



General Regulations 2018

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ORGANIZATION

1. RACB Sport has appointed One Day Karting (ISA sprl) as the organizer of the 24 Hours of Francorchamps Karting for privately owned karts.
2. The event is governed by the RACB Sporting Code and these Regulations.
One Day Karting, a division of ISA sprl
Avenue Paul Gilson, 381
1620 Drogenbos – Belgium
Mobile Phone = 0032 475 823020
VAT number BE0418304778
3. The event will take place on June, 30th and July, 1st on the race track of Francorchamps Karting.

REGULATIONS

4. The final text of the present regulations shall be the French version, which will be used should any dispute arise as to their interpretation. Headings are for convenience only and do not form part of these Sporting Regulations.

TERMS & CONDITIONS

5. All drivers, competitors and officials in this championship, must abide in their own name, by all supplemented or amended provisions of the RACB Sport National Sporting Code, these Regulations, Supplementary Regulations and their Appendixes.

LICENSES

6. All drivers must have a Belgian RACB Sport « Indoor Karting and Leisure Pass » or any other valid national or international racing license. Licenses issued by the RACB Sport can be obtained on www.racb.com.
7. Drivers holding a license of another ASN must show a written authorization of that federation.

INSURANCE

8. The organizer must ensure that all competitors, their personnel and drivers are covered by third party insurance.
9. Drivers taking part in the competition are not third parties with respect to one another.

OFFICIALS

10. Major Officials

- Organization: One Day Karting / ISA Sprl
- Secretary of the meeting: P. Van Billoen / Camille Van der Eecken
- Clerk of the Course : Noel Geilenkirchen
- Technical Manager : Noel Geilenkirchen
- Chief of Security : Bernard Delvenne
- Assistant Chief of Security : Rudy Thiroux
- Observer RACB Sport :
- Steward of the Meeting :
- Driver Contact Officer: Yves De Groote / François Jeukenne
- Protocol Marc Pillooy
- Timekeeping : Apex Timing/ »Animis «

GENERAL INFORMATION

11. All participants must follow instructions of the officials. Major officials will be presented at the briefing.
12. Track limits are indicated by two white borderlines. In some corners traffic cones will be placed. Drivers crossing track limits or hitting traffic cones will get a penalty.
13. All communication with Race Control must come from the team manager or someone entitled to represent him, and must pass through a Driver Contact Officer.
14. Safety is assigned to the Security Direction which can substitute Race Direction if they consider necessary to take any measure to ensure safety – including (but not limited to) red and black flag procedures.
15. Any incident causing one or several karts going off-track or getting immobilized automatically implies each and every team manager involved reporting to race control spontaneously.
16. A group of marshals will be in charge of checking follow-up of yellow flags and behavior on track and/or in the paddock area. They will be judges of facts. Track marshals can also report any misbehavior on track.
17. Drivers must follow instructions of the officials under all conditions.

TIMING

18. See appendix Nr 2

DRIVER INSTRUCTIONS AND COMMUNICATION

19. The Clerk of the Course and the RACB Sport Observer can give instructions by issuing an addendum.
20. All results, rankings, decisions, addenda, and other communication will be posted on the bulletin board.
21. All written decisions or direct communication with a driver or a team in particular must be signed for receipt.
22. All modifications to the regulations or other amendments will be posted on the bulletin board.

CATEGORIES

23. Teams are in charge of their karts and of their correct use.
24. Three categories:
 - EVO1 4stroke single commercial/industrial engine (example Honda GX-Subaru)
 - EVO2 4stroke twin commercial/industrial engine (example Honda GX)
(engines initially designed for industrial use)
 - EVO3 4stroke karts with specific engine(s) (ex : SA250) & 4stroke karts with a gearbox (engines especially conceived for vehicles)

