



FIA MOTORSPORT GAMES 2024 KARTING ENDURANCE SPORTING REGULATIONS

FEDERATION INTERNATIONALE DE L'AUTOMOBILE | Geneva, Switzerland





Table of Contents

1.	Introduction	1
2.	Regulations.....	1
3.	General Undertakings	1
4.	Principle and Running	1
5.	Classification	1
6.	Competitors' Applications.....	2
7.	Entry Fee	2
8.	Eligible Drivers.....	2
9.	Eligible Karts and Equipment	3
10.	Drivers Equipment	4
11.	Fuel.....	4
12.	General Safety.....	4
13.	Running of the Endurance	5
13.1.	Starting Procedure art	6
13.6.	Registration of the Crews	7
13.7.	Scrutineering	7
13.8.	Adjudication of the Ballast Quantity.....	8
13.9.	Access to the pits.....	9
13.10.	Speed in the pit lane	9
13.11.	Free practice	9
13.12.	Interruption of Free practice	9
13.13.	Exceptional circumstances during the Qualifying Practice.....	9
13.14.	Stop of the kart on the track during the race.....	9
13.15.	Stop in the pit.....	10
13.16.	End of intervention.....	10
13.17.	Interventions in the pit.....	10
13.18.	Changes of Driver and driving time.....	10
13.19.	Stop of the race	11
13.20.	Suspension of the race	11
13.21.	Resumption of the race	12
13.22.	Neutralisation of the race – SLOW procedure.....	12
14.	Finishing Procedure.....	13
14.1.	Finish of the race	13



14.2.	Finish of the race, anticipated or delayed:	13
14.3.	Parc Fermé.....	13
15.	Classification	13
15.1.	Conditions of ranking.....	13
15.2.	Results, official Classification	14
16.	Controls and Penalties	14
16.1.	Application of penalties.....	14
16.2.	Terms of execution of certain penalties	14
16.3.	With regards to the Drivers	15
16.4.	With regard to the Team Manager and the Mechanics.....	16
16.5.	With regard to the Kart Equipment	17
16.6.	With regard to the Paddock and the Pits.....	17
16.7.	With regard to all people.....	17
17.	FIA Motorsport Games.....	18



1. Introduction

The FIA is organising the FIA Karting Endurance («the Endurance») as part of the FIA Motorsport Games 2024, taking place at Valencia (Spain) from 23rd until 27th October 2024.

The FIA Karting Endurance title will be awarded to the winning nation, comprised of three Drivers (minimum one female), of the Competition. All parties concerned (FIA, ASNs, Organisers, Promoters, Competitors, suppliers and circuit) undertake to apply and observe the rules governing the Competition.

Under the present regulations, terms referring to natural persons are applicable to both genders.

2. Regulations

The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

3. General Undertakings

3.1. All Drivers, Competitors and Officials participating in the Endurance undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code («the Code»), the Code of Driving Conduct on Karting Circuits, the Karting Technical Regulations («the Technical Regulations»), the General Prescriptions applicable to the FIA Karting international Competitions and Championships, Cups and Trophies («the General Prescriptions»), the Specific Prescriptions applicable to the FIA Karting Championships, Cups and Trophies («the Specific Prescriptions»), the Supplementary Regulations of the Competition, the FIA Motorsport Games 2024 Event Regulations and these Sporting Regulations.

3.2. Only the FIA is entitled to grant waivers to these Sporting Regulations.

4. Principle and Running

4.1. The Endurance is run over a single Competition, entered on the RFEDA National Sporting Calendar, as a National Competition with authorized foreign participation.

4.2. The Competition will comprise a final phase named «Final» in accordance with the number of participants in the Competition. The running time of the Final will be 4 hours. At the end of the race time, the chequered flag will be shown to the leading kart when it crosses the finish line («the Line») at the end of the lap during which that time is reached. The Line consists in a single line across the track.

5. Classification

Article 19 of the CIK-FIA Specific Prescriptions.



6. Competitors' Applications

- 6.1. The Drivers of the applicants must hold valid Drivers' National Karting Licences and the necessary authorisations (visas) issued by their ASNs affiliated to the FIA.
- 6.2. The Competitor shall be a Team, designated by the FIA's affiliated ASN and must hold a valid Competitor's National Karting Licence.
- 6.3. Entries can be submitted either by the ASN or by the Competitor.
- 6.4. A Driver's profile can be created using the following link: <https://motorsportgames-registration.fia.com/account-creation/driver>. Applicants need to inform their respective ASN about their interest in participating before the submission of the entry. Further information on the process is described in the FIA Motorsport Games 2024 Event Regulations.
- 6.5. Entries will open on 04/03/2024 on the dedicated Registration platform. Applications to participate in the Endurance shall be submitted to the FIA by 23/09/2024, by means of the entry form and must be accompanied by the copies of the licences and by entry fees to the order of the FIA.
Successful applicants are automatically admitted to the Endurance.
In case of more applications to participate than available karts (24), complete dossiers with payment will be accepted as a priority.
No change of Competitor/Driver shall be allowed after the entry list has been made official.
- 6.6. All applications will be studied by the FIA, which will publish the list of Drivers accepted, with their competition numbers, at the latest 15 days after the closing date for entries.
- 6.7. Applications shall include:
 - a. confirmation that the applicant has read and understood the Code, the General Prescriptions, the Specific Regulations, the Appendices, the Technical Regulations and the Sporting Regulations, the FIA Motorsport Games 2024 Event Regulations and agrees, on his own behalf and on behalf of everyone associated with his participation in the Endurance, to respect them;
 - b. The names, contact details, and pictures of the Drivers (passport format) as well as a copy of their licenses.
- 6.8. The number of entries in the Endurance will be limited to 24 nations/Teams.

