

Jamaica Karting Association Ltd.

2026 Regulations

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Jamaica Karting Association Ltd

Rules & Regulations

Section 1

General Regulations

1.1 These rules are under and by virtue of the Articles of Association of the Jamaica Karting Association Ltd (hereafter referred to as the « JKA »), if and where there is any difference or variation between the said Articles and these rules the Articles shall prevail.

1.1.1 These rules shall be operative and come into force on **February 22, 2026**

1.1.2 Types of membership

The following types of membership are defined by the Articles of Association

a) Junior Member

A special member below the age of eighteen (18) year, who has no voting rights or other rights as assigned to other members

b) Senior Member

A member who is of the age of eighteen (18) and upwards.

c) Honorary Member

The Executive Committee may invite any person to be an honorary member provided that there shall not be at any one time more than five (5) honorary members. Members may send to the secretary the names of persons suggested for invitation. Honorary members shall not be required to pay any entrance fee or subscription and shall not be entitled to vote.

1.1.3 Each member, his guests and invitees shall be bound by these Rules.

1.2 Visitors

Every member shall be allowed to introduce visitors/guests subject to such rules and regulations as shall be made from time to time by the Executive Committee, and every visitor/guest shall be considered the guest of and be accompanied by the member introducing him provided that no person shall be introduced as a visitor/guest of the Association who shall have been expelled from membership or whose conduct or presence on the premises shall be considered by the committee objectionable or prejudicial to the interests of the Association. Every member shall be responsible for behavior and conduct of his visitor/guest, and shall be subject to disciplinary action for any visitor/guest misbehavior and misconduct.

1.3 Opening of Association premises

The Association's premises (racetrack etc.) shall be opened to members daily between such hours as the Executive Committee shall from time to time determine, but the Executive Committee may close them for such times as it may deem necessary for cleaning and repairs or otherwise.

1.4 Members not to make profit out of Association

No member shall, except for professional services rendered at the request of the Executive Committee, on any presence or in any manner receive any profit, salary or emoluments from the funds or transactions of the Association unless as otherwise stipulated in these Regulations.

1.5 Association not to be used for Business

No member shall give the address of the Association in any advertisement or use the Association address for business purposes.

1.6 Member's addresses

Every member of the Association shall from time to time communicate to the secretary his address or any change thereto.

1.7 Conduct of Members

Every member shall conduct himself according to the highest standards of behavior and good sportsmanship in all dealings with the Association and its members. The clubs image is of upmost importance, any defamatory remark of a member or the club verbally, via print or electronic media (electronic groups and chats) is strictly prohibited.

1.8 Submission to Rules

Every person who applies for and is granted membership in the Association shall be deemed to have agreed to the following:

- A. That he/she is familiar with the Rules & Regulations.
- B. That he/she agrees without reservation to the consequences resulting from the Rules & Regulations.
- C. That he/she renounces the right to have recourse, except with the written consent of the Association, to any arbitrator or tribunal not provided for in the Rules.
- D. That he/she shall give no interviews that may be interpreted as derogatory or damaging to the Association. Any breach of this rule is grounds for suspension or expulsion.
- E. That any member taking legal action against the Association will be automatically expelled.

1.9 Drivers Minimum Age

Drivers must be 5 years of age or older to compete in JKA Racing Events. The earliest date that Drivers can compete in JKA Racing Events is their 5th birthday.

1.10 Fees

Fees for Membership, Dues, Races, Pit access etc. will be set annually by the JKA, which reserves the right to change fees at its discretion.

1.11 JKA members acknowledge that motor racing is dangerous and can cause accidents resulting in death, bodily injury, disability and damage to property. In consideration of the acceptance of entry or of being permitted to take part in any event or practice, they agree to release, forever discharge, save harmless and keep indemnified the sponsors of the Event, the JKA and their officials, servants, representatives and agents, land owners or lessees from and against all actions, claims, costs, expenses or demands in respect of Death, Injury, Loss or Damage to the person and property of themselves, passengers or mechanics, however caused, arising out of, or in conjunction with entry or taking part in any event or practice and notwithstanding that the same may have contributed to or be occasioned by negligence of said bodies, their officials, servants, representatives or agents.

Section 2

Sporting Regulations

2.1 Definitions

The definitions and abbreviations indicated hereafter are a complement to the definitions appearing in the FIA International Sporting Code. They will be adopted in the JKA Regulations and their Appendices, as well as in any Supplementary Regulations, and will be generally used.

CSN Sporting Commission of an ASN

CoC Clerk of the Course

ST Steward

SC Scrutineer

TD Technical Delegate

RD Race Director

TKD Timekeeping Delegate

TR Technical Regulations

Kart

A kart is a land single-seater vehicle without a roof or a cockpit, without suspensions and with or without bodywork elements, with 4 non aligned wheels that are in contact with the ground, the 2 front ones of which control the direction and the other 2 rear ones, connected by a one piece axle, transmit the power. The main parts are the chassis (including the bodywork), the tyres and the engine.

Data processing

Any system, with or without a memory, installed on a kart, enabling the Driver or his team, during or after the race, to read, indicate, acquire, record or transmit any information.

Telemetry

Data transmission between a moving kart and external body.

Maximum

Greatest dimension of a variable quantity; top limit.

Minimum

Smallest dimension of a variable quantity; lowest limit.

Team leader

In JKA team races, the team leader is the Entrant or his representative delegated by proxy.

Driver

A driver, licensed for competition, named as the driver of a kart.

Entrant

A person or organization whose entry is accepted for a competition.

Class

Group of vehicles determined by their engine cylinder cubic capacity or by other distinguishing criteria.

Group

Group 1 = karts especially destined for competition and the engines of which are either homologated or derived from the homologations or approved. (All JKA categories utilize Group 1 karts).

Categories

Classification of karts in accordance with their technical characteristics and with the conditions of eligibility of their Drivers.

Competition Age

For competitors who are 5 years of age or older:

Competition age is the age of the competitor at December 31 of the year of the JKA Sporting Calendar.

For others:

Not eligible to compete at an age younger than 5 years old.

Manufacturer

The physical or moral body having a valid CIK-FIA homologation or a CIK-FIA approval.

Technical Delegate

The Technical Delegate appointed by the JKA is responsible for Scrutineering and has full authority over the Scrutineers.

Make

Denomination given by a Manufacturer to a product and by which is meant one or several models, types or versions.

Zone

A zone is an ad hoc group of at least two ASNs which, with the annual agreement of the General Assembly of the FIA, organize one or several events and/or championships open to the Entrants of all the countries in the zone.

Final phase

Races held after the Qualifying Heats and called, according to the running of the Event or Championship considered, Pre-Final and Final, or Race 1 and Race 2.

Assembly Area

Pre Grid area used to arrange karts in their start order before they take to the track.

Repair Area

Area designated for repairs in supplemental regulations

« Start » Servicing Park

Area between the Paddock and the Assembly Area with limited access where the Driver and only one of his Mechanics may proceed, before Qualifying Practice, the Qualifying Heats and the races of the final phase, to the mounting of tyres and tanks kept in the Parc Fermé.

« Finish » Servicing Park

Area between the track and the Paddock with limited access where the Driver and only one of his Mechanics proceed, after Qualifying Practice, the Qualifying Heats and the races of the final phase, to the mounting of tyres and fuel tanks kept in the Parc Fermé.

Homologation

It is the official ascertaining by the CIK-FIA that a model of chassis, of engine or of a determined equipment is series manufactured in a sufficient number to be classified in the categories of these regulations.

Homologation Forms

Any model of chassis, engine or equipment homologated by the CIK-FIA must be the subject of a descriptive form called Homologation Form, on which are indicated the characteristics permitting the identification of the said model.

The presentation of Forms at Scrutineering and/or before the start may be required by the Organizers, who will be entitled to refuse the Entrant's participation in the case of non-presentation.

At the delivery of his equipment, the Manufacturer is required to issue the corresponding Homologation Form.

Description: a Homologation Form is composed of the following:

- 1) A basic Form describing the basic model.
- 2) Possibly a certain number of extra sheets describing homologation extensions.

Approval

It is the official recording by the CIK-FIA that a specific product model complies with the criteria described in the valid International Karting Regulations.

Recognition

This is the official assessment made by the CIK-FIA that a specific Series fully complies with the valid Karting Recognition Regulations. The Recognition Application must be submitted to the CIK-FIA by the ASN of the country where the Applicant's headquarters are located and may lead to the establishment of an Equipment Recognition Form.

There shall be a number on structural elements of the recognized equipment and the "FIA AUTHORISED SERIES" label shall appear on the documents relating to the Series.

Series

A Series is defined by a set of sporting and technical elements which govern it.

Code

The FIA International Sporting Code & Appendices.

Competition Committee

The sub-committee, appointed by the JKA, with responsibilities for matters pertaining to kart competition.

Officials

The term 'official' comprises the following persons, who may have assistant:

- the Stewards of the meeting;
- the Clerk of the Course;
- the Race Director;
- the Secretary of the meeting;
- Timekeepers;
- Scrutineers;
- Assistant Scrutineers;
- Pit Observers;
- Track Marshals;
- Flag Marshals;
- Finish Line Judges;
- Judges of Fact;
- Handicappers;
- Starters.

2.2 Organization and Structure

A. Right of supervision

Apart from the officials referred to in above, the JKA may confer on the members of its Competitions Committee the right to supervise personally any of its own members in any competition held in Jamaica and governed by these Regulations, as well as the right to uphold, if needed, their interests vis-à-vis the organizers of competitions.

B. Structural organization of the officials

a) Necessary officials

At a meeting there shall be at least three Stewards of the meeting and a Clerk of the Course and in the case of competitions decided wholly or partly by time, one or more Timekeepers.

The Stewards officiate as a body under the authority of a chairman expressly designated in the Supplementary Regulations. The chairman of the panel of the Stewards of the meeting is, in particular, responsible for planning the meetings and ensuring that arrangements are respected. They are also responsible for establishing agendas and drawing up the minutes of meetings.

In the event of a split ballot, the Chairman shall have the casting vote.

The Clerk of the Course shall remain in close contact with the chairman of the panel throughout the meeting in order to ensure the smooth running of the event.

b) Race Director

A Race Director may be designated for the entire duration of each Championship, Cup, Trophy or Challenge.

If so, his duties and responsibilities will be set out in the relevant sporting regulations.

The Race Director will have full power for the following matters and the Clerk of the Course may give relating orders only with the Race Director's express agreement:

- control the running of Practice and the Race, the respect of the time schedule and if he deems it necessary make any proposal to the Stewards to modify the time schedules in accordance with the FIA Code and these Sporting Regulations ;
- stop any kart in accordance with the FIA Code and these Sporting Regulations;
- stop or neutralize the running of Practice or of the Race in accordance with these Sporting Regulations if he deems that it would be dangerous to continue them, and insure that the new start is given in accordance with the procedure ;
- the start procedure;
- conduct the Briefing.

C. Nomination of officials

A least one of the Stewards of the meeting shall be nominated by the ASN promoting it or granting a permit therefore.

The other Officials shall be nominated by the organizers, subject to the approval of the ASN concerned.

D. Qualifications required

The Timekeepers, Scrutineers, Assistant Scrutineers and Handicappers shall be selected from among those persons qualified for these tasks and included on the ASN's (JMMC) annual lists to this effect. If no such lists exist, the JKA shall select as they see fit. They must have no connection with any trade or industry which benefits in a direct or indirect way from the results of the competition.

E. Plurality of duties

At a meeting one and the same person may, if so nominated by the organizers, undertake several of the duties referred to in D provided they are qualified for each of the said duties.

F. Demarcation of duties

An official shall not, at any meeting, perform any duties other than those for which they were appointed.

They shall not be eligible to compete in any competition at any meeting at which they are acting as an official.

G. Remuneration of officials

The Stewards of the meeting shall act in an honorary capacity. Other officials may be remunerated for their services in accordance with a scale drawn up by the JKA or the ASN (JMMC).

H. Duties of the Stewards of the meeting

As a general rule the Stewards of the meeting will not be in any way responsible for its organization and shall not have any executive duties in connection therewith.

It follows, therefore, that in the carrying out of their duties, they do not incur any responsibility except to the National Sporting Authority or Club under whose regulations they are acting.

As an exception to this, applicable only when a meeting is promoted directly by an ASN, the Stewards of such a meeting may combine their duties with those of the organizers.