KARTS

25. **Tires.** Tire type and quantities imposed by the organizer. Teams may acquire minimum 4 and maximum 7 front slick tires as well as minimum 4 and maximum 7 rear slick tires, that will be marked, and must be used as from Qualifying Practice.
26. **Fuel Tank(s).** Karts can have a fuel tank with an 8,5 liter capacity. If the kart has several tanks, the total capacity cannot exceed 8,5 liters. The volume is measured by means of differential weighing, full/empty. The density used for this calculation will be 750 kg/m³.
27. **Bumpers/Protections.** All karts must be equipped with front and rear bumpers, preferably plastic ones. Rear bumpers may not exceed total kart width, but have to cover at least 50% of the width of the rear tires. At all times karts must have lateral protections, and a Nassau (front nose). The whole of component parts of the bodywork must be or have been approved by CIK or by our scrutineer.
28. **Competition Numbers.** Front competition numbers must be 16 cm high and made of a full 2cm reflecting or phosphorescent white line, on a minimum 18x18cm black background, and shall be affixed VERTICALLY in the middle of the front nose. Background corners can be cut or rounded. Rear competition numbers must be 10 cm high and made of a full 2cm line, visibly and vertically affixed on a bracket above the rear bumper.
29. **Noise.** Noise may never exceed 97dB(A). Statical verification at standstill and maximum rpm, at 1 meter from exhaust exit.
30. **Compulsory advertising.** All karts must carry the mandatory advertising of the organizer. The list with compulsory advertising will be made available in a team info on the website www.onedaykarting.be at the latest one week before sporting checks on June 29th.

WEIGHING

31. As from Qualifying Practice and at each and every pit stop the total weight of kart and driver is measured. Except for the driver, only the team manager wearing his jacket can assist at the weighing.
32. Minimum weight (kart + driver at any time) for the EVO1 category is 175 kg
Minimum weight (kart + driver at any time) for the EVO2 category is 175 kg
Minimum weight (kart + driver at any time) for the EVO3 category is 175 kg
33. If the minimum weight is not reached, driver and kart will leave the scale and go to a designated location to do a second weighing if asked for by the team manager wearing his jacket or by the driver of the kart. If no second weighing is claimed, the weight is accepted and no further protest can be accepted.
34. During both free practice sessions the scale and the infrastructure are at the teams' disposal to calibrate their drivers' weight.

ENTRY

35. Teams have to fill out an entry form. This form is to be sent by email to 24h2017@isa-be.net or by post to the organizers. The form must contain the name of the team, its team manager, and his assistant, the type of kart being used, the number of engines, the choice of a competition number, the names of all the drivers and their full personal details. Also their license number and the country where the license is issued.
36. In the 24 Hours of Francorchamps - Private Karting Event, only privately owned karts will be allowed to compete. The organizer will not put any karts at the participants disposal.
37. Entries are open as from December, 15th 2017 – 12am. Teams, drivers or team managers that already participated in 2013, 2014, 2015 or 2016 get priority until December, 31st 2017. As from 1/1/2018 everybody can subscribe. Teams are composed of maximum 10 drivers and a team manager. A driver can be the team manager or his assistant. The minimum number of drivers is set to 2.
38. A team manager can have an assistant. This assistant team manager can be one of the drivers.
39. The maximum number of karts in the 24 Hours of Francorchamps Karting Private 2018 is set to 50.
40. Each team manager must submit a general entry form. The composition of the team must be announced before June, 24th. For each later change to the composition of the team 25€ will be charged by the secretariat.
41. On the entry form a kart name is to be filled out.
42. Each driver must sign a registration sheet and a waiver towards the organizers, the RACB Sport, and the RACB karting de Spa Francorchamps SA, and bring it in person to the Secretariat.
43. Driver and racing gear (racing overall, helmet, gloves & shoes) must have an individual minimum weight of 45 kg.
44. The minimum age for eligibility is set to 13 years, accomplished on June 30th 2018.
45. For drivers under 14 an aptitude test is mandatory.

46. For drivers under the age of 18, a simple parental consent is required. It is up to the parents (or one of them present) to fill out and sign the responsibility waiver. Copies of identity proof of both the minor and the tutor will be required.

47. Each driver will receive an identity bracelet only after having signed the waiver.

ENTRY FEE

48. The full amount for participation is fixed at:

Category	Before Jan 15 th	Before March 31 st	Before May 31 st	Before June 29 th
Karts	1 599,00 €	1 799,00 €	1 899,00 €	1 999,00 €
Deposit	300 €	500 €	500 €	1999 €
MS Lucas Rent	3675 €	3875 €	3975 €	Not Available
Deposit	500 €	1000 €	2000 €	

Outstanding amounts for deposits or entry fees are to be transferred to the bank account number BE57 2100 6545 3935 of ISA sprl in Brussels.

Request for invoices must be made before payment, otherwise the invoice will be sent to the person who paid for the entry fee. Only 1 invoice per competition number.

Entry fees contain 6% VAT. If other items are to be invoiced it will be at a 21% VAT rate.

A deposit (as a retainer) of 500, 1000 or 2000 is to be paid (see chart) in order to guarantee your entry reservation. These amounts are non-transferable. The balance must be paid in full before May 31st 2018 in order to guarantee prices set at deposit.