7. Entry Fee

Participation fees must be paid by the Competitor and the entry form completed on the official FIA Motorsport Games entries platform, at the latest on the closing date of entries, set at 23/09/2024.

The participation fee, which will include the €950 entry fee to the Endurance, the full turn-key kart package, fuel and tires per Team for the Endurance is €3950.

8. Eligible Drivers

- 8.1. Drivers must be minimum 15 years old at the date of the Endurance.
- 8.2. Drivers must hold the passport of the country they are representing.



- 8.3. Drivers shall be selected by their respective ASNs – three Drivers per ASN (including minimum one female Driver) without exceptions.
- 8.4. Should the FIA receive more applications than available seats, a reserve list will be established. ASN's that have a dossier and settled the entry fee will be taken into consideration according to the order of receipt at the FIA secretariat.
- 8.5. Drivers holding a National Karting Licence or higher issued by their ASN affiliated to the FIA.

9. Eligible Karts and Equipment

- 9.1. The FIA will provide Drivers with the karts for the Endurance.
- 9.2. A single supplier of karts, chosen further to a tender procedure, has been designated for the supply of all the karts used in the Endurance, according to a «turnkey» principle to be applied throughout the Endurance.
- 9.3. On-board timing devices are not permitted.
- 9.4. Competitors/Teams may not make any mechanical adjustments to the karts at any point during the Endurance. These will be set by the organization on the day. Teams found to be contravening this rule will be reported to the Stewards.
- 9.5. Any kart for which damage is observed during the Endurance must be reported to the Technical Delegate, who will be the only Official entitled to allow or refuse the replacement of the damaged kart by a spare kart that was not registered at Scrutineering and that will be taken from among spare karts of the ones supplied by the official single supplier.
- 9.6. A Team involved in any accident that renders the kart broken, or bringing in a kart exhibiting obvious crash damage, regardless of fault or blame, will have to wait for it to be repaired.
- 9.7. A Team suffering a broken chain, broken track-rod or broken exhaust will similarly have to wait for the damaged or missing components to be repaired or replaced.
- 9.8. Another kart will be only allocated to the Team in either circumstance if the work is not completed after 10 minutes.
- 9.9. Each participant is liable for any damage caused to the karts that have been entrusted to him, regardless of the participant's responsibility, most notably in the following cases: going off track, driving over abrasive portions, hitting cones, contact, collision, etc.



10. Drivers Equipment

10.1. Candidates are free to use their personal equipment as long as the minimal requirements below are respected:

- A pair of gloves covering the hands completely.
- Fabric overalls must comply with one of the standards listed below:
 - CIK-FIA Standard 2013-1 (Level 2 only) or FIA Standard 8870-2018 bearing in a visible way the CIK-FIA homologation number.
 - They must cover the whole body, legs and arms included.
- Karting Body Protection Homologated by the FIA according to the FIA Standard 8870-2018 are recommended.
- A pair of shoes covering the feet and protecting the ankles.
- Pit to Kart radio communication is not allowed.
- Helmets must comply with the following prescriptions:
 - Snell-Foundation K2015, K2020, SA2015 and SA2020.
 - FIA 8859-2015, FIA 8860-2010, FIA 8860-2018 and FIA 8860-2018-ABP.

10.2. Mandatory for Drivers under 15 years old:

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

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

See Appendix “RECOGNISED STANDARDS FOR HELMETS IN KARTING” for markings.

Helmets must have an efficient and unbreakable visor for the eye opening.

Visors must feature the logo of the manufacturer and the production date.

Any modification to the above list is published in a CIK-FIA bulletin.

In accordance with Appendix L to the Code (Chapter III, Article 1.4), the addition of any device to a helmet, aerodynamic or otherwise, is allowed if it was homologated with the helmet concerned. For helmets with 8858-2010 Helmet M6 anchorages (HANS attachment points) it is not allowed to use the M6 anchorages in karting for safety reasons. Long hair must be contained entirely in the helmet.