The Stewards of the meeting shall sign and send to the Association (JKA) and ASN (JMMC) a closing report as soon as practicable after the close of the meeting. This report will include the results of each competition together with particulars of all protests lodged and exclusions they may have made with their recommendations as to any decisions which may have to be taken for a suspension or a disqualification. In a meeting comprising several competitions, there may be different Stewards of the meeting for each competition.

I. Authority of the Stewards of the meeting

The Stewards of the meeting shall have supreme authority for the enforcement of the present FIA Code, of these National and any Supplementary Regulations and of programmes. They shall settle any claim which might arise during a meeting, subject to the right of appeal provided in the present FIA Code and these Regulations (see Article 4.5 Appeals).

- They shall decide what penalty to enforce in the event of a breach of the Regulations.
- In exceptional circumstances, they may amend the Supplementary Regulations (No amendments shall be made to the Supplementary Regulations after the beginning of the period for receiving entries, unless unanimous agreement is given by all competitors already entered, or by decision of the Stewards of the meeting for reasons of force majeure or safety.)
- In the event of heats, they may alter the composition or the number of heats.
- In the event of dead heats, they may authorize a new start (In the case of a dead heat the competitors shall either share the prize allotted to their place in the classification, and the following available prize or prizes, or, if all the competitors agree, the Stewards may authorize a further competition restricted to the competitors concerned, and impose conditions therefor, but in no case whatsoever shall the first competition be re-run).
- They may authorize a change of drivers (In a competition other than an attempt at a record, a change of driver shall be permitted only if the Supplementary Regulations make provision to that effect . After publication of the programme, such change shall require the approval of one of the Stewards of the meeting.).
- They may accept or refuse any correction proposed by a Judge of Fact (If any Judge considers that they have made a mistake they may correct it, subject to this correction being accepted by the Stewards of the meeting.).
- They may inflict penalties or fines (The infliction of a fine may be ordered by an ASN or by the Stewards of the meeting. However when these fines are inflicted by the Stewards they may not exceed a certain sum which will be set each year by the FIA. Furthermore they will have to be inflicted in accordance with a collective decision of all the Stewards and not by only one of them.).
- They may pronounce exclusions (A sentence of exclusion may be pronounced by the Stewards of the meeting. The person so sentenced shall thereby be excluded from taking part in one or more competitions at a meeting. In all cases, exclusion shall entail the loss of the entry fee which shall accrue to the organizers.).
- They may amend the classification (Subject to: any competitor excluded, suspended or disqualified during a competition will lose the right to obtain any of the awards assigned to the said competition, in such cases, the Stewards of the meeting shall declare the resulting

amendment in the placings and awards, and they shall decide whether the next competitor should be moved up in the classification.)

- They may prohibit from competing any driver or any vehicle which they consider to be dangerous or which is reported to them by the Clerk of the Course as being dangerous.
- They may exclude from any one competition or for the duration of the meeting any entrant or driver whom they consider as, or who is reported to them by the Clerk of the Course or by the organizing committee as being ineligible to take part, or whom they consider as being guilty of improper conduct or unfair practice.
- Furthermore, they may order the removal from the course and its precincts of any entrant or driver who refuses to obey the order of a responsible official.
- They may postpone a competition in the event of force majeure or for serious safety reasons.
- They may modify the programme as to the position of the starting and finishing lines, or in any other manner, if requested to do so by the Clerk of the Course or the Organizer.
- In the event of the absence of one or several of the Stewards of the meeting, they may appoint one, or, if necessary, several substitutes, especially when the presence of three Stewards is indispensable.
- They may take the decision to stop a race.
- In addition, for those Championships, Cups, Trophies and Challenges in which a Race Director officiates, matters may be submitted to them by the Race Director so that they may impose the sanctions listed above.

J. Duties of the Clerk of the Course

The Clerk of the Course may also be the Secretary of the meeting and may have various assistants.

In the case of a meeting comprising several competitions there may be a different Clerk of the Course for each competition.

The Clerk of the Course is responsible for conducting the meeting in accordance with the official programme.

In particular they shall:

- generally keep order, in conjunction with such military and police authorities as have undertaken to police a meeting and who are more immediately responsible for public safety;
- ensure that all officials are at their posts and report the absence of any of them to the Stewards of the meeting;

- ensure that all officials are provided with the necessary information to enable them to carry out their duties;
- control competitors and their karts and prevent any excluded, suspended or disqualified competitor or driver from taking part in a competition for which they are not eligible;
- ensure that each kart, and if necessary, each competitor, carries the proper identification numbers in accordance with those in the programme;
- ensure that each kart is driven by the proper driver and marshal the karts in such categories and classes as are required.
- bring the karts up to the starting line in the right order and if necessary give the start;
- convey to the Stewards of the meeting any proposal to modify the programme or regarding the improper conduct of, breach of rule by, or protest on the part of a competitor;
- receive these protests and transmit them immediately to the Stewards, who shall take the necessary action thereon;
- collect the reports of the Timekeepers, Scrutineers, Assistant Scrutineers, Track Marshals, together with such other official information as may be necessary for the determination of the results;
- prepare, or ask the Secretary of the meeting to prepare the data for the closing report referred to in **H** regarding the competition(s) for which they were responsible for the Stewards' consideration and approval.

K. Duties of the Secretary of the meeting

The Secretary of the meeting shall be responsible for the organization of the meeting, and all announcements required in connection therewith.

They shall ensure that the various officials are familiar with their duties and provided with the necessary equipment. If necessary, they shall second the Clerk of the Course in the preparation of the closing report for each competition (see **I** in fine).

L. Duties of Timekeepers

The principal duties of Timekeepers shall be:

- at the beginning of the meeting, to report to the Clerk of the Course, who will give them the necessary instructions;
- to start the competition, whenever instructed to do so by the Clerk of the Course;

- to use for timing only such apparatus as is approved by the Association (JKA) or ASN (JMMC), or, if for the purpose of records it is necessary to take times accurate to within 1/100th of a second, approved by the FIA;
- to declare the time taken by each competitor to complete the course;
- to prepare and sign according to their individual responsibility their reports and to send them, accompanied by all necessary documents, to the Clerk of the Course in the case of a meeting, or to the Association (JKA) or ASN (JMMC) in the case of an attempt at a record or a test;
- to send, on request, their original time sheets either to the Stewards of the meeting or to the Association (JKA) or ASN (JMMC);
- not to communicate any times or results except to the Stewards of the meeting and the Clerk of the Course except when otherwise instructed by the officials.

M. Duties of Scrutineers

Scrutineers are entrusted with all checking relating to the mechanical components of automobiles. They shall:

- carry out these checks either before the meeting if requested by the Association (JKA), ASN (JMMC) or the organizing committee or during the meeting if requested by the Clerk of the Course;
- use such checking instruments as may be specified or approved by the Association (JKA) or ASN (JMMC);
- not communicate any official information to any person except to the Association (JKA), ASN (JMMC), the organizing committee, the Stewards of the meeting and the Clerk of the Course;
- prepare and sign, under their own responsibility, their reports, and hand them to the authority among those mentioned above who instructed them to draw them up.

N. Duties of Assistant Scrutineers

Assistant Scrutineers are entrusted with the checking of the weight of karts, dimensions of their bodywork and its accessories, and also of all documents relating to competitors and drivers (licenses etc).

The duties of Assistant Scrutineers may be entrusted to the Scrutineers. Assistant Scrutineers shall:

- exercise their functions either before the meeting if requested by the Association (JKA), ASN (JMMC) or by the organizing committee, or during the meeting if requested by the Clerk of the Course;

- use such checking instruments as may be specified or approved by the Association (JKA) or ASN (JMMC);
- not communicate any official information to any person except to the Association (JKA), ASN (JMMC), the organizing committee, the Stewards of the meeting and the Clerk of the Course;
- prepare and sign, under their own responsibility, their reports and hand them to the authority among those mentioned above who instructed them to draw them up.

O. Duties of Pit Observers

Pit Observers shall control all replenishment of karts during a competition and enforce the relevant prescriptions in the Supplementary Regulations.

They are under the orders of the Clerk of the Course to whom they must immediately report any infringement committed by a competitor or by a driver.

At the end of each competition, they must give their report to the Clerk of the Course, either verbally or in writing, in accordance with instructions received.

P. Duties of Track and Flag Marshals

The Track Marshals shall occupy, along the course, posts assigned to them by the Stewards of the meeting or the organizing committee. As soon as a meeting begins, each Track Marshal is under the orders of the Clerk of the Course to whom they shall immediately report by any means at their disposal (telephone, signals, courier etc.) all incidents or accidents which might occur along the for which they are responsible.

Flag Marshals are specifically entrusted with flag signaling. They may also be Track Marshals.

At the end of each competition, all Track Marshals must give the Clerk of the Course a written report on the incidents or accidents recorded by them.

During competitions, and unless otherwise instructed by the Clerk of the Course, Track Marshals shall, as far as possible, inform the central bureau of information concerning the order in which competitors have passed their post. This shall be effected lap by lap in the case of a closed circuit.

Q. Duties of Judges

a) Start line Judges

One or several Judges may be appointed by the organizing committee of a race to supervise the starts. Start line Judges shall immediately indicate to the Clerk of the Course any false starts which may have occurred.

b) Finish Line Judges

In a competition where a decision has to be given as to the order in which competitors cross a finish line, a Finish Line Judge shall be nominated to give such a decision.

c) Judges of Fact

In a competition where a decision has to be given whether or not a competitor has touched or crossed a given line, or upon any other fact of the same type which has been laid down in the Supplementary Regulations for the competition, one or several Judges of Fact shall be nominated to be responsible for one or several of these decisions.

The Judges of Fact on these points must be named and their names displayed on the official notice board.

d) Assistant Judges

Each of the above Judges may have an Assistant Judge appointed to assist them, or in the case of absolute necessity to replace them, but in the event of disagreement the final decision shall be given by the Judges of Fact themselves.

e) Video or electronic systems

The Stewards may use any video or electronic systems to assist them in reaching a decision. The Stewards may overrule Judges of Fact.

f) Protests

No protest against the decisions of a Finish Line Judge or of a Judge of Fact shall be admitted concerning a question which they have been officially appointed to decide.

The decisions of these Judges are final, but they shall not in themselves constitute the official classification because they have taken no account of the conditions under which the competitors have completed the course.

g) Mistakes

If any Judge considers that they have made a mistake they may correct it, subject to this correction being accepted by the Stewards of the meeting.

h) Facts to be judged

The Supplementary Regulations for the competition must indicate which facts are to be judged by the Judges of Fact (see **c**) above).

i) Reports

At the close of the meeting each Judge shall send to the Clerk of the Course a report of their declarations.

R. Duties of Handicappers

The Handicappers shall, after entries have closed, prepare the handicaps in accordance with the requirements of the Supplementary Regulations. They shall state if any handicap in a competition is to be increased as a result of a performance achieved in a previous competition.

S. Duties of Race Director

The primary responsibility of the Race Director (RD) is to assure that all kart racing is conducted in accordance with the JKA Rules & Regulations, a copy of which the RD shall have in his possession at the track a copy of the JK.

Specific duties and responsibilities for the RD include the following:

- a) The RD should arrive at the track at least one (1) hour before scheduled start time to set up the course and equipment. The Clerk of the Course may or may not be present to assist.
- b) The RD shall assemble all Drivers for pre-race briefings. The briefing will describe course to be driven, number of laps, rules needing emphasis, and any other items the RD feels important.
- c) The RD will act as official starter.
- d) The RD cannot call a protest but may act as a neutral observer in disputes between drivers.
- e) The RD may cancel or terminate a race only with the approval of the Stewards.

T. Supplementary Regulations

- a) For every competition, the event Organizers are responsible for drawing up and publishing Supplementary Regulations that need not repeat these Regulations. However, under no circumstances they shall conflict with the JKA Rules & Regulations.
- b) No amendments shall be made to the Supplementary Regulations after the beginning of the period for receiving entries, unless unanimous agreement is given by all competitors already entered, or by decision of the Stewards of the meeting for reasons of force majeure or safety.
- c) Should any condition(s) contained in the Supplementary Regulations be contrary to these Regulations, it shall be null and void.