Deposits are non-refundable except in case of cancellation of the event.

Only payment of the deposit guarantees reservation of your kart and competition number.

This amount includes fuel and technical towing assistance back to the garages in case of breakdown for the 24 hours race, practice sessions and qualifying. Procedures will be described in a team info on-line.

49. A 250€ deposit is to be paid at the general secretariat of the event. This guarantee will be returned after deduction of any abnormal breakage of material provided by the organization or damage to the facilities. (example: lubricants, abandoned tires or garbage bags, damaged electrical supply terminals or metallic fences, provision of jackets, transponders, transponder brackets, etc...)

50. An additional deposit becomes chargeable during the event, when it is obvious that the price for damages already caused exceeds the guarantee lodged. In case this extra deposit is not paid within 30 minutes of race control's notice, the kart of the team concerned will be black-flagged and excluded from the race until this additional deposit is paid.

51. The deposit also covers the lending of jackets that have to be worn to get access to the pit area, driver changes area, kart changes area or track-side signaling zone. This deposit will be returned at the end of the event, ONLY to the person providing the signed receipt of the organization.

52. During the event a proof of identity will be kept as a deposit in exchange for lending a transponder unit for timekeeping. It will be returned after collection of this transponder at the end of the meeting (see time table, point 2)

53. The entry fee does not include:

- Use of the paddock area to provide catering services to others than drivers and team members entered. Providing catering services or food and beverages whether or not for financial reward to others than team members automatically implies acceptance of royalties of 15€/m² installed, payable to RACB karting de Spa Francorchamps SA, who have full exclusivity to sell food and beverages on-site during the event.
 - Power Supply Connection. Available during the event, earliest as from Friday, June 29th at 6pm. A lump sum of 35€ will be charged per competition number that connects to the generator with a standard (extension) cable for a maximum consumption of 16A. Ask for a prior quotation for any different configuration.
54. Personal power generators are prohibited if they are operated on petrol or if they bend the noise limit of 80dB. Any connection to the grid of the Circuit is forbidden.
55. As soon as the entry deposit is paid, the team gets its competition number.
56. Decoration and livery of the karts is free. Advertising alcohol or tobacco is forbidden.

INCIDENTS

57. "incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Clerk of the Course, and that:
- Necessitated the stopping of a practice (free or qualifying) session or the suspension of a race;
 - Constituted a breach of these Sporting Regulations or any other applicable Code;
 - Caused a false start by one or more cars;
 - Caused a collision;
 - Forced a driver off the Track;
 - Gained an advantage crossing track limits;
 - Illegitimately prevented a legitimate overtaking manoeuvre by a driver;
 - Illegitimately impeded another driver during overtaking;
 - Showing unsportsmanlike behavior during the competition.
58. It shall be at the discretion of the Clerk of the Course if a driver or drivers involved in an incident shall be penalized.
59. If a driver is involved in a collision or incident and has been informed of this by the Clerk of the Course or a Driver Contact Officer no later than 30 minutes after the race, he must not leave the circuit without the consent of the Clerk of the Course.
60. The Clerk of the Course may impose one or more of the following three penalties, simultaneously if applicable and/or in substitution or in addition to other available penalties, on any driver involved in an incident:
- a) A drive-through penalty. Drive-through procedure will be specified during the briefing.
 - b) A Stop & Go penalty. The Stop & Go procedure and the precise stopping point will be specified during the briefing.
- If a «Drive-through» or «Stop & Go» penalty is imposed, the relevant «Drive-through» or «Stop & Go» sign is shown at the same time as the competition number of the kart involved.

61. Drivers must take the deceleration lane (= lane between track and pit entry) within 3 laps after
- Black Flag and concerned Competition Number are deployed
 - «Drive-through» or «Stop&Go» sign and concerned Competition Number are deployed
62. If drive-through or Stop&Go penalties cannot be executed before the end of the race they will be converted to time penalties.
63. All other irregularities or unsportsmanlike behavior, even outside practice or race, or whenever an infraction is not foreseen in these regulations, the penalty will be issued by the Clerk of the Course.

PROTEST & APPEAL

64. Protests shall be made in accordance with the National Sporting Code to the Clerk of the Course.
65. Appeals against the Clerk of the Course's decisions shall be made in accordance with the National Sporting Code to the Clerk of the Course.

SANCTIONS

66. The Clerk of the Course may inflict the penalties specifically set out in these Sporting Regulations in addition to or instead of any other penalty available to him under the Code.