11. Fuel

11.1. The chosen single supplier will be charged with providing the fuel to be used with the supplied kart at all times. Officials can carry out random fuel checks at any point during the Endurance, to verify the legality of the fuel used by any Team.

11.2. The refuelling bay will be open for the duration of practice. Once practice is over, any Team not in the queue for fuel will not be fuelled. Refuelling will re-open 15 minutes into the race. Teams must ensure they have sufficient fuel to set a qualifying time and to start the race. Note: ONLY THE DRIVER + ONE TEAM MEMBER ARE PERMITTED IN THE FUEL BAY(S).

12. General Safety

Article 2.14 of the CIK-FIA General Prescriptions.



13. Running of the Endurance

The Endurance will comprise three Free Practice Sessions, one Qualifying Practice, and the Final (4 hours).

- a) **Free Practice:** one session of 15 minutes for each Driver; three sessions in total.
- b) **Qualifying Practice:** one session of 10 minutes, for which each Nation/Team declares in writing to the Race Director whom of the three Drivers will be nominated, at least 30 minutes prior to the Qualifying Practice.

It is compulsory for Teams to set a qualifying time.

After 10 minutes have elapsed, the chequered flag will be waved. The timing will continue to include each Team's final lap time. Once a Driver has passed the chequered flag, he must return to the pit lane, or stop where directed.

Teams are not permitted to change karts during the qualifying session.

In the event of equal lap times being set by two or more Teams, the Team which sets the lap time first will be awarded the higher grid position.

Any Team failing to register at least one qualifying lap will start the race from the pit lane once the last kart on circuit has completed one racing lap.

- c) **Final:** The race will run for a duration of 4 hours.

The successive driving time per Driver is 45 minutes maximum.

Each Team must make at minimum of (TBA, see Supplementary Regulations) fuel stops during the race.

Each Team must take on a full tank of fuel during each stop.

Teams may change Drivers during refuelling stops.

Only the Driver plus one Team member is allowed in the fuel bay during the re-fuelling/Driver change.

If a Team runs out of fuel at any time during the race they will be disqualified from the Endurance.

If a Team is unhappy with the performance of its kart and wishes to change it during the race, the kart must be tested by an official kart-tester before the Stewards will consider allowing a replacement. Officials may use their discretion when applying this rule.

Non-finishers will be awarded their position, based on number of laps completed.

Drivers must use the full circuit after passing the chequered flag unless directed otherwise by officials.

Karts will be directed into Parc Fermé at the end of the race, where Drivers will be weighed.

- d) **Classifications:** Article 19 Case A of the CIK-FIA Specific Prescriptions.

13.1. Starting Procedure

- a) The start signal shall be given by means of lights.
- b) The type of start will be « rolling », the grid being constituted of two lines of karts.
- c) As soon as the Race Director indicates with the green flag that the karts may take the start, the Drivers are « at the orders of the Race Director » and may no longer receive any outside help. Any Driver who has not placed himself at the orders of the Race Director in time with his kart in working order will be allowed to leave the pit lane only at the orders of the Race Director or of the Officer in charge of the pit lane.
- d) According to the instructions given at the Briefing, karts will cover one Formation Lap before the start may be given. It is forbidden to overtake another Driver under pain of a penalty inflicted by the Stewards (10 seconds or disqualification from the race). If a Driver stops for any reason during the Formation Lap, he will not be allowed to try and start again before he has been passed by the whole field. He shall start again from the back of the formation. Should he try to start ahead of the field in the hope that the leading Drivers overtake him, he would be shown the black flag and be disqualified from the race.
- e) In order to regain one's position, it is forbidden to use any course other than the track used during the race. In the case of rolling starts, a Driver who is delayed will have the possibility of regaining his grid position only if this manoeuvre does not impede other Drivers and in all cases before having reached the Red Line which will be materialised on the track, equipped with a timekeeping loop and indicated by the Race Director at the Briefing.
- f) If he considers that a Driver has been immobilised as a result of another Driver's mistake, 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.
- g) The Race Director will give the start as soon as he is satisfied with the formation.
- h) In the case of repeated false starts or of incidents during the Formation Lap(s), 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 2.24 of the General Prescriptions. 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.
- i) Any attempts to jump the start or delay it and any karts leaving the lane before the lights are switched off shall be sanctioned according to Article 2.24 of the General Prescriptions.
- j) 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.

13.2. Type of starts: rolling starts for direct-drive karts with a clutch.

13.3. At the end of the Formation Lap, Drivers will proceed forward at a reduced and constant speed towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track. A Driver crossing the lanes is liable to be sanctioned by the Stewards, on the basis of a 'Passing through the pit lane' penalty for partly crossing the lanes and a 'Stop & Go'



penalty for completely getting out of the corridor. When the karts approach, the red lights will be on. Karts must maintain their position until the start signal is given.

If he is satisfied with the formation, the Race Director will give the start by switching off the red lights. If he is not satisfied with the procedure, he will switch on the orange light, which means that another Formation Lap must be covered.