U. Supplementary Regulations contents

Supplementary Regulations shall contain;

- a) Nomination of the organizer(s);
- b) The name, nature and definition of the proposed competition(s);
- c) An announcement, accompanied by the JKA logo; “Sanctioned by the (ASN) and held under the present FIA Code and under the present Rules and Regulations of the JKA”;
- d) Composition of the organizing committee and address of that committee;
- e) Place and date of the event;
- f) A full description of the proposed competition (length and direction of the course, classes and categories of vehicles admitted, fuel, restriction in the number of competitors, if such limitation exists, etc.);
- g) The dates of opening and closing of entries and how and where they shall be made, and the penalty for late entry if applicable, the amount of the entry fee, conditions under which entries may be refused, and when applicable the passes provided and the cost of additional passes to the entrant;
- h) All relevant information concerning insurance (when necessary);
- i) The dates, times and nature of starts, halts and publication of results;
- j) Licenses requirements;
- k) The times and dates fixed for registration and Technical Inspection;
- l) A detailed list of prizes to be awarded and what championships points shall count towards;
- m) The location of the “Official Notice Board”;
- n) The names of the Stewards of the event and the Clerk of the Course.
- o) The location of the Fuel Area.
- p) The location of the Repairs Area.

V. Programs

Organizers when publishing or announcing an event program shall include in the program the following information;

- a)** An announcement, accompanied by the JKA logo; “Sanctioned by the (ASN) and held under the present FIA Code and under the present Rules and Regulations of the JKA”
- b)** Place and date of the event;
- c)** A short description and the time table of the proposed competitions;
- d)** When available competition number and names of competitors (if pseudonyms are used), they must appear between inverted commas).
- e)** A detailed list of prizes assigned to each competition.
- f)** The names of the Stewards of the meeting and of the Clerk of the Course.

Section 3

Classification and Championships

3.1 Class Structure

JKA Class & Category Structure			
Class/Category	Minimum Weight (lbs)	Competition Age (years)	Technical Details
Comer			Defined in Section 6
50cc	150	5-8	spec gear 10x86
Rotax			Defined in Section 9
MicroMax	235	7-11	Spec gear 14x73. Rotax EVO 125 MY20 engine and auxiliary specification with 1mm cylinder base plate removed (minimum 1.2mm squish gap), Reed Valve stopper plate gap 17mm minimum. Exhaust must have the registered seal from the JKA
Minimax	260	10-13	Spec gear 13x82 or 12x76. Rotax EVO MY20 125 with 1.2mm squish gap, The throttle body restrictor (Red Carb restrictor Rotax 267536) must be installed in the rear of the carburetor and in the correct orientation at all times. Minimax MY20 Exhaust assembly with Minimax perforated tube (Rotax 273211) Minimax MY20 Exhaust Socket 22mm (Rotax273196) Rotax MY20 Minimax ECU – Rotax 666818 Minimax Radiator is open to 62mm or 133mm wide Rotax Radiators (Rotax 295923 or 295928)
Junior	320	12-15	Minimum 1.2mm squish gap
Senior	360	15 and above	Minimum 1.0mm squish gap
Masters *	390	32 & up or 16 & up if driver over 190lbs	Minimum 1.0mm squish gap
Super Rotax Bracket	390	14 and above	Non-Evo and Evo engines are permitted. Evo engines will have a 10lb weight penalty

* Competitors of competition age less than 32-years-old must be of competition age 16-years-old or older and have a minimum driver weight of 190 pounds including all race apparel except helmet.

- a) Qualifying Practice as per Article 4.2.17 F. Pre-final race is to be gridded by qualifying time (fastest first), the second race (Final) by points gained in race 1.
- b)
- | | Pre-final | final | |
|------------------|-----------|-------|------------------|
| Rotax classes | 8 | 12 | |
| Shifter classes | 8 | 12 | |
| Yamaha classes | 8 | 10 | |
| Comer 80cc class | 8 | 10 | |
| Comer 50cc class | 6 | 8 | (on short track) |
- c) A handicap race can be run at the end of each Event provided that there are 6 competing drivers and sufficient time. The race will cover at least 13 laps of the 1.2Km track. Comer class karts are not eligible to participate. The JKA handicapper will determine the start order and the start delay for each competitor. Karts will start from pit lane under the instruction of a Starter.
- d) Competitors will be encouraged to run multiple classes and/or categories, and the race schedule should be arranged wherever possible to accommodate this.
- e) Classes and/or categories may be combined in a race, however the lap times of these classes and/or categories must be similar and the slower class and/or category will start immediately behind the faster.

f) Waivers of class eligibility requirements

Waivers to allow a competitor to move up in class will only be granted with proof of need and driver ability to compete at the higher level.

Need is defined as one of the following:

1. Driver's body weight makes the combined weight of the kart and driver more than 20 lbs above the minimum.
2. There are no other competitors in the class for which the driver's age and weight places him/her.
3. Driver's level is far above others in the class and needs the higher level of skill from a higher class to challenge him/her and further develop his/her skill.

Driver's ability to compete at the higher level is determined by the following:

1. The driver must demonstrate that he/she is capable of safely handling the higher speeds.

Drivers granted waivers to move up in class because of weight will no longer be eligible to compete in the lower class for the remainder of the season. Drivers granted waivers because of the lack of competitors will be required to return to the correct class whenever there are 2 or more other competitors entered in the correct class.

The Executive Committee of the JKA will appoint a committee to judge the merits of any application for a waiver of the class eligibility requirements.

The JKA reserves the right to refuse any request for waivers or to revoke a waiver granted as it see fit.

3.2 Points structure for race season

The following points and scoring system will be used:

Finishing Order	Points (Prefinal)	Points (Final)
1	10	15
2	8	12
3	6	9
4	5	8
5	4	7
6	3	6
7	2	5
8	1	4

A minimum of 3 drivers must be entered in a race for points to be awarded. DNF drivers will earn points according to final classification in race results order.

Bonus points:

- a) An additional point will be awarded to the competitors with the fastest lap in qualifying.
- b) For the Overall Championships, an additional half point will be awarded to each competitor in a class for each starter in a class over 3 competitors.
e.g. All competitors in a class with 7 starters will receive 2 bonus points $((7-3)*0.5\text{pts} = 2\text{pts})$

3.3 JKA Championships

The Race Events on the annual JKA Sporting Calendar will form the JKA National Championship. First, second and third place Champions for each Championship will be recognized at the end of the season. First, second and third place finishers for each category at each Event will be awarded trophies.

Points

In calculating Championship points, one less than the total number of Events held for the year will be used. For example if 10 Events are held by the JKA, points earned from 9 will be used in calculating championship points. Where a competitor was excluded and/or disqualified from an Event, that Event will be included in the calculations and another Event excluded. If there is a tie the one dropped Event points will be used as the first tie breaker ,thereafter, the tie breakers will be: most wins, most seconds, most third places for the season. If a competitor ran in more than one category, only points from one can be used for the Abe Ziadie championship. Invited drivers will not earn championship points but will be awarded trophies based on points for the day. JKA drivers will earn championship points based on JKA finishing place.

Championships

- a) Each category in Article 3.1 will be scored for its own Championship.
- b) The Driver with the highest points score in the Handicap races will be recognized as the JKA Handicap Race Champion
- c) The Rookie Driver with the highest points score will be recognized as the JKA Rookie Champion at the end of the season.
- d) The Driver with the highest points score will be recognized as the Abe Ziadie Champion at the end of the season. Comer 50 class and Super Rotax will not be included in the Abe Ziadie Championship. The Abe Ziadie Champion is calculated based on the same number of racing opportunities across the eligible classes, if any class misses a race or meet due to force majeure then the other classes will lose points from the equivalent race or meet in calculating overall champion.

Section 4

General Prescriptions applicable to JKA Karting Events, Championships and Trophies

4.1 Aims

The Jamaica Karting Association (hereafter referred to as the « JKA ») is an Association governed by the Rules & Regulations of the JKA and the relevant FIA Regulations.

The control and good running of Race Events (hereafter referred to as « Events ») for vehicles called « karts » shall be ensured by the JKA in accordance with its National Sporting Authority (« ASN ») holding the sporting power.

4.2 Sporting Prescriptions

4.2.1 Application of the General Prescriptions

All Supplementary Regulations of Events entered on the JKA Sporting Calendar must comply with the FIA International Sporting Code (hereafter referred to as « the Code ») and its Appendices, to the Official Bulletins of the FIA and of the CIK-FIA and to these Sporting Regulations (« the Sporting Regulations »).

4.2.2 Statute of Events

All Events must be entered on the JKA Sporting Calendar.

4.2.3 Eligible karts

Only karts complying with the CIK-FIA Karting Technical Regulations, with the Recognition Regulations or, failing this, with any regulations of the JKA submitted to the approval of the ASN (JMMC) or CIK-FIA, may be accepted in an Event. The safety regulations of the JKA must always be applied.

4.2.4 Entry of Events

Events may be held only on circuits authorized by the JKA.

Providing that an Event meets in every respect the provisions of its Rules and Regulations, the JKA will enter it on the JKA Sporting Calendar.

The JKA Sporting Calendar will be prepared every year by the Competition Committee, and will be submitted to the JKA, then to the ASN (JMMC).

Any dispute resulting from the work of the Competition Committee will be settled by the JKA, whose decisions are always submitted to the control of the ASN. In accordance with the relevant Statutes and the Code, the competent jurisdiction to settle disputes and final court is the International Court of Appeal (ICA) of the FIA.

It is understood that Associations like the JKA undertake to adopt and develop in their countries the classes of the international categories established by the CIK-FIA. The JKA may introduce categories called « National Promotion » with specific regulations resulting from their technical and economical criteria, specific to the country considered. These categories must favor Drivers' access to international categories and meet the technical requirements of the CIK-FIA as regards safety.

4.2.5 Change of date or cancellation of an Event

The change of date or cancellation of an Event must be notified in writing by the JKA to the ASN at least one month before the date scheduled for the Event, except in the case of Force Majeure.

4.2.6 Publication of the Supplementary Regulations

- A** Fourteen (14) days before the Event, the Organizer shall send to the ASN (JMMC) a copy of the Supplementary Regulations.
- B** Any modification or supplementary provision to the regulations of an Event must be introduced in the respect of the FIA Code, by the inclusion of numbered and dated bulletins, which will become an integral part of the Supplementary Regulations of the Event.

4.2.7 Eligible Drivers

4.2.7.1 In order to participate in a JKA Event, any Driver must be the holder of an Entrant's/Driver's License valid for Karting and for the current year, issued by their ASN affiliated to the FIA, as well as of the authorization previously granted by that ASN if it is not the Organizer (Competitors and drivers who wish to take part in an international competition organized abroad can only do so with the approval of their own ASN. This authorization shall be given by the ASN concerned in such form as they might deem convenient, by stamping the entry form, issuing the competitor and/or driver a special permit for a specific event, or a more general permit for one or several countries, for a given period or for the whole period of validity of the license concerned).

Entrants' licenses may not be delivered to persons who are still under age 18 and do not have full legal capacity.

4.2.7.2 Rookie Drivers

New drivers to the sport of Racing will be considered rookies for the entire season and will be eligible for special rookie awards at the end of the season. Their first 3 race meets must be started from the back of all grids. The officials will determine when a rookie driver can start races in their qualified positions. The Competition Committee of the JKA can waive Rookie status based on its discretion. Drivers competing for first time in rolling start races will be required to start at the back of grid for at least 1 meet, the officials will determine when first time rolling start driver can start in their qualified position.

4.2.8 Acceptation of entries

In his Supplementary Regulations, the Organizer may stipulate the minimum number of karts entered; if this number is not reached, the Organizer has the right to cancel the Event.

4.2.9 General conditions

- A. It is the Entrant's responsibility to ensure that all persons concerned by his entry observe all the requirements of the Code, the Technical Regulations and the Sporting Regulations. If an Entrant is unable to be present in person at the Event, he must nominate his representative in writing. The person having charge of an entered kart during any part of an Event is responsible jointly and severally with the Entrant for the respect of all the provisions of the FIA Code and of the JKA Regulations.
- B. Entrants must ensure that their karts comply with the conditions of eligibility and safety throughout practice and the race.
- C. All persons concerned in any way by an entered kart or present in any other capacity whatsoever in the Paddock, Servicing Park s or on the track must wear an appropriate pass at all times.

4.2.10 Scrutineering and Sporting Checks

- A. During the initial Scrutineering and Sporting Checks, which will take place on the dates and at the locations specified in the Supplementary Regulations of the Event, each Driver and each Entrant must have all required documents and information available.
- B. 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 Event.
- C. An Entrant, a Driver or any other person concerned by a kart may not be required to sign a discharge or any other document which has not previously been approved by the JKA.
- D. The Clerk of the Course or the Chief Medical Officer may ask a Driver to undergo a medical examination at any time during an Event.
- E. No kart may participate in an Event unless it has been checked by the Scrutineers.
- F. At any time during an Event, the Scrutineers may:
 - a) check the eligibility of the kart or of the Driver's equipment,
 - b) require a kart to be dismantled by the 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.