SPORTING CHECKS

67. The organizer, the Clerk of the Course or any other official assigned by the RACB Sport will check all licenses. The list of drivers allowed to the competition will be issued and posted on the bulletin board.
68. Checks will take place on Friday, June 29th from 6pm till 8pm and Saturday, June 30th from 9am till 10am.

BRIEFING

69. Team managers and drivers must attend the briefing or they will be disqualified.
70. Team managers and drivers must sign the attendance sheet to prove their presence.
71. During the briefing precise explanatory notes about the does and don'ts of overtaking and pushing will be handed out to all drivers.
72. At the request of the Clerk of the Course supplementary briefings can be organized during the event, always compulsory for team managers to be present.

DRIVER EQUIPMENT

73. On track a driver must wear at all times: racing overall, gloves, ad hoc shoes and a helmet with closed visor. Equipment must be adapted to the competition.
74. The driver's name must be clearly legible on the helmet.

FREE PRACTICE

75. There will be 2 sessions of 45 minutes for all karts. Except for derogation by the Clerk of the Course all drivers must participate in at least one of both free practice sessions or he could be refused to start the race.

QUALIFYING PRACTICE

76. Same system as in F1 with a Q1, Q2 and Q3. All karts together.

77. During the same session drivers cannot be changed. But a different driver of the team in each session.

78.

- A first qualifying session (Q1) of 10 minutes will eliminate 1/3 of the competitors, rounded down to the lower unit.
- A second qualifying session (Q2) of 10 minutes will eliminate another 1/3 of the competitors, rounded down to the lower unit.
- A third session (Q3), immediately after the second session, but with a different driver from both of the earlier sessions, except when a team has only 2 drivers, in which case the driver of Q1 is to proceed. This Q3 is held on the principle of a Super Pole, run over one hot lap with a flying start.

STARTING GRID

79. The winner of Q3 will start from pole position. Next positions will be taken by teams according to their ranking in Q3.

80. Next positions will be taken by teams eliminated after Q2, according to their ranking in Q2.

81. Next positions will be taken by teams eliminated after Q1, according to their ranking in Q1.

82. If two karts tie by setting the same time in the same session, priority goes to the first kart that set the result.

STARTING PROCEDURE

83. Karts must be pushed to their starting grid position or brought on a trolley.

84. The start of the formation lap is SLOW and without zigzagging before T1. The end of the formation lap also is slow (as from coming out of the chicane).

85. The starting grid formed by 2 karts in oblique lines, pole position at the right hand side.

86. Start from stand-still when the Belgian National Flag is dropped.

RACE

87. The race has a maximum duration of 24 hours, the starting flag will be shown at 4pm. Track time for each driver is free.

88. A technical stop is mandatory.

89. Between the 6th and 15th hour of the race, teams must make a mandatory Technical Stop of minimum 11 minutes and 30 seconds between two consecutive crossings of the main timekeeping line (starting line). The team manager must inform Race Control of his team's Technical Stop.
90. Team managers will receive, during sporting checks, a relevant form to fill out and hand over to Race Control BEFORE carrying out the Technical Stop.
91. Karts must report at the weighing scales within 15 minutes after their team manager's notice. After weighing karts must rejoin their stand/garage immediately.
92. Driver changes and refueling at the organizer's pump are allowed during a Technical Stop Procedure.
93. Teams are responsible for the correct functioning of the transponder key received during sporting checks. Transponder keys will be verified by timekeeping before distribution.

DRIVER CHANGES

94. The number of driver changes is free.
95. Driver changes must take place in the team's allocated area.
96. In order to change the driver, the kart enters the pit lane at a moderate pace, stops on the scale to check the weight, and moves towards the designated area for driver changes. The driver getting out of the kart, must take his ballast (he can be helped by the team manager) before the other driver gets in. If the driver getting in has ballast to install, he can be helped by the team manager or the driver that just got out.
97. At each pit entry (for whatever reason) the team manager or the person wearing the jacket has to walk in front of the kart. Racewalking is allowed according to the rules of the International Association of Athletics Federations (IAAF).
98. Walking pace from weighing exit to pit lane exit.