13.4. The Stewards may use any video or electronic system likely to help them to take a decision. The Stewards' decisions may supersede those taken by Judges of Fact. Any infringement of the provisions of the Code or of these Sporting Regulations relating to the starting procedure may entail the disqualification of the Driver concerned from the Competition.

13.5. It is forbidden to drive the kart in the opposite direction to that of the race except and only to get out of a dangerous position and following the instructions of the track marshals. Drivers must imperatively keep to the racetrack and respect the requirements of Article 3.6.2.c of the Driving Code at all times.

13.6. Registration of the Crews

Documents to provide

Upon arrival, and no later than Thursday 24th October 2024, a representative of each ASN will have to go to the secretarial office to carry out the administrative checks, the representative has to confirm their official representative(s) and their deputy(ies) in writing. They also have to undertake the appointment of the official crews consisting of 3 Drivers of mixed gender (male & female) maximum per kart.

The mandatory valid documents to be presented must be the ORIGINALS:

- Competitor's Licence,
- Drivers' Licences,
- For Drivers and Competitors whose licences do not provide a permanent authorisation to participate in National Competitions: authorisation to run in the country of the Endurance, delivered by the National Sporting Authority (ASN).

The licences will be checked and kept by the organiser. If any licence is missing, the entry will not be confirmed.

The representative of each Team will be handed out the following documents or material:

- Drivers: 3 bracelets, 3 armbands,
- Pit manager: 1 bracelet,
- Intervening mechanics: 3 bracelets.

13.7. Scrutineering

Each Team will be entitled to submit to Scrutineering the following equipment:

Number of chassis:	1 <i>(the one allocated to them by drawing lots)</i>
Number of engines:	1 <i>(the one allocated to him with the chassis)</i>
Sets of «slick» tyres:	2 <i>of the prescribed make for the Endurance, and supplied by the kart single supplier</i>



The kart must be presented in full configuration (assembled chassis + bodywork + extra components) with the engine.

As from the Free Practice, each Team may use the following equipment:

- Number of chassis: 1 (the one marked at Scrutineering)
- Number of engines: 1 (the one marked at Scrutineering)
- Sets of «slick» tyres * (*maximum number of tyres, scanned at Scrutineering*)

13.7.1. Maximum Number of Slick Tyres

- a) Reserved for use in Free Practice and Warm-ups:
 - 1 set of new «slick» tyres.
- b) Reserved for use from Qualifying Practice until the Final:
 - 1 set of new «slick» tyres.
- c) Distribution: Tyres will be distributed and allocated by random draw in the Servicing Park. The bar codes corresponding to each Team will be reproduced on the Technical Passport of the Team concerned.

13.7.2. Ballasting

- 13.7.3. The official race weight of Driver + Kart is set at 244 kg minimum (dry weight of the kart at 159kg).
- 13.7.4. The minimum race weight limit for the Driver is 85kg including his lead ballast.
- 13.7.5. It is each Driver's responsibility to check his race weight at each race using the scales.
- 13.7.6. Where necessary, ballast may be attached to the karts. The supplied karts will possess a dedicated weight box, into which lead ballast can be loaded and secured according to the safety provisions of the Single Supplier.
- 13.7.7. No extra weight to be fitted to a Driver will be allowed.
- 13.7.8. Drivers' race weight will be measured including their full race gear, i.e. crash helmet, overalls, shoes, gloves and any ballast.
- 13.7.9. Random checks will be made throughout the Endurance. Any Driver found to be lighter than the required race weight at any time will be disqualified from the Competition, together with his Team.

13.8. Adjudication of the Ballast Quantity

- a) During the Scrutineering prior to the Endurance, the three Drivers will have to present themselves at the scales, with their kart "ready to race", with an empty fuel tank. The Drivers will have to be in full race gear (including helmet, suit, gloves...).
- b) The kart will be placed onto the scales, and the weight of it recorded.
- c) Each Driver will subsequently join the kart on the scales, and the total weight will be recorded.
- d) The necessary amount of ballast to reach the 244 kg race weight will be determined and adjudicated to each Driver.
- e) Following this procedure and for the remainder of the Endurance, the Drivers will only be allowed to join the track through the pit lane with their adjudicated amount of ballast securely mounted to the kart.

13.9. Access to the pits

The pit lane is divided into two zones:

- **Fast lane:** this is the closest lane to the wall of the signalling area (driving lane),
- **Working area:** this is the closest part to the pits where it is possible to work on the karts under conditions (parking lane). A line marks the separation between the parking and driving lane. Any material and equipment must be situated in the pit when the kart is not in the pit.

During the Endurance, the pit must not be occupied by more than 3 people. Any person present in the pit must comply with the admission regulations. The Paddock/Pit area is non-smoking.

Checks about the number of people present in the pit will be made by the pit marshal appointed to the Competitor.