- G.** 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.
- H.** The Clerk of the Course may require that any kart involved in an accident be stopped and checked.
- I.** Checks and Scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organization of the Servicing Park s and/or the Parc Fermé, and who alone are authorized to give instructions to the Entrants.
- J.** The Stewards will publish the findings of the Scrutineers concerning every kart controlled and will place them at the disposal of other Entrants on request. These findings will not include any specific figures except concerning fuel tests.
- K.** Submitting a kart to Scrutineering shall be considered as an implicit statement of conformity.
- L.** Racing numbers and possible advertising signs shall be on the kart when the equipment is submitted to Scrutineering.
- M.** A Driver shall not be allowed to change his/her equipment after it has been identified at Scrutineering.

4.2.11 Access to the track

Only the designated JKA Officials will have access to the track.

Representatives of the press may be given access to the track only if they have expressly asked the Organizer to do so and if the authorization has been granted to them.

They must also respect any safety instructions given by the Officials.

4.2.12 Fuel

The JKA will determine the approved fuel and oil for all classes prior to the event and announce it in the Supplementary Regulations. Ratio may or may not be determined. Only fuel/oil combinations are allowed. No Alcohol, Oxidizers, or Hydrazine fuels may be added. Fuel tests may be administered at any time during or after an event. JKA reserves the right to administer any fuel test procedure. Failure to pass a fuel test will result in a exclusion of the driver's previous on-track session. Results of fuel tests are deemed final. JKA reserves the right to prosecute to the full extent of the law any competitor found to be using EPA listed known cancer causing agents as an attempt to enhance fuel performance at any JKA sanctioned event. The fuel used must comply with the prescriptions of the Supplementary Regulations.

4.2.13 Parc Fermé

- A. Only those Officials charged with the checks may enter the Parc Fermé. No intervention whatsoever may be carried out therein without the authorization of these Officials.
- B. 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.
- C. The Parc Fermé shall be large and protected enough to ensure that no unauthorized person may have access to it.

4.2.14 General safety

- A. It is strictly forbidden for Drivers to drive their karts in a direction opposite that of the race, unless this is strictly necessary to remove the kart from a dangerous situation.
- B. During non-Qualifying Practice, Qualifying Practice, the 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 paved surface including the curbs. Drivers are allowed to use the whole width of the track. If the four wheels of a kart are off the circuit, the kart is considered as having left the track.
- C. During non-Qualifying Practice, Qualifying Practice, the 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 excluded from the classification of the Qualifying Practice or the race in which this help was provided. This exclusion does not apply to Rotax Minimax & Comer Classes.

Except for medical or safety reasons, the Driver must stay close to his kart until the end of non-Qualifying Practice, Qualifying Practice, the Qualifying Heat or the races of the final phase.

In the case of a Practice session run over two parts separated by an interval, all karts abandoned on the circuit during the first part must be taken back to the Servicing Park during the interval and may participate in the second part of Practice.

- D. During non-Qualifying Practice, Qualifying Practice, the Qualifying Heats and the races of the final phase, any repairs with tools, equipment of the officials or spare parts are banned outside the Repairs Area. It is forbidden to take any tools and/or spare parts on board the kart. The Driver can receive help only in the Repairs Area determined by the Supplementary Regulations or during the Briefing.
- E. If refueling is authorized, it may be carried out only in an area provided for this purpose.

- F.** Except in cases expressly provided for by the Regulations or by the Code, no one except the Driver is authorized to touch a stopped kart unless it is in the Repairs Area.
- G.** When the track is closed by the Race Direction during and after Practice and after the finish until all concerned karts, whether they are mobile or not, have arrived at the « Finish » Servicing Park or at the Parc Fermé, no one is allowed to accede to the track, with the exception of marshals carrying out their duties and of Drivers when they are driving.
- H.** During Qualifying Practice, the Qualifying Heats and the races of the final phase, the kart may be restarted only by the Driver himself, except if he restarts from the Repairs Area. The Driver may not receive any outside help on the track during the running of an Event, except in the Repairs Area, which he may reach only by his own means.
- I.** A speed limit may be imposed in the pit lane and in the Repairs Area during Practice, races and the Formation Laps. Any Driver braking this speed limit will be imposed a penalty provided for in the Regulations or the Code.
- J.** If a Driver is faced with mechanical problems during Practice, the Qualifying Heats or the Races of the final phase, he must evacuate the track as soon as possible for safety reasons.
- K.** If a Driver is involved in a collision, he must not leave the circuit without the Stewards' agreement.
- L.** No Driver may leave the Repairs Area without having been invited to do so by Marshals.
- M.** Official instructions will be transmitted to the Drivers by means of the signals provided for in these Regulations. Competitors must not use flags similar to these ones in any way whatsoever.
- N.** Any Driver who intends to leave the track, to return to the Servicing Park or to stop in the Repairs Area shall demonstrate his intention in due time and shall ensure that he may do so safely.
- O.** During the Event and at the order of the Clerk of the Course or the Race Director, a Driver who breaches the Technical Regulations, except during the final lap, must stop in the Repairs Area and remedy the breach before rejoining the track.
- P.** When they participate in non-Qualifying or Qualifying Practice, in the Qualifying Heats or the Races of the final phase, Drivers must at all times wear the full equipment defined in the Technical Regulations.
- Q.** It is forbidden to circulate with motorbikes, scooters or any other motorized devices in the Paddock.
- R.** The Organizer undertakes to have on the track an equipped medical staff and event marshals, from the beginning of Qualifying Practice until the end of the Event.

- S.** In the case of a « wet race » (conditions signaled by means of a panel by the Clerk of the Course or the Race Director), the choice of tyres will be left to the appreciation of the Drivers, the Race Director or 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.
- T.** Consumption or possession of alcohol beverages by any driver, crew member or guest is expressly prohibited until all practice, qualifying and racing activity is concluded for the day. Any driver, crew member or guest who is impaired by the consumption of alcohol shall be excluded from the Race Event, and the driver penalized. Any driver, crew member or guest who has consumed any alcoholic beverage on the day of the Race Event, other than as provided above, shall not participate, and may be excluded. Consumption or possession of alcohol beverages in the Paddock by anyone is prohibited.
- U.** The use of any narcotic or dangerous drug, as defined by local law, by any driver, crew member or guest is specifically prohibited. Any driver, crew member or guest who uses narcotics or dangerous drugs during a Race Event or on the grounds where an event is being held shall not participate, shall be excluded from the Race Event and may be removed from the grounds. Suspension or expulsion from the Association shall follow, pending an inquiry.

4.2.15 Signification of flags

*** Flag signals to be used by the Race Director, 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 Events, 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 Championship 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 Stewards of the meeting. 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 at the Assembly 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 behavior.

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 Race Director or the Clerk of the Course deem this necessary.

Normally the decision to show the last two flags (in e & f) rests with the Race Director or the Clerk of the Course; however, it may be taken on request of the Stewards of the meeting 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 Championship, Cup or Trophy Sporting Regulations or in the Supplementary Regulations of the Event.

*** 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 the Last Lap.

(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 Race Director or the Clerk of the Course, to signal the start of a warm-up lap or the start of a practice session or the start of a race.

(m) «SLOW» board signaling:

The minimum dimensions of the boards should be 60 x 80 cm. Boards must be yellow, with the word «SLOW» in black.

«SLOW» board signaling must be used by the Race Director, the Clerk of the Course or his deputy on the starting line and by all the surveillance posts further to the decision of the Race Director to neutralize the race (according to the procedure described in Article 4.2.20b of the General Prescriptions).

4.2.16 Instructions and communications to Entrants

All classifications and results of practice, the Qualifying Heats and the races of the final phase, as well as any decisions of the Officials of the Event will be posted on the official posting board.

4.2.17 Practice

- A. The discipline applied in the Servicing Park and on the track as well as the safety measures will be the same for all practice sessions as those applied for Qualifying Heats and the races of the final phase.
- B. - deleted -
- C. The Clerk of the Course or the Race Director may interrupt Practice 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 the case of non-Qualifying Practice only, the Race Director or 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. Every lap completed during the Qualifying Practice sessions will be timed to determine the position of Drivers at the start. If a Driver stops in the Repairs Area or in the Servicing Park, it will be final. He/she will not be allowed to start again.
- F. All classes will have qualifying practice (race) for 5 minutes, the session starts when the first kart enters the track and ends with the waving of the chequered flag 5minutes thereafter.
- G. In the event that the electronic timing system does not work, the races will be gridded based on total points earned in the championship to date. If this occurs in meet #1 the race will be gridded randomly.

4.2.18 Briefing

- A. Definition: The Entrants' and Drivers' Briefing is a meeting organized by the Clerk of the Course or the Race Director for all Entrants and Drivers entered in the Event.
- B. Aim of the Briefing: to remind Entrants and Drivers of the specific points of the Supplementary Regulations concerning the organization of the Event; to remind them of the safety notions, either general, or specific to the circuit used; to give any clarification concerning the interpretation of the Regulations.

- C. The time of the Briefing is mentioned in the programme of the Event. The time is considered as that of the beginning of the Briefing and access to the Briefing will be closed. The meeting shall always be held before Qualifying Practice or the first Qualifying Heat.

Extra meetings may be organized if this is deemed necessary.

- D. The presence of all concerned Entrants and Drivers is mandatory throughout the Briefing under pain of a sanction or even of a possible exclusion from the Event. Two Attendance Sheets shall be signed, one by Drivers and the other by Entrants.

4.2.19 Starting grid

- A. At the end of the final Qualifying Practice session, the list of qualified Drivers as well as the starting grids will be officially published.
- B. Only these Drivers will be allowed to take the start of the Qualifying Heats and/or of the final phase. Unqualified drivers will start at the back of the Pre-Final and Reverse Grids.
- C. Any Entrant whose kart(s) is (are) unable to take the start for any reason whatsoever or who has good reasons to believe that his/her 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 or the Race Director as soon as he has the opportunity.
- D. The grids will be drawn up in accordance with the fastest time achieved by each Driver, taking into account the Qualifying Practice session(s). 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.
- E. - deleted -
- F. Access to the Assembly Area will end five minutes before the time scheduled for the start of the Race. Any kart which has not taken its position on the Assembly Area at that moment shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the Panel of Stewards.
- G. Any Driver who is present, with his/her kart, on the grid in the Assembly Area within the time limit, has left the assembly area and has taken the starters orders will be considered as a starter.

4.2.20 Starting procedure

- A. The start signal shall be given by means of flag or lights by the Starter.
- B. The type of start must be indicated in the Supplementary Regulations of the Event. It may only be « rolling » or « standing » or <<from pit lane>>, the grid being constituted of two lines of karts for <<rolling>> and <<standing>> or a single line for <<from pit lane>>. The Competition Committee may authorize other types of starts in exceptional circumstances.

- C. A Formation Line will be marked with soft cones on each side of the track in a position indicated by the Race director or Clerk of the Course at the briefing meeting.
- D. An Acceleration Line will be marked approximately 25m from the starting line by soft cones on each side of the track.
- E. As soon as the Clerk of the Course or the Race Director indicates with the green flag that the karts may take the start, the Drivers are « at the orders of the Clerk of the Course or of the Race Director or of the Starter» and may no longer receive any outside help. Any Driver who has not placed himself at the orders of the Clerk of the Course or of the Race Director or of the Starter in time with his kart in working order will be allowed to leave the Assembly Area only at the orders of the Clerk of the Course, of the Race Director or of the Officer in charge of the Assembly Area.
- F. Except for races with starts <<from pit lane>>, karts with air-cooled engines will cover approximately one Formation Lap and karts with water cooled engines will cover approximately two Formation Laps before the start may be given. The field will proceed at a pace which will be decided by the Driver on pole position. If a driver did not arrive in time or dropped out, the driver's grid spot must be left open on the formation lap(s) until the formation line has been passed on the last Formation lap. Once past the formation line on the last Formation lap, open spots should be filled by each driver in the line moving up.

It is forbidden to overtake another Driver under pain of a penalty inflicted by the Stewards (10 seconds or exclusion from the Heat) except in the case filling a missing drivers spot after the formation line or recovering from a delay in accordance with 4.2.20 G.

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 excluded from that race.

In the paragraph above, "if a Driver stops" means that the driver or his kart has lost drive by losing a chain or his engine stopping or some other reason.

