

The bar must be fixed to two welded chassis frame attachments, which must be 550 mm apart and centered on the kart's longitudinal axis.

Height: 200 mm minimum and 250 mm maximum from the ground (measured to the tubing top).

A lower bar with a minimum diameter of 20 mm and two corner bends with one constant radius. The straight length between the bends must be 295 mm minimum and 315 mm maximum.

The bar must be fixed to two welded chassis frame attachments, which must be 450 mm apart and centered on the kart's longitudinal axis. The attachments must be horizontally and vertically parallel to the kart's axis and allow for a 50-mm insertion of the bar.

Height: 70 mm minimum and 110 mm maximum (measured to the tube top).

Front overhang: 350 mm minimum.

These two elements must be vertically aligned, and at right angles to the ground or floor tray/main chassis tubes.

Both bars must be connected by the front bumper support.

The front bumper must be independent from the pedal attachment and allow for the mounting of the mandatory front fairing.

4.2. Short-circuit side bumper

The side bumper consists of two elements of magnetic steel round tubing that are centered in relation to the longitudinal axis of the kart. Each element must be composed of a lower and an upper bar. They must have a diameter of 20 mm.

Minimum straight length is 400 mm for the lower bar and 300 mm for the upper bar.

Overall width: 480 mm minimum and 520 mm maximum for the lower bar, 480 mm minimum and 600 mm maximum for the upper bar (measured to the tube midpoint) in relation to the longitudinal axis of the kart.

Each bar must be fixed to two welded tube attachments that must be 500 ± 5 mm apart (measured to the tube midpoint). These attachments must be parallel to the ground, perpendicular to the axis of the chassis and allow for a 50-mm insertion of the bar. Height of the upper bar: 160 mm minimum from the ground (measured to the tube top).

5. Bodywork

The bodywork must be homologated by the CIK-FIA together with the accompanying bumpers and attachments. Combining homologated bodywork elements is allowed. However, the two side pods must be used together as a set.

No element of the bodywork may be used as a fuel tank or for the attachment of ballast.

5.1. Front fairing

The front fairing must be placed within the height of the front wheels and have no sharp edges.

It must not be able to retain water, gravel or any other substance.

Minimum width: 1,000 mm. Maximum width: overall rear width of the front wheel/front axle unit.

Maximum gap between the front wheels and the back of the fairing: 180 mm.

Front overhang: 680 mm maximum.

Front fairing mounting kit.

A homologated front fairing mounted on a kart at an international karting Competition must be able, at any time, to pass the vertical push test.

5.2. Front panel

The front panel must not be located above the horizontal plane defined by the top of the steering wheel.

It must not impede the normal functioning of the pedals or cover any part of the feet in the normal driving position.

It must allow for a gap of at least 50 mm between the panel and the steering wheel and must not protrude beyond the front fairing. Width: 250 mm minimum and 300 mm maximum.

The panel's lower section must be securely attached to the front part of the chassis frame, directly or indirectly.

Its upper part must be securely attached to the steering column support with one or more independent bars.

A space for racing numbers must be provided on the front panel.

5.3. Side bodywork

The surface of the side bodywork must be uniform and smooth; it must not comprise holes other than those necessary for attachment purposes.

No part of the side bodywork may cover any part of the driver seated in the normal driving position. The side bodywork must not overlap the chassis frame seen from underneath.

It must not be able to retain water, gravel or any other substance and must be securely attached to the side bumpers. A space for racing numbers must be provided on the vertical surface close to the rear wheels.

The side bodywork must under no circumstance be located above the plane defined by the top of the front and rear tyres or protrude by more than 40 mm beyond the plane defined by the outer edge of the front and rear wheels (front wheels in the straight-ahead position). The side bodywork must have a ground clearance of 25 mm minimum and 60 mm maximum.

Gap between the front of the side bodywork and the front wheels: 150 mm maximum.

Gap between the back of the side bodywork and the rear wheels: 60 mm maximum.

In wet weather conditions, the side bodywork must not protrude beyond the plane defined by the outer edge of the rear wheels.