13.10. Speed in the pit lane

- 13.10.1. Speed limit: 40 km/h in the pit lane. Drivers must drive at a reduced speed from the Speed Limit signs to the pit lane exit.
- 13.10.2. The control of the speed limit will be carried out with speed camera. The collection of information will be taken from the front and from the back.

13.11. Free practice

- 13.11.1. Will be carried out according to the timetable.
- 13.11.2. People provided with a bracelet will from then on have to wear them permanently on their right wrists. It should be tight enough so that it cannot be taken off.

13.12. Interruption of Free practice

- 13.12.1. The Race Director can interrupt Free practice for safety reasons.
- 13.12.2. The Race Director, in agreement with the Stewards, is not obliged to resume a practice session after an interruption.
- 13.12.3. In the event of interruption of Free practice, no claims will be accepted regarding the possible consequences of the qualification of Drivers and karts.

13.13. Exceptional circumstances during the Qualifying Practice

- 13.13.1. In the event of exceptional circumstances preventing the proper organisation of the qualifying practice, the Stewards, on the request of the Race Director, might not consider the result of the qualifying practices to set up the starting grid.
- 13.13.2. The decision of the Stewards intervening for safety reasons will be applicable notwithstanding any remedies.

13.14. Stop of the kart on the track during the race

- 13.14.1. A stopped kart will be moved away by the Driver or the track marshals in order to avoid a danger or a hindrance of the proceedings of the race.
- 13.14.2. All mechanic means are forbidden on the track.
- 13.14.3. Returning to the pit is only possible through the security lane located at the back of the pit. To access the security lane at the rear of the pit, mechanics must use the gates located

at both ends of the pit. The beginning and the end of the pit area will be precisely defined during the Drivers' Briefing.

13.15. Stop in the pit

- 13.15.1. Each Competitor is responsible for the people getting out of his pit, whether they are part of his Team or not.
- 13.15.2. The karts on the fast lane have right of way over those who leave their pit. Consequently, the person in charge of the control of karts is responsible for the respect of this safety rule.
- 13.15.3. During a stop in the pit, an assistant equipped with an extinguisher must stand next to the kart at any moment.
- 13.15.4. Passing the pit
- 13.15.5. If a Driver passes his pit, the kart can only return by being moved by the mechanics of the Team (3 maximum).
- 13.15.6. The same applies if the kart breaks down when leaving the pit, and before the limit of the end of the pit zone. In this case, the kart has to be moved back to its pit, being pushed by 2 mechanics maximum before any intervention.

13.16. End of intervention

- 13.16.1. Any person involved in a pit stop must leave the working area as soon as his intervention is finished. Any equipment or material have to be cleared away from the "working area".
- 13.16.2. Once all interventions are finished and the kart ready to go back to the race, the engine has to be started when the Driver is sitting behind the steering wheel, in front of the pit.

13.17. Interventions in the pit

During the Endurance, the pit must not be occupied by more than 3 people.

13.18. Changes of Driver and driving time

13.18.1. Change of Driver

Changes of Driver of a designated Team are authorised:

- When the kart is stopped in the pit,
- Under the supervision of the pit marshal, who has to be informed, and who will record the name of the two Drivers (end of stint & start of stint), along with confirming that the correct amount of ballast adjudicated to the start of stint Driver is indeed fitted to the kart, prior to departure.
- With the possible help of a person of the Team or the Driver getting out.

13.18.2. Maximum successive driving time

The successive driving time per Driver is 45 minutes maximum.

The driving time will be measured without taking into consideration the time of the pit stop, namely:

- 1st relay: green light start – Entry loop of the pits,
- following relay: exit loop of the pits – entry loop of the pits,
- last relay: exit loop of the pits – finish line.

13.18.3. Maximum total driving time

One Driver cannot drive more than 3 hours in total.

If the circumstances make it necessary, the Stewards may take exception clauses to this rule. If in the entry loop of the pits and the following exit loop of the pits the Driver is the same, the driving time will be considered successive – even if the time in the pits will not be taken into consideration for the calculation (with reference to the article about driving time).

The minimum time of rest during the period this rule applies, between successive relays (change of Driver), must be 30 minutes.

13.19. Stop of the race

In the event of danger, the race may be stopped with a red flag after presentation of the waving double yellow flag. It will start again only on the order of the Race Director. In the case of an accident, the red flag may be presented in all places considered necessary by the Race Director; the karts will stand still in the place indicated during the Drivers' Briefing.

13.19.1. Responsibility

The decision to stop the race is the responsibility of the Race Director.

13.20. Suspension of the race

Whenever it shall be necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director will order the use of red flags at all marshal posts and red lights switched on the start line.

When the signal of suspension of the race is given:

- it is forbidden to overtake,
- the entry and exit of the pits are closed,
- all Drivers have to move the karts slowly to the line of the red flag (the location of which will be confirmed by the Race Director during the Drivers' Briefing), where they will have to line-up in a single line, one behind the other.