- G. In the case of rolling starts, a Driver who is delayed will have the possibility of regaining his grid position only if this maneuver does not impede other Drivers and in all cases before having reached the Formation Line. If the delayed driver has not attained his starting position when he has reached the Formation Line, he will move into a position corresponding to his location in the field at the point of the Formation Line and on the same side of the Formation that he was originally gridded.

In the case of standing starts, a Driver who is delayed will have the possibility of regaining his grid position until the Grid Marshal has displayed the Green Flag. In order to regain one's position, it is forbidden to use any course other than the track used during the race.

At no time may a driver use a short cut to catch the field. Using a short cut will result in the Stewards inflicting a time penalty equal to one lap.

In the first two paragraphs above, “a Driver who is delayed” means that the driver has lost his position in the formation by spinning or going off the track without losing drive.

- H. If he considers that a Driver has been immobilized as a result of another Driver’s mistake, the Clerk of the Course or the Race Director may stop the Formation Lap and start again the Starting Procedure on the basis of the original grid or allow the impeded Driver to regain his position.
- I. The Clerk of the Course or the Race Director will give the start as soon as he is satisfied with the formation.
- J. In the case of repeated false starts or of incidents during the Formation Lap(s), the Clerk of the Course or the Race Director, 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 4.2.24. 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.

- K. Any attempts to jump the start or delay it shall be sanctioned according to Article 4.2.24.
- L. 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.
- M. **Rolling starts**

At the end of the last Formation Lap, drivers will proceed towards the Acceleration Line. This is the acceleration point for the competitors. It is the responsibility of the Pole position to set the pace and the responsibility of the off pole to remain with the pole driver without lagging or jumping. Both front row drivers should accelerate at the same time with drivers in rows following the front row accelerating at the same time.

The Start flag will be dropped from the raised position or a start light will be turned off by the Starter at some point after the acceleration cones. If the Race Director, Clerk of the Course or the Starter calls for an aborted start, the Starter will turn away from the starting field and walk away from the track, at which time all competitors should raise their hand indicating a waved off start. All Flag Marshals will immediately display yellow flags. At this time the group needs to re-form into the starting grid. Any driver who did not get into their starting position by the formation line must remain where they are at, they may not attempt to move into their original starting position. If there has been an aborted start one more opportunity will be given for a

correct start. If the start is aborted a second time offending drivers will be penalized on the finish of the race. Drivers found to be ahead of scheduled starting position will be penalized the number of positions gained plus 3. This does not apply if the line advances to fill a missing spot once passed the formation cones on the formation lap.

No competitor may break formation until the start flag is dropped by the Starter. A move out of formation prior to the Start being given will result in a minimum 15 second penalty for each offending driver(s). This penalty will be assessed at the end of the race.

N. Standing starts for karts with gearboxes

At the end of their last Formation Lap, Drivers will take their starting positions and the Clerk of the Course, his deputy or the Race Director 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.

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 or the Race Director and the Marshal will evacuate the track together and the Drivers will then be at the orders of the Clerk of the Course or of the Race Director or of the Starter. The Clerk of the Course or the Race Director or the Starter will raise the start flag or switch on the start lights. The start will be considered as given at the dropping of the start flag or the switching off of the red lights within the next 2 seconds.

If he is not satisfied with the procedure, he will switch on the orange light, or indicate by hand , 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 authorized 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.

During the Formation Lap(s), it is forbidden to practice start simulations.

P. Starts from pit lane for Handicapped races

Karts will be lined up in order of handicap, with the slowest kart first and fastest kart last, in the pit lane at the exit of the Assembly Area. The Start line will be the point where the pit lane exits onto the track. The Starter will set off each driver with the applicable handicap delay by hand signal. The karts waiting to start will in their turn move forward to the start line as each kart ahead is set-off by the Starter. Karts entering the track must not cross the track until it is safe to do so.

4.2.20b Neutralization of a Qualifying Heat or a Race

- a) The Clerk of the Course or the Race Director may decide to neutralize a Qualifying Heat or a Race. This procedure will be used only if the Track is obstructed, or if the Drivers or Officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the Qualifying Heat or Race.
- b) When the order is given to neutralize the Qualifying Heat or Race, all observers' posts will display waved yellow flags, which shall be maintained until the neutralization is over. Flashing orange lights will be switched on at the Line if lights are in use.
- c) 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.
- d) During the neutralization 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.
- e) The karts may enter the repair zone during the neutralization, but they may rejoin the track only when authorized 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.
- f) When the Race Director or the Clerk of the Course decides to end the neutralization, he will have the flashing orange lights switched off if lights are in use or he will indicate by hand signal; this will be the signal to the Drivers that the Race is to resume next time the Line is crossed. In the last neutralization lap, the yellow flags will be shown immobile.
- g) At that moment, the leading kart will continue to set the pace, at a moderate speed. The Race Director or the Clerk of the Course will signal the resumption of the Race by means of a waved green flag at the Line. Overtaking will remain prohibited until the karts have crossed the Line at the end of the neutralization of the Qualifying Heat or Race. On approaching the Line, where a green flag will be waived by the Race Director or the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line preceding the Line. The yellow flags at the observers' posts will then be withdrawn and replaced with waved green flags. These flags will be displayed for a maximum of one lap.
- h) Each lap completed during the neutralization will be counted as a racing lap.
- i) If the race finishes during the neutralization, the karts will take the chequered flag as usual. Overtaking will be permitted only if a kart slows down because of a serious problem.

4.2.21 Stopping a Race or Practice

- A.** Should it become necessary to stop the Race or Practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course or the Race Director 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 stop the race or practice may be taken only by the Clerk of the Course (or, if he had to leave, by his deputy) or the Race Director. If the signal to stop racing is given:

- a)** during Practice : all karts shall immediately reduce speed and go back slowly to the «Finish» Servicing Park, and all karts abandoned on the track shall be removed ;
- b)** during the Qualifying Heats : all karts will immediately reduce their speed and go to the « Finish » Servicing Park entrance or stop on the track at the place designated during the Briefing, considering that :

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

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

- less than 75% of the distance scheduled for the Heat (rounded up to the nearest higher whole number of laps).

If the Heat can be restarted, Article 4.2.22 will apply;

- 75% or more of the distance scheduled for the Heat (rounded up to the nearest higher whole number of laps).

The karts will be directly led to the Parc Fermé, and the Heat will be considered as having stopped when the leading kart crossed the Line at the end of the lap prior to that during which the signal to stop was given ;

- c)** during a Race of the final phase, all karts must immediately reduce speed and go to the entrance to the «Finish» Servicing Park or stop on the track at the place designated during the Briefing, considering that:

- 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,

- karts or rescue vehicles may be on the track,
- the circuit may be totally blocked because of an accident,
- the weather conditions may have made it impossible to drive on the circuit at racing speed.

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

Case A: less than 2 laps. No points will be awarded.

If the Race can be restarted, Article 4.2.22 Case A will apply.

Case B: more than 2 laps but less than 75% of the distance scheduled for the Race (rounded up to the nearest whole number of laps). If the Race can be restarted, Article 4.2.22 Case B will apply. Should this not be possible, half the points will be awarded.

Case C: 75% or more of the Race distance (rounded up to the nearest whole higher number of laps). The karts shall be sent directly to the Parc Fermé and the Race will be deemed to have finished when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped. Full points will be awarded.

4.2.22 Restarting a race (Qualifying Heat or Race of the final phase)

Working on karts will be allowed only in the Servicing Park ; the only persons allowed to intervene on a kart are the Driver himself and his appointed Mechanic, holder of the appropriate pass. If the regulations of the Event provide for this possibility, it will be allowed to introduce spare equipment (only the equipment identified in the case of chassis and/or engines) in the Servicing Park . Refueling will be allowed.

Case A: If less than 2 laps have been covered, a new start will be given within 60 minutes after presentation of the red flag (in the conditions provided for under Article 4.2.19 F). The length of the new race will be the full original race distance. The original start will be deemed null and void.

The starting grid will be the same as for the original race. Those Drivers having crossed the Finish Line at the end of the lap prior to that during which the race was stopped and those who were in the Repairs Area when the red flag was shown will be eligible to take the restart. Unoccupied places on the grid shall remain vacant.

Case B: If more than 2 laps have been covered, a new start will be given within 60 minutes after presentation of the red flag (in the conditions provided for under Article 4.2.19). The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered. The Drivers who have crossed the Finish Line at the end of the lap prior to that on which the race was stopped and those who were in the Repairs Area (except in a final phase Race) when the red flag was shown will be allowed to take the new start.

Grid positions will be determined by the finishing order at the end of the lap before the one on which the race was stopped.

The result of a race which has been stopped and restarted is the addition of the times of the stopped race and those of the race held after the restart.

4.2.23 Finish

- A. 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.
- B. Should, for any reason other than under Article 4.2.21 A, 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.
- C. 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).

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.

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

4.2.24 Incidents

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 the Race Director or noted by the Stewards and reported to the Clerk of the Course or the Race Director for investigation), who :

- provoked the stopping of a Race in application of Article 2.2 J;
- violated these Sporting Regulations or the Code;
- had jumped the 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;
- have illegally prevented a legitimate passing maneuver by a Driver;
- have illegally impeded another Driver during a passing maneuver.

- a) It will be the responsibility of the Stewards to decide, further to a report or a request from the Race Director or of the Clerk of the Course, if one or several Driver(s) is/are involved in an Incident; he/they must not leave the circuit without the Stewards' agreement.
- b) If a Driver is involved in a collision or 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.

The Stewards shall inflict a 10-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/she achieved in the session concerned. However, considering its serious nature, the Stewards may decide, instead of the 10-second time penalty, of a sanction among those provided for in the penalty scale of Article 4.24.

4.2.25 Classifications & Lap Record

- A. In his Supplementary Regulations, the Organizer may provide for subdivisions per groups of karts, subdivisions per cylinder cubic capacity classes or special classifications based on a performance rating.
- B. The official lap record shall be the fastest lap time recorded in Qualifying Practice, Qualifying Heats or the Races of the Final Phase by the Time Keeper using the approved timing equipment.

4.2.26 Protests and Appeals

The Supplementary Regulations shall include all the necessary information concerning the amount of the protest or appeal fees set by the ASN.

4.2.27 Application and interpretation of the General Prescriptions

In the case of a dispute concerning the interpretation of these Prescriptions, only the Organizer's ASN is qualified to take a decision, without prejudice of the right to appeal, in accordance with the FIA Code.

4.2.28 Fair and impartial media coverage of the Event

The Organizer of an Event shall ensure that the person entitled to exploit the broadcasting rights shall arrange for the Event to be covered in a fair and impartial manner and for the results of the Event not to be altered.

4.2.29 Weighing Procedure

- a) After Qualifying Practice, the Qualifying Heats and the races of the final phase, each kart crossing the Line will be weighed. If the kart is unable to reach the Weighing Area by its own means it will be placed under the exclusive control of Marshals, who will take it there or have it taken there, and the Driver shall report to the Weighing Area as soon as he returns to the pits so that his weight may be established.
- b) At the end of Qualifying Practice, the Driver and his kart will be weighed simultaneously then separately. Should for reasons of force majeure the Driver be unable to go to the scales at the end of a Qualifying Heat or of a race of the final phase, his kart would be weighed on its own and the Driver's weight registered after Qualifying Practice would be added to that of the kart.
- c) No solid, liquid or gaseous matter or substance of any nature whatsoever may be added to a kart, placed on it or removed from it before Weighing (except by a Scrutineer within the framework of his official duties).
- d) Only Scrutineers and Officials may penetrate in the Weighing Area. No intervention whatsoever is allowed in that Area unless it has been authorized by these Officials.
- e) A kart or a Driver is not allowed to leave the Weighing Area without the authorization of the JKA Technical Delegate (or Scrutineer).
- f) Any infringement to these provisions relating to the Weighing of karts may entail the exclusion of the Driver and kart concerned.
- g) The Organizer shall place the scales in the «Finish» Servicing Park and must provide for sufficient personnel to ensure the placing of the kart on the scales. Mechanics will be kept away from the karts until the Weighing Procedure of their karts is over.
- h) If the weight of a Driver and of his kart is under that specified in the Technical Regulations, the result will be communicated in writing to the Entrant, and the kart and its Driver will be excluded from Qualifying Practice, the Qualifying Heat or the race concerned.

4.3 Code of Conduct on Karting Circuits

4.3.1 - Observance of signals

The instructions detailed in JKA Article 4.2.15 are deemed to be part of this Code of Driving Conduct. All Drivers must be thoroughly acquainted with them.