5.4. Rear wheel protection

The rear wheel protection must be placed at the height of the rear wheels. Whatever the conditions, the rear wheel protection must be in line with the outside of the rear wheels.

Gap between the front of the rear wheel protection and the surface of the rear wheels: 15 mm minimum and 50 mm maximum.

Width: minimum 1,340 mm, maximum that of the overall rear width, at any time and under any circumstance.

Ground clearance: 25 mm minimum and 60 mm maximum in at least three spaces of a 200-mm minimum width, located in the extension of the rear wheels and the centerline of the chassis.

Rear overhang: 400 mm maximum.

6. Brakes

Brakes are free in Group 1. They must be produced by a manufacturer with a valid brake homologation.

7. Wheels

In Group 1, only 5-inch rims are allowed with CIK-FIA homologated 5-inch tyres.

8. Data logging

In Group 1, data logging is free provided that it does not modify the normal functioning of the engine.

9. Mass of kart

Total (incl. driver) KZ: 170 kg minimum

10. KZ engine

For the engine which is 125cc with gearbox. Only reed-valve intakes are authorized. All engine homologated by CIK-FIA are accepted and allowed despite of their year of homologation.

10.1. Engine characteristics

Water-cooled 125 cm³ single-cylinder engine with a reed-valve intake and a gearbox, with one cooling circuit for the crankcase, cylinder and head.

It must not be possible to separate the gearbox from the engine. The engine case must be made of two parts (vertical or horizontal).

Exhaust port angle limited to maximum 199 °, measured at the level of the port edge in accordance with the method described.

Volume of the combustion chamber: 11 cm³ minimum, measured in accordance with the method described.

Reed-valve cover: free. Gearbox including the primary gear homologated with the engine. To control the ratios. Hand-operated mechanical gearbox control.

10.2. Modifications

All modifications to the inside of the homologated engine are allowed, except:

- the stroke;
- the bore (outside the maximum limits);
- the connecting rod centerline;
- the number of transfer ducts and inlet ports in the cylinder and crankcase;
- the number of exhaust ports and ducts;
- the reed-valve box (dimensions and drawing); and
- inserts in the crankcase and/or cylinder, except those for crankshaft bearings and fixing elements (drilled holes, dowels).

All modifications to the outside of the homologated engine are allowed, except:

- the number of carburetors; and
- the external appearance of the fitted engine.

The following are not considered to be modifications to the appearance of the engine: trimming of the cooling connections, modification of the colour of the parts and modification of the attachments (including but not limited to those of the carburetor, ignition coil, exhaust, clutch or engine itself) provided that their homologated position is not modified.

11. KZ Carburetor

Venturi type diffuser carburetor made of aluminum, with a maximum diameter of 30 mm.

The carburetor must remain strictly original. The only settings allowed may be made to the slide, needle, floaters, float chamber, needle shaft (spray), jets and needle kit, subject to all the interchanged parts being original. The incorporated petrol filter and plate may be removed; if they are kept, they must be original.

A fuel tap may be used after the carburetor to adjust the fuel flow.

12. Intake silencer

They must have ducts with a 30-mm maximum diameter.

13. Ignition system

It must be of the analogue type, without any variable timing system (timing of advance and delay).

A mass may be added to the ignition rotor. It must be securely attached by at least two screws, without any modifications to the homologated rotor.

14. KZ Exhaust

All KZ engines must be fitted with the exhaust homologated with the engine and described in the HF.

15. KZ Exhaust silencer

Use of a CIK-FIA homologated exhaust silencer is mandatory. Fitting of the exhaust and silencer.

16. Gearing

The chain and sprockets are free.

17. Tyres

- (Dry) Maximum 6, 3 front and 3 rear, of the same make
- (Wet) Maximum 6, 3 front and 3 rear, of the same make

Each competitor must put the required number of tyres in Parc Ferme during scrutineering, and he will have the choice on how to use the number of tyres allowed through the entire race meeting. No additional spare will be allowed.