13.20.1. During the suspension of the race

- Neither the race nor the time keeping are stopped,
- The Drivers are authorised to leave their kart but must stay close to it. They can take off their helmets and gloves,
- any change of Driver is forbidden,
- only Officials of the Endurance are authorised on the grid,
- any intervention on the karts is forbidden on the grid and in the pit lane, unless authorisation is given by the Race Director and supervision by the Scrutineers only to cover the kart, in the event of rain,
- no repair is authorised in the pits (under Parc Fermé conditions).

The driving time during the red flag period will not be counted and the Stewards will confirm the new driving times before the resumption of the race.

If the circumstances make it necessary, the Stewards can make the decision to stop and/or modify the effected time of the race. This cannot be longer than the time of the Final.

13.21. Resumption of the race

- 13.21.1. The time for the resumption of the race will be as short as possible and immediately after the time of resumption, the race continues. In any way, there is a sound signal ten minutes before the resumption. Instructions will be given by the Race Director.
- 13.21.2. For karts which entered the pit lane after the red flag signal:
- Once the karts entered the pit lane, they have to stay in their working area outside the pit under Parc Fermé conditions.
 - The work on the karts in the pit lane can be continued only at the resumption of the race.
 - Karts which entered the pit lane after the red flag signal can go to the pits exit only at the resumption of the race. The pits exit will be open at the end of the first lap after the resumption of the race, once the last kart on the track has passed the Line.
- 13.21.3. For all karts on the track at the resumption of the race:
- When the green lights are switched on, all karts will leave the grid in the order they stopped behind the line of the red flag.
 - Once the first kart has finished a lap, after the last kart on the track has passed the Line, the pits exit will be open.

If the race cannot be resumed, the results will be those obtained at the end of the next to last lap preceding the lap during which the signal of suspension of the race was given.

13.22. Neutralisation of the race – SLOW procedure

- 13.22.1. The Race Director may decide to neutralise the Race. This procedure will be used only if the Track is obstructed, or if the Drivers or Officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the Race.
- 13.22.2. When the order is given to neutralise the Race, all observation posts will display single waved yellow flag and a “SLOW” board (yellow board with the word “SLOW” written in black), which shall be maintained until the neutralisation is over. Flashing orange lights will be switched on at the Line.
- 13.22.3. All the competing karts must then line up behind the leading kart, and overtaking is strictly forbidden. Overtaking will be permitted only if a kart slows down because of a serious problem.
- 13.22.4. During the neutralisation laps, the leading kart will dictate the pace, at a moderate speed, and all the other karts must remain in as tight a formation as possible.
- 13.22.5. During the neutralisation laps, the Competitors’ karts can enter the pit lane, but they will only be able to go back onto the track when the orange is switched on at the exit of the pit lane. It will be presented in a way to allow karts which are waiting at the exit of the pit lane to get back onto the race track at an appropriate speed until they join the end of the queue of the leading karts. After the passing of the last kart, the pits exit will be closed with a red light.
- 13.22.6. At the end of the neutralisation, the orange lights are switched off. This is the signal which means that it will return at the end of the lap. At that moment, the first kart of the queue can impose its speed and if necessary, place itself at more than five kart lengths behind it.

To avoid a risk of accident from the moment the lights are switched off at the Line, Drivers must continue at a speed without inopportune acceleration, braking or any other manoeuvre that might be dangerous for other Drivers or disturb the new start.

- 13.22.7. After the re-start is given, green waving flags will be presented at the surveillance posts. These flags will be used during a maximum of one lap.
- 13.22.8. At the end of the SLOW procedure, once the track is under GREEN condition, the pits exit will remain closed until the moment when the last kart (which was in the queue behind the leading kart) passes on the track at the level of the pits exit.
- 13.22.9. Each full lap during the SLOW procedure will be counted as a race lap.
- 13.22.10. If the race finishes during the SLOW procedure, the chequered flag will be presented to the karts on the finish line according to the normal procedure without the right to overtake.

14. Finishing Procedure

14.1. Finish of the race

- 14.1.1. Chequered flag: at the end of the race time, the chequered flag will be presented to the kart classified first in the overall rankings when it passes the finish line on the race track. Access to the pit lane will remain free until the presentation of the chequered flag. When the chequered flag is displayed, the exit of the pit lane will be closed.
- 14.1.2. All karts have to pass the finish line within the following 3 minutes. After having been shown the chequered flag, all karts will do a lap of honour after the first three karts without any stop or assistance (except from the track Marshals if necessary).
- 14.1.3. The members of the Team are not allowed to move in on the track, subject to sanctions.

14.2. Finish of the race, anticipated or delayed:

- 14.2.1. If, whatever the reason, the chequered flag is displayed before the foreseen length of the race is finished, the race will be considered to be finished when the leading kart has passed the finish line for the last time before the presenting of the chequered flag.
- 14.2.2. If, whatever the reason, the chequered flag is displayed with a delay, the race will be considered to be finished at the foreseen time.