4.3.2 Overtaking

- a) During a race, a kart alone on the track may use the full width of the said track. However, as soon as it is caught up by a kart which is either temporarily or constantly faster, the Driver is not

allowed to swing from one side to the other or make a move sideways in order to prevent a legal overtaking maneuver when the other Competitor is already by his side. He shall give the other kart the right of way in order to allow for passing.

- b) If the Driver who has been caught does not seem to notice that another Driver wants to overtake him, the flag Marshal(s) will give a warning by waving the blue flag to indicate that another Competitor wants to overtake.

Any Driver who does not take notice of the blue flag may be penalized by the Stewards. Systematic or repeated offences may result in the exclusion of the offender from the race.

- c) Curves, as well as the approach and exit zones thereof, may be negotiated by the Drivers in any way they wish, within the limits of the track. Overtaking, according to the circumstances, may be done either on the right or on the left.

However, maneuvers liable to hinder other Drivers such as premature or dangerous changes of direction, more than one change of direction, deliberate crowding of karts towards the inside or the outside of the curve or any other dangerous change of direction, are strictly prohibited and shall be penalized, according to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.

- d) Any obstructive maneuver carried out by one or several Drivers, either having common interests or not, is prohibited. The persistent driving abreast of several karts, as well as fan-shaped arrangement, is authorized only if there is not another kart trying to overtake. Otherwise the blue flag will be waved.
- e) The penalty inflicted for ignoring the blue flag will also be applied to the Drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, thus ranging from a fine to the exclusion from the race. The same penalty shall be applied to Drivers who swing from one side of the track to the other in order to prevent other Competitors from overtaking.
- f) The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the exclusion of the Drivers concerned.
- g) The race track alone shall be used by the Drivers during the race.
- h) Contacts / collisions (during the race, deceleration lap included): sanctions may be imposed on a Driver who pushes another Driver.

4.3.3 Stopping of a kart during the race

- a) The Driver of any kart leaving the race shall signal this intention in good time and is responsible for ensuring that the maneuver is carried out safely and as near as possible to the point of exit.

- b) Should a Driver be compelled to stop his/her kart, either involuntarily or for any other reason, the kart shall be moved off the track as soon as possible so that its presence does not constitute a danger or prevent the normal running of the race.

If the Driver is not able to move the kart out of the potentially dangerous position, it is the duty of the Marshals or other officials to help.

- c) Any replenishment carried out on the track itself is prohibited, and will entail immediate exclusion.
- d) Apart from the Driver - and, in exceptional cases, the competent officials - nobody is allowed to touch a stopped kart under penalty of its exclusion from the race.
- e) Pushing a kart along the track or pushing it across the finishing line is not allowed, and will entail immediate exclusion.
- f) Any kart abandoned on the circuit by its Driver, even temporarily, shall be considered as withdrawn from the race. A kart left temporarily by its Driver whilst a race is suspended will not be considered abandoned.

4.3.4 Entrance to the pits (or Repairs Area or Servicing Parks)

- a) The so-called «deceleration zone» is a part of the pits area.
- b) During the practice sessions and the race, access to the pits or to the Repairs Area is allowed only through the deceleration zone. The penalty for a breach of this rule shall be exclusion from the race.
- c) Any Driver intending to leave the track or to enter the pits or the Servicing Park or the Repairs Area shall signal his intention in good time and make sure that it is safe to do so.
- d) Except in cases of force majeure (accepted as such by the Stewards of the meeting), the crossing, in any direction, of the line separating the deceleration zone and the track is prohibited.
- e) Except in cases of force majeure (accepted as such by the Stewards of the meeting), any line painted on the track at the pit exit or the Repairs Area for the purpose of separating karts leaving the pits or the Repairs Area from those on the track must not be crossed by any part of a kart leaving the pits.

4.4) Protests

4.4.1 Right to protest

The right to protest lies only with a competitor; nevertheless, an official acting in his official capacity may even in the absence of a protest take such official action as the case warrants.

A competitor wishing to protest against more than one fellow competitor must lodge as many protests as there are competitors involved in the action concerned.

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 (including the Second Chance Heat), and within 30 minutes after the posting of the classification of the races of the final phase.

They shall be accompanied by the fee provided for by the JKA as indicated in the Supplementary Regulations.

In the absence of the Clerk of the Course or of his deputy, they shall be addressed to the Stewards of the Event or to one of them.

The deposit will be refunded if the protest is judged founded. It will be possible to appeal against the Stewards' judgment, pursuant to Articles 171 to 179 of the Code, in accordance with the provisions laid down in the Code (Chapter XIII).

4.4.2 Lodging of protest

Every protest shall be in writing and accompanied by a fee, the amount of which shall be set by the JKA. This fee may only be returned if the protest is upheld.

4.4.3 To whom addressed

Protests arising out of a competition shall be addressed to the Clerk of the Course or their assistant if such exists.

In the absence of the Clerk of the Course or of their assistant such protests should be addressed to any of the Stewards of the meeting.

4.4.4 Protest time limit

- a) A protest against the entry of a competitor or driver, or against the length of the course must be lodged, at the latest, two hours after the closing time for the official scrutineering of the vehicles.
- b) Protests against a handicap or make up of a heat must be lodged at the latest one hour before the start of the competition.
- c) A protest against a decision of a Scrutineer or weighing official shall be lodged by the competitor in question immediately after such decision has been made.

- d) Protests against any error or irregularity occurring during a competition, referring to the non-compliance of vehicles with the regulations and concerning the classification established at the end of the event shall, except in circumstances which the Stewards of the meeting consider as physically impossible, be made within thirty minutes of the official publication of the results.

Competitors shall be advised in advance of the place and time of such a publication either by the Supplementary Regulations or one of their appendices or by the programme. Should it be impossible for the organizers to publish the official results as stated, they shall issue, at the time and place fixed, accurate details concerning the measures they intend to take regarding the classification.

- e) The Stewards of the meeting shall treat all protests referred to above as urgent and the Race Director shall be heard.

In the case of a split vote amongst the Stewards of the meeting, the chairman of the Stewards shall have the casting vote.

4.4.5 Hearing

The hearing of the protester and of all parties concerned by the protest shall take place as soon as possible after the protest has been lodged. The concerned parties shall be summoned to appear at the hearing, and may be accompanied by witnesses. The Stewards of the meeting must ensure that the summons has been personally received by all persons concerned.

In the absence of any concerned party or of their witnesses, judgment may be made by default.

If judgment cannot be given immediately after the hearing of the parties concerned, they must be advised of the place and time at which the decision will be given.

4.4.6 Inadmissible protest

Protests against decisions made by the finish line Judges and Judges of Fact in the exercise of their duties, as laid down in Article 2.2 Q, will not be admitted.

A single protest against more than one competitor will not be accepted.

4.4.7 Publication of the awards and prize-giving

The prize-giving shall not begin until at least half an hour has elapsed after the official publication of the results.

A prize won by a competitor against whom a protest has been lodged must be withheld until a decision has been reached on the subject of the protest.

Moreover in the event of any protest being lodged whose outcome might modify the classification of the competition; the organizers shall only publish a provisional classification and

shall withhold all prizes until final decision concerning the protest (including appeals as laid down in Chapter XIII of the Code) has been reached.

However when a protest may affect only part of the classification, such part as is not affected by the protest may be published definitively, and the corresponding prizes distributed.

4.4.8 Judgment

All parties concerned shall be bound by the decision reached, subject to the conditions of appeal laid down in this Code but neither the Stewards of the meeting nor the Association (JKA) or ASN (JMMC) shall have the right to order that a competition be re-run (In the case of a dead heat the competitors shall either share the prize allotted to their place in the classification, and the following available prize or prizes, or, if all the competitors agree, the Stewards may authorize a further competition restricted to the competitors concerned, and impose conditions therefor, but in no case whatsoever shall the first competition be re-run).

4.4.9 Protest without foundation

If the protest is rejected or if it is withdrawn after being brought, no part of the protest fee shall be returned.

If judged partially founded, the fee may be returned in part, and in its entirety if the protest is upheld.

Moreover, if it is proved that the author of the protest has acted in bad faith, the Association (JKA) or ASN (JMMC) may inflict upon them one of the penalties laid down in these Regulations.

4.4.10 Right of review

If, in events forming part of a JKA Championship, a new element is discovered, whether or not the Stewards of the meeting have already given a ruling, these Stewards of the meeting or, failing this, those designated by the Association (JKA) or ASN (JMMC), must meet on a date agreed amongst themselves, summoning the party or parties concerned to hear any relevant explanations and to judge in the light of the facts and elements brought before them.

The right of appeal against this new decision is confined to the party or parties concerned in accordance with the following Articles of these Regulations. Appeals may also be submitted to the International Court of Appeal in accordance with the rules on competence and procedure set out in the Rules of the ICA, appended to the present Code.

Should the first decision already have been the subject of an appeal before the National Court of Appeal or before the International Court of Appeal, or successively before both of these courts, the case shall be lawfully submitted to them for the possible revision of their previous decision.

The period during which an appeal in review may be brought expires on 30 November of the current year.

4.5) Appeals

4.5.1 Jurisdiction

The ASN (JMMC) through its national court of appeal, as defined in Article 181 of the Code, constitutes for its own license-holders the final court of judgment empowered to settle any dispute which may have arisen between its own license-holders on its own territory in connection with national motor sport.

For any dispute involving either a foreign license-holder or any organizer, official, competitor, driver, or other person or organization, of foreign nationality, the National Court of Appeal constitutes a court whose decisions may be appealed against before the International Court of Appeal.

The competent sporting tribunal for an appeal formulated within the framework of an event that is run over the territory of several countries shall be that of the ASN that requested the registration of the event on the international calendar.

Appeals may be submitted to the International Court of Appeal in accordance with the rules on competence and procedure set out in the Rules of the ICA, appended to the present FIA Code.

4.5.2 National Court of Appeal

The ASN (JMMC) should nominate, or have nominated by its competitions committee, a certain number of persons who may or may not be members of the ASN concerned, who will constitute the national court of appeal.

As a general rule, no members of this court of appeal should sit on a case if they have been involved in any way as competitors, drivers or officials in the competition under consideration, or if they have participated in any earlier decision concerning or have been involved, directly or indirectly, in the matter under consideration.

4.5.3 National Appeal procedure

Competitors whatever their nationality shall have the right to appeal against a sentence or other decision pronounced on them by the Stewards of the meeting before the ASN (JMMC). They must however, under pain of forfeiture of their right to appeal, notify the Stewards of the meeting in writing within one hour of the publication of the decision of their intention to appeal.

The right to bring an appeal to an ASN expires two days after the date of the notification of the decision of the Stewards of the event on condition that the intention of appealing has been notified in writing to the Stewards of the event within one hour of the decision (see previous paragraph). This appeal may be brought by fax or by any other electronic means of communication with confirmation of receipt. Confirmation by a letter of the same date is required. The ASN (JMMC) should give its decision within a maximum of 30 days.

All parties concerned shall be given adequate notice of the hearing of any appeal. They shall be entitled to call witnesses, but their failure to attend the hearing shall not interrupt the course of the proceedings.

4.5.4 Form of national appeal

Every notice of appeal shall be in writing and signed by the appellant or by their authorized agent.

An appeal fee, the amount of which is specified annually by the ASN (JMMC), becomes due from the moment the appellant notifies the Stewards of the intention of appealing, as specified in Article 182 of the FIA Code, and remains payable even if the appellant does not follow up the declared intention to appeal.

This fee must be paid within two days counting from the moment the Stewards are notified of the intention to appeal. If not, the appellant's license will automatically be suspended until payment has been made.

If the appeal is rejected or if it is withdrawn after being brought, no part of the protest fee shall be returned.

If judged partially founded, the fee may be returned in part, and in its entirety if the protest is upheld.

Moreover, if it is proved that the author of the appeal has acted in bad faith, the ASN (JMMC) may inflict upon them one of the penalties laid down in the FIA Code.

4.5.5 Judgment

The national court of appeal may decide that the penalty or other decision appealed against should be waived, and, if necessary the penalty mitigated or increased, but it shall not be empowered to order any competition to be re-run. Judgments of the Court of Appeal should be reasoned.

4.5.6 Return of appeals fees. Costs

In giving a decision on the appeals brought before them, the National Courts of Appeal can decide, according to the decision, to award the costs which shall be calculated by the secretariats to the level of the expenses occasioned by the preparation of the case and the meeting of the courts. The costs shall be constituted by these expenses alone, to the exclusion of the expenses or defense fees incurred by the parties.

4.5.7 Publication of judgment

The FIA, or the ASN (JMMC), shall have the right to publish or have published the outcome of an appeal and to state the names of all the parties involved.