REFUELING

99. The number and frequency of refueling sessions is free.
100. Refueling takes place in a designated area. Karts are filled up by the organizing staff
101. At each refueling the driver behind the wheel or the team manager wearing a jacket should ask how much petrol he requires.
102. Teams must monitor their own fuel consumption.
103. Driver changes in the refueling area are strictly prohibited and must take place before refueling and at the designated site.
104. The driver must get out of the seat, but stay in the immediate neighborhood of his kart during refueling. Only team managers wearing their jackets can assist at the pump. The team manager is responsible for the fuel tank cap being closed.
105. Quota for maximum consumption
 - EVO1-135 liters
 - EVO2 135 liters
 - EVO3 150 liters

106. These fuel consumption quota start at the end of the 2 free practice sessions and before qualifying practice. Consumption is measured by the organizer's pump meter.
107. The team manager or his assistant must sign a Consumption Sheet after each refueling. The number of liters pumped will be indicated on this form. After signing figures become unquestionable. If nobody is present to sign the sheet refueling staff will do so.

STOP AND GO or « PRISON »

108. A designated area will be the "penalty zone" or "prison". At this spot drivers will have to purge the penalties the Clerk of the Course imposes.
109. Drivers must remain seated in the kart during the whole sanction.

LIST OF PENALTIES

See appendix 1

FLAGS

110. Use and application of the traditional flags according to the Sporting Code is in order.

Drivers entering the 24 Hours of Francorchamps Karting for private karts declare to know the use of the different flags

Belgian National	Signal to start the race.
Red Flag	Race suspended, drivers are under the Clerk of the Course's orders and must drive behind one another to the pits during practice, or to the starting line during race procedures. Overtaking is forbidden. Driver changes are forbidden. No working on the karts whilst red flag procedures during the race. Points that have not been mentioned here will be in the briefing.
Green Flag	Resume the competition.
Blue Flag	Use and application will be defined at the briefing.
Waved Yellow	Request for attention. An accident or an obstacle obstructs or reduces your way. Slow down considerably. Overtaking forbidden. Drivers must lift an arm as soon as they see the yellow flag and drops it at the first green flag. Back to normal racing speed and overtaking after passing the virtual line at the first green flag following yellow. *If the driver already started to overtake when yellow was shown, the driver must gesture to the marshal and allow the other kart to regain its position, in order to avoid any penalty.
Stretched Yellow	Always presented at the start/finish line. Valid for the entire track. No overtaking anywhere on track. Driver lifts a hand. Pit entrance is allowed.
Striped Red/Yellow	Warning. Slippery conditions or changing grip.
Diagonal Black/White	This is a warning flag only, prior to a penalty. The driver can stay on track and keep racing.
Black Flag	Penalty and compulsory stop in the 'penalty zone' for a duration specified in the chapter 'penalties'. Compulsory stop in the 'Black Flag Zone' after purging the penalty.

Black/Orange	Technical failure. Get to pit for assistance.
Checkered Flag	Signaling the end of the race.

SAFETY KART / PACE KART

111. The pace kart is deployed by decision of the Clerk of the Course.
112. Whenever possible the pace kart will get on track in front of the kart leading the general ranking.
113. The pace kart sets the pace of the regrouped lot.
114. Overtaking is strictly forbidden under pace kart, except upon the marshal's instructions.
115. Driver changes and refueling are allowed under pace kart procedures.
116. Before restarting the race, the driver of the pace kart will clearly indicate to the first driver behind him that it is up to him to set the pace until the green flag.
117. A green flag states the restart of the race. This green flag is shown simultaneously at all marshal posts. No overtaking until the virtual line of the first green flag.

COMPETITION NUMBERS

118. Teams can choose a competition number between number 2 and 99.
119. The number 1 is assigned to the winner of last year's 24 Hours of Francorchamps Karting for private karts.

RACE RESULTS

120. The team that completed the most laps after the allocated time will be declared the official winner. Teams will be ranked according to the number of complete laps covered, and teams with the same number of laps completed in the order they crossed the finish line.
121. An official ranking will be published and posted on the bulletin board. Only these results will be subject to possible changes, in accordance with these Regulations.

TROPHIES

122. The following trophies will be awarded:
 - Trophies for the top three of the general ranking
 - Trophies for the top three of each category
 - Trophy for the best livery (kart decoration)
 - Trophy for the best Team Manager
123. Rewards are not transferable without the written consent of the Organizer. 50% discount on the entry fee of the 24 Hours of Francorchamps Karting for private karts 2019 for the winning team of the general ranking, and 25% discount for the winners of both other categories. This commitment is promised to the team manager and all of the drivers, even if the team changes (**maximum**) 1 person/driver.