14.3. Parc Fermé

After the finish, the karts will go to the Parc Fermé under the control of the Officials. A kart which does not immediately and directly join the Parc Fermé can be disqualified by the Stewards.

15. Classification

15.1. Conditions of ranking

- 15.1.1. It is forbidden to stop on the track waiting for the presentation of the chequered flag.



- 15.1.2. To be ranked, a kart must pass the finish line on the racetrack when the chequered flag is presented, except for the case of force majeure at the Stewards' discretion.
- 15.1.3. The number of official laps will be rounded down to the nearest whole number.
- 15.1.4. The kart placed first will be the one having covered the greatest distance up to the showing of the chequered flag.
- 15.1.5. The karts will be ranked according to the number of complete laps done during the time of the race. For Competitors having done the same number of laps, the moment of passing the finish line will determine the order of classification.

15.2. Results, official Classification

- 15.2.1. Only results and classifications published and displayed by the organiser on the official notice board are considered to be official.
- 15.2.2. The final classification will be officialised by the Stewards at the end of the technical and sporting checks.

16. Controls and Penalties

The constraints and specific obligations of the Endurance (circuit, paddock, pit, etc.) have to be known and respected by all Competitors. At any moment of the Endurance, the organiser & the FIA are allowed to carry out checks that are considered appropriate and apply possible penalties in accordance with current regulations.

16.1. Application of penalties

- 16.1.1. The Stewards can impose the penalties foreseen in these Regulations in addition to or instead of any other penalties foreseen in the Code.
- 16.1.2. In the event of a repeated infringement, the disqualification may be decided.
- 16.1.3. It is up to the Stewards to decide, in the form of a report or on request of the Race Director, if one or several Drivers involved in an incident should be sanctioned.
- 16.1.4. If the Stewards inquire into an incident, a message informing all Teams of the involved karts will be posted on the official messaging system.
- 16.1.5. On condition that this message is posted within the 5 minutes following the end of the race, the concerned Driver(s) won't be able to leave the circuit without the agreement of the Stewards.

16.2. Terms of execution of certain penalties

16.2.1. Passing through the pit lane

The Driver must enter the pit lane and re-join the track without stopping.

16.2.2. Stop & Go

The Driver must enter the pit lane, stop in his allocated working area and leave to re-join the track. The engine may keep running unless stated otherwise in the Stewards' decision. During this period nobody is allowed to touch the kart in any way and the Driver must remain in his kart.

16.2.3. Time penalty in the pit lane

The Driver must enter the pit lane, stop during a defined time in his allocated working area and leave to re-join the track. The engine may keep running unless stated otherwise in the Stewards' decision. During this period nobody is allowed to touch the kart in any way and the Driver must remain in his kart.

16.2.4. Added pit lane time

The next time the kart enters the pit lane, a defined time will be added to its pit stop. This time will be added to the start of the pit stop and will be counted from the moment the kart is immobilised in its allocated working area. During this period nobody is allowed to touch the kart in any way and the Driver must remain in his kart.

If any of the four penalties above are imposed, they shall not be subject to appeal as per Article 12.2.4 of the Code.

16.2.5. A drop of a certain number of grid positions

At the discretion of the Stewards.

16.2.6. Time limit for the execution of penalties

The following rules must be respected:

Before a kart stops in its pit, the Race Director will present a "Penalties" board with the number of the kart. The relevant kart cannot pass the "line" on the track more than 4 times.

In case of infringement, double penalty.

If any of the penalties referred to in Articles 15.1.3., 15.1.4. and 15.1.5. of these regulations are notified within the last 5 laps and the kart does not fulfil the penalty, the following shall apply:

- If it proves impossible to serve the above penalty, a time will be added to the final time of the relevant kart.
- If, in the opinion of the Stewards, this added time will demote the relevant kart from the achieved number of laps, the Stewards may add lap(s) basing their calculation on the time set by the relevant Competitor on the last lap before the infraction was committed.
- If it proves impossible to serve time penalties that have been imposed by the Stewards, these penalties will be converted into lap penalties on the basis of the time taken by the Competitor to cover the last lap before the commission of the infringement for which he has been penalised. In this case, the conversion will be not more subject to appeal than the time penalty that was imposed.

16.3. With regards to the Drivers

16.3.1. Absence at the Drivers' Briefing



Attending the Briefing is mandatory. A fine of €125 will be inflicted on any Competitor and Driver who do not attend the Drivers' Briefing.

16.3.2. Driving time

The respect of the limited driving time will be controlled, based on official timekeeping information, according to the provisions in the relevant article of these regulations.

In the case of an excess of driving time, the penalty will be 1 minute per noted infringement minute.

16.3.3. Sporting behaviour

Officials who act as Judges of Facts will watch sporting behaviour.