Without prejudice to any right of appeal the persons referred to in such notices shall have no right of action against the FIA or the ASN (JMMC) or against any person publishing the said notice.

4.5.8 Further action

For the avoidance of doubt, nothing in the FIA Code shall prevent any party from pursuing any right of action which it may have before any Court or Tribunal, subject always to any obligations it may have accepted elsewhere first to pursue other remedies or alternative dispute resolution mechanisms.

4.6 Fines

A fine may be inflicted on any Entrant, Driver, assistant or Organizer who does not respect the prescriptions of the officials of the Event. A fine may be inflicted by the JKA, on decision of the Panel of Stewards of the Event. However when these fines are inflicted by the Stewards they may not exceed a certain sum which will be set each year by the FIA. Furthermore they will have to be inflicted in accordance with a collective decision of all the Stewards and not by only one of them.

4.7. Liability to pay fines

An entrant shall be responsible for the payment of any fine inflicted on their drivers, assistants, etc.

4.8. Time limit for payment of fines

Fines shall be paid within 48 hours of their notification.

Any delay in making payment may entail suspension during the period a fine remains unpaid.

The proceeds from fines will be used for the promotion and the organization of Championship events. This same text will be applied for national fines.

Fines inflicted during an FIA Championship event must be paid to the FIA.

4.9. Exclusion

A sentence of exclusion may be pronounced by the Stewards of the meeting under the conditions provided for in Article 2.2 I. The person so sentenced shall thereby be excluded from taking part in one or more competitions at a meeting. In all cases, exclusion shall entail the loss of the entry fee which shall accrue to the organizers.

4.10. Suspension

Save as provided in Article 4.23 and in the Rules of the International Court of Appeal, a sentence of suspension may be pronounced only by an ASN, and shall be reserved for grave offences.

A sentence of suspension, for as long as it remains in force, shall entail the loss of any right to take part in any capacity whatsoever in any competition held within the territory of the ASN which has pronounced such sentence or within the territories of any country in which the authority of the FIA is recognized, according to whether such suspension is national or international (see Article 4.12) (except cases provided for in Articles 4.20.1 and 4.5.4).

Suspension shall also render null and void any previous entry made for any competition which may take place during the term of such suspension and shall also entail the forfeiture of the fee payable for any such entry.

4.11. Withdrawal of license:

a) National suspension

Any entrant or driver who is suspended nationally shall hand back their license to their ASN which will clearly mark thereon by means of a heavy stamp the words "Not valid for... (name of country)".

At the expiry of the period of national suspension, the marked license will be exchanged for a clean license.

b) International suspension

Any entrant or driver who is suspended internationally shall hand back their license to their ASN which shall not return it to them until the period of international suspension has expired.

In both the above cases, any delay in handing back the license shall be added to the term of suspension.

4.12. Effects of suspension

A sentence of suspension pronounced by an ASN shall apply only within the territory of that ASN.

If, however, the ASN wishes the sentence of suspension to be recognized internationally, it shall notify its wish without delay to the Secretariat of the FIA and the latter will inform all other ASNs. The sentence of suspension shall be noted by each ASN immediately, and the consequent restriction will thereby come into force.

4.13. Disqualification

A sentence of disqualification shall entail the permanent loss for the person disqualified of any right to take part in any capacity whatsoever in any competition, except in cases provided for under Articles 4.20.1 and 4.5.4.

A sentence of disqualification can be pronounced only by an ASN, and will be reserved for offences of exceptional gravity. It shall render null and void any previous entry made by the person disqualified and shall entail the forfeiture of entry fees.

4.14 Effects of disqualification

A sentence of disqualification shall always be international in nature.

It shall be notified to all the ASNs, and be registered by them according to the conditions of international suspension laid down in Article 4.12.

4.15 Notifications of penalties to International Sporting Federations

A suspension, when applicable internationally, and a disqualification will be communicated to those International Federations designated by the FIA which have agreed to apply, on a reciprocal basis, the penalties inflicted by the FIA.

Any suspension or disqualification made known to the FIA by these Federations will be enforced to the same extent by the FIA.

4.16 Statement of reasons for suspension or disqualification

In notifying sentences of suspension or disqualification to the person upon whom sentence is passed and to the Secretariat of the FIA, it shall be necessary for an ASN to give its reasons for inflicting such penalty.

4.17 Loss of awards

Any competitor excluded, suspended or disqualified during a competition will lose the right to obtain any of the awards assigned to the said competition.

4.18 Amendment to the classification and awards

In such cases as are provided for in Article 4.18, the Stewards of the meeting shall declare the resulting amendment in the placings and awards, and they shall decide whether the next competitor should be moved up in the classification.

4.19 Publication of penalties

The FIA, or any ASN concerned shall have the right to publish or to have published a declaration stating that it has penalized any person, automobile, or make of automobile.

Without prejudice to any right to appeal any decision persons referred to in such declaration shall have no right of legal action against the FIA, or the ASN, or against any person publishing the said declaration.

4.20 Remission of sentence

An ASN shall have the right to remit the unexpired period of a sentence of suspension or to lift a disqualification under the conditions which it may determine.

4.21 Penalties - General

In the JKA Championships held over several events or consisting in one event preceded by selections, the Stewards of an event will have the possibility of taking into account any penalties inflicted on Drivers during previous events of the same Championship.

On the day after the event, the Chairman of the Panel of Stewards of each event will forward to the Secretariat of the JKA the list of penalties inflicted by the Panel.

The Secretariat of the JKA will bring this list to the attention of the Chairman of the Panel of the following event.

4.22 Breach of rules

Any of the following offences in addition to any offences specifically referred to previously, shall be deemed to be a breach of these rules:

- a) All bribery or attempt, directly or indirectly, to bribe any person having official duties in relation to a competition or being employed in any manner in connection with a competition and the acceptance of, or offer to accept, any bribe by such an official or employee.
- b) Any action having as its object the entry or participation in a competition of an automobile known to be ineligible therefor.
- c) Any fraudulent conduct or any act prejudicial to the interests of any competition or to the interests of motor sport generally.

4.23 Penalties - Specific

Any breach of the Code or the Appendices thereto, of the national rules or their appendices, or of any Supplementary Regulations committed by any organizer, official, competitor, driver, or other person or organization may be penalized or fined.

Penalties or fines may be inflicted by the Stewards of the meeting and ASNs as indicated in the following articles.

The decision of the Stewards becomes immediately binding notwithstanding an appeal if it concerns questions of safety or of irregularity of entry by a competitor entering an event or

when, in the course of the same event, a further breach is committed justifying the exclusion of the same competitor.

Nevertheless, as a safeguard, if a competitor appeals, excluding the cases cited above, the penalty will be suspended, in particular to determine the application of any handicap rule having an influence on participation in a later event, without however the competitor and the driver being able to take part in the prize-giving or the podium ceremony, nor can they appear in the official classification of the event, in any place other than that resulting from the application of the penalty, unless they have won their appeal before the appeal courts and their rights have then been re-established.

Penalties of driving through or stopping in pit lanes (together with certain penalties specified in FIA Championship regulations where this is expressly stated), are not susceptible to appeal.

In matters relating to the fight against doping, the sanctions mentioned in the anti-doping regulations set out in Appendix A to the FIA Code shall be applied.

As well as this and independently of the prescriptions of the following Articles, the JKA may, upon the proposal and report of the JKA observer or the joint report of the two Stewards of the meeting designated by the JKA, directly inflict a penalty which will take the place of any penalty which the Stewards of the meeting may have pronounced on any one of the above-mentioned parties. In this case, the ASN concerned cannot refuse to appeal to the International Court of Appeal on behalf of the party concerned.

Also, the Stewards in the JKA Championships may decide the following penalties applicable to the competitors or to the drivers: suspension for one or more events, fine, withdrawal of Championship points. Points should not be deducted separately from drivers and competitors, save in exceptional circumstances. These penalties may, where applicable, be cumulated or applied with suspension of sentence.

4.24 Scale of penalties

Penalties may be inflicted as follows in order of increasing severity:

- reprimand (blame);
- loss of practice or practice time;
- fines;
- time penalty;
- dock one to three positions;

- move to rear of field;
- lap penalty;
- exclusion;
- suspension; (only by an ASN)
- disqualification. (only by ASN)

Time penalty means a penalty expressed in minutes and/or seconds.

Any one of the above penalties can only be inflicted after an enquiry has been held and, in case of one of the last three, the concerned party must be summoned to give them the opportunity of presenting their defense.

4.25 Penalty Catalogue

Section 8 Appendix I 2026 Rotax Sporting Regulations – Penalty Catalogue

4.26 Emergency Services

It is normally the duty of the marshals to make the first intervention in the Event of an accident in order to clear the track. However, someone who may have been injured may be handled only in the presence of members of the medical team under the responsibility of the doctor(s).

If a kart stops on the track or leaves it the first duty of the marshals in that sector is to take it to a place of safety. No Driver has the right to refuse to allow his kart to be taken off the track, he must do everything he can to help and obey the marshals' instructions. It is the Driver's duty to stay close to his kart until the end of the race.

4.27 JKA Code of Conduct

In the interest of providing and organizing events with the highest level of professionalism and maintaining a desirable atmosphere, JKA expects all those in attendance to conduct themselves in a controlled and professional manner consistent with the following code of conduct, throughout the duration of an event.

By taking part in any JKA activity you are automatically agreeing to adhere to the JKA code of conduct. For purposes of this Code of Conduct, a driver in any JKA sponsored event is defined to include the driver and any relative, guest, tuner, or mechanic (hereinafter referred to as

“associates”) of the driver. Drivers are therefore responsible and accountable for the conduct of their associates, as well as their own conduct.

Participation in a JKA event is a choice, not a right. All JKA drivers must agree to conduct themselves in accordance with the spirit and dictates of this Code of Conduct when participating in any JKA activity. All drivers must agree to conduct themselves in a sportsmanlike manner, and are responsible for their actions, as well as the actions of their associates, at all times including while in attendance or participation in any type of JKA activity.

Sportsmanlike conduct is defined as, but not limited to: respect for JKA competition officials, staff and employees, and the kart racing public, respect for facilities, privileges and operation procedures, the use of courtesy and good manners, acting responsibly and maturely, and refraining from the use of profane and abusive language.

4.27.1 - Specifics

1. JKA drivers shall conduct themselves at all times and in all places as befits worthy representatives of the JKA and in accordance with the best traditions of competition.
2. JKA drivers are responsible for knowledge and adherence to JKA regulations, rules and procedures.
3. JKA drivers shall maintain high standards of moral and ethical conduct, which includes self-control and responsible behavior, consideration for the physical and emotional well-being of others, and courtesy and good manners.
4. JKA drivers shall abide by JKA regulations, rules and procedures, including its Code of Conduct while participating in official JKA activities.
5. JKA drivers shall abstain from illegal and/or immoderate consumption of drugs and or alcohol.
6. No JKA member shall engage in any conduct that could be perceived as harassment based upon gender, age, race, religion or disability.
7. JKA drivers will avoid profane or abusive language and disruptive behavior.
8. JKA drivers shall respect and obey the directives of the JKA race officials including its officers, directors, employees and agents and shall refrain from any threats of retaliation and lawsuits.
9. JKA drivers shall respect the rights and dignity of fellow drivers, race officials, and the public at all times during race events.

Failure to comply with any of the above provisions may lead to disciplinary action against an offending driver or associate including, but not limited to one or all of the following:

- Exclusion from competition
- Removal from the race premises for the duration of an event
- Payment of a monetary fine
- Public apology
- Performance of determined service at event
- Permanent ban from JKA activities
- Or any other restriction appropriate under the circumstances as determined by the JKA executive body in agreement with the race officials and after discussion with the offending parties.

Section 5

Technical Regulations

5.1) General

- 5.1.1** The kart and any modification must conform to the specific regulations of the Group and/or the Category in which the kart is entered.
- 5.1.2** Application of the General Prescriptions: These General Prescriptions apply to all Groups and Categories in the event that they are not subject to specific regulations.
- 5.1.3** It is the duty of every Entrant to prove to the Scrutineers and to the Stewards that his kart integrally complies with the Regulations throughout the event.
- 5.1.4** Modifications: Any modification is forbidden if it is not explicitly authorized by an article of these Regulations or for safety reasons decided by the JKA. By “modification” is meant any operations likely to change the initial aspect, the dimensions, the drawings or the photographs of an original homologated part.
- 5.1.5** Adjunction of material or parts: Any adjunction or fixation of material or of parts is forbidden if it is not expressly authorized by an article of these Regulations or for safety reasons decided by the JKA. Removed material may not be used again. Rebuilding the frame geometry, following an accident, is authorized by adjunction of the materials necessary for the repairs (additional metal for welding, etc.); other parts which may be worn out or damaged may not be repaired by addition or fixation of material, unless an article of these Regulations authorizes it exceptionally.