MISCELLANEOUS

124. The 24 Hours of Francorchamps Karting for private karts 2018 will be live on the internet: www.onedaykarting.be Live timekeeping and race results. Free WiFi on site.
125. The race director can deny track access to drivers he considers under the influence of alcohol or other substances.
126. Telecommunication between drivers and pit crew is allowed within the limits prescribed by law.
127. Area for switch-boarding will be indicated at the briefing.
128. Campsites in the paddock are assigned by the organizers. 2 staff members will be available as from Thursday, 28th of June, 2018 at noon.
129. Team managers must order the desired size and location at the latest on the 30th of May. If not the organizers, in an attempt to please all teams, will assign a vacant space.

Footwear like thongs, clogs, sandals or flip-flops are forbidden in the pit lane, refueling area, driver changes areas, weight checks, penalty zone, pit entry or exit, etc...

Appendixes

INFRACTION / IRREGULARITY		PRACTICE	RACE
Speeding in pit lane	1st	best lap canceled	Drive-Through
	2nd	start end grid	Stop/Go 30 seconds
	3rd	Start from Pit Lane Exit	Stop/Go 1 minute
Overtaking under yellow	1st	best lap canceled	Drive-Through
	2nd	start end grid	Stop/Go 30 seconds
	3rd	Start from Pit Lane Exit	Stop/Go 2 minutes
Overtaking under pace kart	1st	best lap canceled	Stop/Go 30 seconds
	2nd	start end grid	Stop/Go 1 minute
	3rd	start end grid	Exclusion
Breach Track Limits without taking advantage	1st	Lap time canceled	Warning
	2nd	best lap canceled	Stop/Go 30 seconds
	3rd	start end grid	Stop/Go 1 minute
	Next	Start from Pit Lane Exit	Stop/Go 2 minutes
Breach Track Limits with clear advantage	1st	Lap time canceled	Warning/Restitution position
	2nd	best lap canceled	Stop/Go 30 seconds

	3rd	start end grid	Stop/Go 2 minutes
	Next	start end grid	Stop/Go 5 minutes
Illicit passing	1st	Lap time canceled	Warning
	2nd	best lap canceled	Stop/Go 30 seconds
	3rd	start end grid	Stop/Go 2 minutes
	Next	Start from Pit Lane Exit	Stop/Go 5 minutes
Illicit pushing	1st	Lap time canceled	Warning
	2nd	best lap canceled	Stop/Go 30 seconds
	3rd	start end grid	Stop/Go 2 minutes
	Next	Start from Pit Lane Exit	Stop/Go 5 minutes
Absence team manager briefing		50€ + Extra Compulsory Briefing before kart is allowed on track	50€ + Extra Compulsory Briefing before kart is allowed on track
Driving in reverse direction pit lane		Start from Pit Lane Exit	10 Minutes penalty
Dangerous manoeuvre		5 positions set-back on grid	Stop/Go 30 seconds
Breach Starting Procedure			Drive-Through
Breach Black Flag Procedure		Start from Pit Lane Exit after a 5minute stop	Exclusion
Breach Pit Exit		5 positions set-back on grid	Stop/Go 30 seconds
Non authorized external help		Start from Pit Lane Exit	Exclusion
Breach Weight		Start from Pit Lane Exit	Stop/Go 1 minute/kilogram
More than 3 laps too slow		start end grid	Exclusion
Driving non-compliant equipment		Black+orange	Black+Orange
Driving without eye protection	1st	Warning	Warning
Driving without eye protection	Next	Black+orange	Decision Clerk of the Course
Driver not on entry list		Disqualification	Disqualification
Breach refueling procedure		start end grid	Stop/Go 30 seconds
Team manager not present at race control within 5 minutes of being called		Kart Stopped	Kart Stopped
Driver not present at race control within 15 minutes of being called		Kart Stopped	Kart Stopped

Use of unmarked tires		Start end Grid	Exclusion
Fuel consumption excess			Disqualification
Accumulation of breaches			Stop/Go 15 minutes
Technical Stop Forgotten			15 Minutes de penalty
Technical Stop Too Short			Stop & Go + Time elapsed
Technical Stop Entry Timing			5 Minutes penalty
Sportsmanship issues		Decision Clerk of the Course Stop and go of 30 seconds per infraction	
Marching Pace in pit lane			
Noise Issue			
Transponder not returned in time			400 EUR
Jacket not returned			10 Eur / Jacket
Non-compliant Competition Numbers		Start from Pit Lane	Black+orange
Non-compliant Publicity		start end grid	Disqualification
Other Breaches		Decision Clerk of the Course	Decision Clerk of the Course