The Race Director may bring before the Stewards any unsporting behaviour on the part of a competitor or Driver that is deemed contrary to the spirit of sport and fair play, when even the person concerned demands the literal application of the present regulations.

If unsportsmanlike conduct is observed or in the case of dangerous conduct during the intervention of the SLOW procedure: 3 minutes (Stop and Go).

Penalty in the case of driving the kart in the opposite direction of that of the race: Disqualification.

Penalty when the kart in a situation of danger is not removed: According to the judgement of the Stewards.

In the event of a repeated offence, the Competitor may be disqualified from the Competition.

16.3.4. Speed in the pit lane

The check of the speed limit will be carried out using a speed camera in accordance with the provisions of the relevant article of the present regulations.

Penalties in the case of speeding in the pit lane:

- 1st infringement: 1 minute per 5 km/h over the speed limit without appeal.
- 2nd infringement: 3 minutes per 5 km/h over the speed limit without appeal.
- 3rd infringement: 10 minutes per 5 km/h over the speed limit without appeal.
- If repeated: penalty at the Stewards' discretion.

16.4. With regard to the Team Manager and the Mechanics

Role of the Team Manager

The pit marshal who is appointed to the Competitor will carry out the check of the obligations of the Team Manager. Penalties will be applied depending on the reported infringement.

During the race, refuelling operations and interventions in the pits will be controlled by the pit marshal who is appointed to the Competitor. In case of infringement, the penalty applied will be 3 minutes.

In the case of passing the pit, if the kart is not brought back by a maximum of 2 mechanics of the Team + the Driver, or in the case of banned intervention in the pit lane, the penalty is at the discretion of the Stewards.

In the case of intervention for pit stop with engine running, the applied penalty will be a Stop and Go.

16.5. With regard to the Kart Equipment

On the start line, the presence of the removable ballast registered for the starting Driver will be checked by the appointed scrutineers of the Endurance.

The Scrutineers can:

- Check the conformity of the kart or of a Competitor at any moment of the Endurance.
- Ask a Competitor to provide this sample or that piece judged to be necessary.
- Karts chosen at random will be checked after each qualifying practice session and after the finish of the race.

16.5.1. Chassis

16.5.2. Any kart presenting a possible danger (excessive deterioration or deterioration of a safety element) must be stopped for repair. The kart can restart practice or the race only after the approval of the Technical Delegate.

16.5.3. In case of infringement, the penalty applied will be 5 minutes. In the event of a repeated offence, the Competitor may be disqualified from the race.

16.5.4. Weight and ballast

16.5.5. Only appointed officials of the Endurance are authorised in the weighing area and no intervention is allowed there, except under the control of those Officials.

16.5.6. An unexpected weight check may be carried out by the officials at any moment of the race. On order of the Race Director, the Driver will have to undergo a weighing. The check of the removable ballast will be carried out by the pit marshal who is appointed to the Competitor. Failing to do this, and on order of the Race Director, the Driver will have to return to the pit in order to carry out the check.

16.5.7. The check of fixed ballast may be carried out by the scrutineers.

16.5.8. A systematic weighing will be undertaken at the end of the Qualifying Practice and race. Once the weighing of the kart is notified to the Competitor, no solid, liquid or gaseous material can be added or removed. During the Driver's change, a scrutineer may ask the incoming Driver to follow him to the weighing. The check of the weight consists of adding the Driver's weight, the weight of the kart noted during the material registration and the weight of the removable ballast observed on the kart when coming into the pit.

16.5.9. In the case of non-compliant weight at the end of the Qualifying Practice: invalidation of the times.

16.5.10. In the case of non-compliant weight at the end of the race: disqualification.

16.6. With regard to the Paddock and the Pits

16.6.1. Fitting outs

The pit marshal appointed to the Competitor will carry out the inspection of the area situated behind the pits. In case of infringement, the applied penalty will be 3 minutes.

16.7. With regard to all people

16.7.1. Smoking area



- 16.7.1.1. Checks to ensure compliance with this rule will be made by safety staff. The pit marshal will oblige the people to leave. In case of infringement, the Driver of the kart will be subject to the procedure “driving through the pit lane without stopping”.
- 16.7.1.2. A report of the pit marshal can be sent to the Stewards for which the penalty is left at their discretion.
- 16.7.2. Number of people
 - 16.7.2.1. Checks about the number of people present in the pit will be made by the pit marshal appointed to the Competitor.
 - 16.7.2.2. In case of infringement, the pit marshal will oblige the people to evacuate.
 - 16.7.2.3. In case of refusal, the kart will be stopped in the pit until the non-authorised people have left.

17. FIA Motorsport Games

The FIA Karting Endurance will contribute one Gold, one Silver and one Bronze medal towards the overall FIA Motorsport Games medal table.

For Awards, Trophies, Podium ceremonies and Prize Giving, Competitors must refer to the FIA Motorsport Games 2024 Event Regulations.