5.2 Racing Numbers

The numbers shall be black on a yellow back-ground, and they shall be at least 15 cm high and have a 2 cm thick stroke and represented with an Arial type or similar font. The competition number shall be bordered by a yellow background of 1 cm minimum. They must be fitted before Scrutineering, on both front and rear and on both sides towards the rear of the bodywork.

5.3 Electronic timing and lap scoring

- A** The electronic timing system is compulsory for all the JKA Championships, Trophies and Cups and should be of the AMB type or similar. A manual system or a second electronic timing system must be maintained.
- B** A charged AMB TranX260 transponder must be mounted on each kart. Only one driver can be registered for each transponder. It is the competitor's responsibility to notify Timing & Scoring of their transponder number by writing it on the Transponder section of the entry form or by reporting to T&S in person. It is also the competitor's responsibility that their transponder is charged sufficiently to be read by the AMB system.
- C** Scoring transponder location is on seat back per CIK directive, the mandatory position will be at the back of the seat at a height of 25 cm +/- 5cm." The entire body of the transponder must be located within a zone no closer than 20cm or further than 30cm from ground level." The transponder may not be mounted forward of the tangent point defined by the radius transitioning to the side of the seat and the seat back.

5.4 Kart and Equipment Safety

5.4.1 Kart Safety

Karts are only allowed to race if they are in a condition which meets the safety standards and if they comply with the Regulations. They must be designed and maintained in such a way as to allow the respect of the Regulations and as not to represent a danger for the Driver and other participants.

5.4.2 Equipment Safety

The Driver must wear:

* A helmet with an efficient and unbreakable protection for the eyes. For all classes, helmets must comply with the following prescriptions (Article 11):

- Snell Foundation K98, SA2000, K2005 and SA2005 (USA),
- British Standards Institution A-type and A/FR-type BS6658-85, including any amendments (Great Britain),
- SFI Foundation Inc., Spec. SFI 31.1A and 31.2A (USA).

Any modification to the above list will be published in the CIK Bulletin.

- Snell-FIA CMH, for Drivers under 15 years old (mandatory in 2009).

The weight of helmets may be checked at any time during an event and must not be more than 1,800 g or 1,550 g for Juniors.

It must be noted that certain types of helmets must not be painted or carry adhesive material. In accordance with Appendix L to the International Sporting Code (Chapter III, Article 1.2), any addition of devices, whether aerodynamic or other, to helmets is forbidden if they have not been homologated with the helmet concerned.

* A pair of gloves covering the hands completely.

* Jacket and Pants, or fabric overalls which must have a « Level 2 » homologation granted by the CIK-FIA bearing in a visible way the CIK-FIA homologation number. They must cover the whole body, legs and arms included.

Overalls remain valid 5 years after their date of manufacturing and the homologation (i.e. the period during which they can be produced) is valid for 5 years.

* Leather overalls complying with the standards defined by the FIM are authorized.

* Boots must cover and protect the ankles.

5.4.3 Safety Equipment

- All competitors in the Comer 50cc, Micromax, Minimax and Junior classes are required to wear a neck brace
- All competitors in the Comer 50cc, Micromax and Minimax classes are required to wear a chest protector
- For Rotax Senior & above, neck brace is optional
- If a competitor loses any part of their safety equipment (eg. neck brace, chest protector, helmet) during a race, the competitor will be black flagged and removed from the race
- If any part of the safety equipment falls off a kart during a race (eg. rear bumper, front or side pods), the competitor will be black flagged and removed from the race
- The competitor will be deemed to have finished the race at the point of losing the safety equipment and will be awarded any points attributed to the position finished

5.3.4 Recognised Standards for Helmets in Karting

Snell K2010



Snell K2015



Snell CMR2007



Snell CMS2007



Snell Memorial Foundation

3628 Madison Avenue, Suite 11

North Highlands, CA 95660, USA.

Tel. +1 (916) 331-5073 Fax +1 (916) 331-0359

Web site: www.smf.org

SFI 24.1A



SFI Foundation Inc

15708 Pomerado Road, Suite N208

Poway, CA 92064, USA

Tel. +1 858-451-8868 Fax +1 858-451-9268

Web site: www.sfifoundation.com

Section 6

Comer Class Technical Regulations

Comer 50cc Rules

50cc Note: The intent of this class is to allow beginning drivers ages five (5) through eight (8) (and their parents) the opportunity to learn driving skills and mechanical techniques.

50cc Comer karts will not compete in wet races.

6.0) WKA Rules Apply

Categories: as per Section 13, Appendix 1, Group 1, Comer

6.1) Safety: Karts must pass pre-race technical inspection before being allowed on track.

6.1.1 Chest Protectors: Chest protectors meeting SFI Specification 20.1 are mandatory for all Comer Class drivers.

6.1.2 Drivers' Meeting: Comer Class driver / parent meeting will be held before event.

6.2) 50cc Specifications

6.2.1 Chain Guard: Chain guard is to completely cover chain when viewed from above.

6.2.2 Chain & Gearing: #219 chain, 10 tooth driver, 86 tooth rear sprocket.

6.2.3 Chassis Design: No offset karts. Seat must not be offset beyond outside edge of left frame rail. CIK Homologation not required.

6.2.4 Wheelbase: Minimum 29 ", maximum 31".

6.2.5 Width: Front, maximum 40 ", as measured to outside of rim / tyre (no min.) Rear minimum 39", maximum 42" as measured to outside of rim / tyre.

6.2.6 Rear Bumper: continuous loop shaped with vertical or angled bracing connecting upper and lower loop rails. Bumper must protect rear tyres. CIK Homologation not required.

6.2.7 Steering Height: Maximum 20 ". Seat height minimum 12 ".

6.2.8 Bodywork: Side pods or double nerf bars and nose cones are mandatory. CIK Homologation not required.

6.2.9 Tyres: Dry: Maxxis 4.5x10-5 Front and Rear, Wet: 50cc will not compete in wet race; maximum rear tyre circumference, 33.75".

6.2.10 Weight: minimum 150lbs

- 6.3)** Engine Specifications: Comer C-52. All engines are to remain stock, as supplied by the manufacturer. No grinding or aftermarket accessories (including fasteners) except as specifically noted. The only changes permitted are those that will promote equality among competitors rather than increasing performance.

Drivers will be required to use engines and fuel provided by the JKA. Engines will be issued to drivers by random draw. The JKA will appoint a team to install and or supervise the installation of all engines.

- 6.3.1** Carburetor: Model SHA 14-12L Dell'Orto.

All parts must be "as cast." 0.475" No-go venturi. Jet size: #54-#58. No repairs to broken carb bodies.

Stripped bolt holes may be repaired with thread inserts or next size larger bolt may be installed.

Restrictor plate issued by WKA. Additional return spring on carburetor or on foot pedal required for safety.

- 6.3.2** Air Filter: Series filter and flange inside diameter are to be determined by the Competition Committee for each year of competition. This information must be included in the Supplementary Regulations for each event.

Filter base diameter 89mm. Filter top diameter 51mm. Filter length 102mm. Flange length 16mm.

Flange style centered. Filter must remain unmodified.

- 6.3.3** Combustion chamber: OEM shape. CC: 7.3 minimum using WKA Cylinder Head Volume Check TM 49, Section 504. The cc measuring plug shall not be used. Combustion chamber to remain as manufactured. All threads are to be intact. If a thread insert is used, it must be full length. Any attempt to bypass the intent of this rule is illegal.

- 6.3.4** Cylinder: Liner and aluminum cylinder "as cast". No grinding allowed at any time.

- 6.3.5** Port Height Check: Install dial indicator onto cylinder and zero. Insert 3mm rod, no longer than 3.00" (76.3mm), approximately 0.25" (6mm) into appropriate port. Rotate piston until gentle contact is made. Release 3mm rod, it is to remain unsupported. Read dial indicator. Exhaust: 1.200" minimum. Intake: 0.370" maximum

- 6.3.6** Base Gasket: Must be in place, no maximum thickness.

- 6.3.7** Piston: Must be OEM and stock appearing. Both skirts must be same length +/-0.015" both sides. Minimum piston length from bottom of ring land to bottom of piston is 1.210".

- 6.3.8** Rings: Must be OEM rings, max. Gap 0.040". Rings cannot fall through cylinder.

6.3.9 Crank Pin and Wrist Pin: OEM

6.3.10 Main Bearings: Brand is non-tech, but must be of same size and type as OEM. Exception: Dual row bearings are permitted. Ceramic ball bearings or any type of exotic design bearings are not permitted.

6.3.11 Seals: Must be installed as OEM. Seal brand is non-tech, but no attempt to reduce sealing or drag is allowed. Evidence of a leaking seal is grounds for exclusion.

6.3.12 Ignition: Timing shall be checked with a dial indicator as per published procedure. Flywheel key must be in place and unaltered.

6.3.12.1 Ignition Quick Check: Remove flywheel nut and visually check to ensure that key is in place.

6.3.12.2 Complete Ignition Timing Check Procedure:

Remove spark plug.

Remove starter cover.

Install dial indicator in spark plug hole.

Set dial indicator to 0.0 at top dead center.

Rotate flywheel in anti clockwise rotation until the first magnet is exposed to the left of the coil. Observe mounting lug of coil. Note the bottom of the lug is machined to match the curve of the flywheel. The left hand edge of the lug (nearest to engine center) is the edge which be used to determine ignition timing. Rotate the flywheel clockwise to align the right hand edge of the magnet with the left hand of the mounting lug and read dial indicator. Leading edge (RH) should be between 0.050" and 0.060" Any dial indicator reading outside these dimensions is illegal.

6.3.13 Plug Boot: Non-tech.

6.3.14 Plug Wire: OEM

6.3.15 Spark Plug: Plug brand is non-tech. Plug reach to be OEM.

6.3.15 Muffler: OEM C52 only. Holes as per illustration in WKA Tech Manual TM 89. One OEM exhaust gasket. Bolts must be tight. If safety wired, tech inspector must remove bolts. It is recommended that a "sniffer" be used to determine exhaust integrity. Among acceptable "sniffers" are Robinair Model 14970 (low range), TIF Model 5500 and Snap-On Tools Model ACT5600.

6.3.16 Clutch: Clutch must be run as manufactured. Shoes must have "Comer" name cast into them. Shoes must be stock appearing; no polishing or removal of material. Minimum allowed width of shoes and assembly 0.065". Shoe length minimum is 2.500" chord measurement. Spring maximum diameter 0.430 and 9 coils. Wire diameter 0.075" to 0.080".

6.3.17 Shroud: No taping of shroud allowed. Replacement fasteners allowed.

6.4 Class Intent: Class intent is very clear. Anyone found not in compliance with above rules, (parents / guardians / pit crew) is subject to disciplinary action.

6.5.1 Fuel: 90 Octane supplied by the club

6.5.2 Race Day Procedures

Karts will be delivered to Scrutineering area without engines.

Engines will be chosen at random from the JKA engine pool and installed by JKA technicians.

One (1) engine per race day. No engine changes unless chosen engine is found to be defective.

Karts will remain in the scrutineering area. Team mechanics will install the engines and be allowed to work on their karts with the supervision of the JKA technicians.

No liquids or aerosol cans will be allowed in the scrutineering or pre-grid areas.

Competitors will get 5 laps for practice before qualifying.

The excessive revving of the 50cc engines on pre-grid is prohibited.

Section 7

ROTAX Class Technical Regulations

7.1) Rotax MAX Challenge Technical Regulation 2026

Section 8 Appendix II

7.2) The following exceptions for Jamaica Karting Association:

Unless otherwise specified in the supplementary regulations:

- 1) All Rotax Classes must run Maxxis Dry and Wet tyres
- 2) Battery – Any 12v-7amp digital battery may be used
- 3) Mandated fuel: Straight 90 octane fuel to be supplied by the club on race day
- 4) Mandated oil: Motul Synthetic oil
- 5) Squish gap for Micro/Minimax minimum= 1,20mm
- 6) ECU for Micro/Minimax “666814” or “666815”

Section 8
Appendices

Appendix I 2026 Rotax Sporting Regulations – Penalty Catalogue

Appendix II 2026 Rotax MAX Challenge Technical Regulation