



Real Federación Española
de Automovilismo



EKARTING SPANISH OPEN 2020

SPORTING REGULATIONS



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The general articles included in the eKarting Spanish Open Regulations are mandatory for all races of the corresponding specialty.

Once the aforementioned Regulation is approved, the eKarting Spanish Open will proceed to publish it on its website.

1. REGULATIONS

1.1 PLAY AND DRIVE with the approval of the Real Federación Española de Automovilismo (RFEDA) organizes for the 2020 season the **eKarting Spanish Open**.

2. APPLICANTS

2.1 The eKarting Spanish Open is reserved for drivers with a "Senior" license or similar to the RFEDA criteria, "ITC-Restricted", "ITC-Senior", "ITB" or "IT-A", and that during the season they are a minimum of 14 years old.

2.2 Pilots in possession of licenses issued by any national federation recognized by the FIA may participate, provided that they are valid in their country for the category and / or the modality convened and that they meet the requirements established by the FIA and eKarting Spanish Open. Including the mandatory authorization of the federation of origin.

3. LICENCES

3.1 All applicants, drivers and officials must hold the corresponding license issued by the national federation and valid for the current year.

INSURANCE:

- a) That the license is covered by the compulsory insurance referred to in art. 59.2. of the Sports Law.
- b) That the licensee is protected by the coverage established in R.D. 849/1993 which determines the minimum benefits of compulsory sports insurance.
- c) That this coverage has an area of validity that includes all kinds of official races that are developed in any of the countries of the European Union or similar countries of the FIA

/ Photocopy of the current ID of the applicant.

/ Photocopy of the current driver's license, as provided in article 60 of the Road Safety Law.

/ Official medical certificate (that collects all the data requested by the RFEDA -which is governed by FIA regulations-).

/ In the event that the applicant is over 45 years of age at the time of the completion of the Medical Certificate, they must add a Stress Test to the Medical Certificate.

/ In the event that the applicant is 40 years old at the time of the Medical Certificate, he must provide an ELECTROCARDIOGRAM to the Medical Certificate.

3.2 All the people who carry out sports work in the Work Parks or Boxes and Pit Zone, must be in possession of the current assistance card, being a mandatory requirement to request the permanent passes of the Contest or those of the corresponding race.

4. OBLIGATIONS AND GENERAL TERMS

4.1 All the contestants and drivers participating in the events are registered in their own name and, where appropriate, in that of the people who are part of their teams, having to observe - by order of priority - the following regulations:

- a.) The Common Prescriptions of the Championships, Cups, Trophies and Challenges of Spain (PCCCTCE). In what does not contravene the specific karting.
- b.) The Sports Regulations of the Spanish Karting Championship
- c.) The Technical Regulations of the Spanish Karting Championship
- d.) The Sports Regulation of the eKarting Spanish Open.
- e.) The Technical Regulation of the eKarting Spanish Open.
- f.) The Particular Regulation of the Race.

4.2 The International Sports Code shall apply - with priority - in the general aspects of the procedure, complaint and appeal.

4.3 It is the responsibility of the contestants to ensure that those affected by their registration respect all the provisions of the International Sports Code, as well as other applicable regulations.

4.4 If a contestant cannot be present at the race, they must designate their representative in writing. The responsibility of a pilot or any other person in charge, during the entire Race, of a registered kart, to ensure that all the provisions are respected throughout the race, are at the same time individual and in solidarity with that of the contestant.

4.5 Contestants must ensure that their go-karts meet the conditions of conformity and safety for the entire duration of the Training and the Race.

4.6 Penalties for non-compliance with the regulations applicable in this Regulation are set out in **Annex 1** thereof.

5. ORGANIZATION OF THE RACES

5.1 The races are performed on circuits approved by the CIK-FIA or RFEDA.

5.2 The Organizer of the race must be chosen by eKarting Spanish Open.

5.3 If for any reason the organizational permission were withdrawn to perform the race, the eKarting Spanish Open may design another Organizer for it.

6. SPECIFIC REGULATIONS

6.1 The provisions of the PCCCTCE shall apply.

6.2 The Specific Regulations will conform to the model established by the RFEDA.

6.3 A copy of the draft Regulation must be submitted to the RFEDA, within a period of more than 2 months at the beginning of the race, in order to obtain the mandatory approval. In the week after its reception, the RFEDA will inform the organizer and / or PLAY AND DRIVE of any modifications that must be made or give its approval.

6.4 The final Regulation must be sent to the RFEDA, at least one month before the start of the test, for its subsequent publication.

6.5 Together with the Specific Regulations approved by the RFEDA, the organizer must publish on their website all the information related to the test.

7. GO KART

7.1 The karts admitted to participate in the eKarting Spanish Open will be those defined in the Technical Regulations.

8. INSCRIPTIONS

8.1 Mandatory registration

Contestants who wish to participate must register for the entire eKarting Spanish Open.

It will not be accepted - except for express authorization of the eKarting Spanish Open - the registration of the same kart and / or pilot in more than one competition of the same event.

8.2 Registration for eKarting Spanish Open

Contestants who wish to participate in the eKarting Spanish Open must previously send the registration form and also attach their palmars. In the registration form, the contestant must commit to participate in all the events of the season.

All information that contains a false statement must be considered void and not received. The person responsible for such registration may be found guilty of documentary falsehood and, in addition, the right of registration may be confiscated.

The organization will proceed to prepare, by rigorous order of receipt of entries, the list of preselected contestants until reaching the 12 available places.

The contestants who have been left out to request registration after the first 12 will become part of the waiting list that will also be formed in order of receipt of entries.

As the first 12 contestants have made their registration, PLAY AND DRIVE will contact them to confirm their pre-selection and so they can formalize the payment of the deposit as described below.

Once the registration and confirmation by PLAY AND DRIVE of the availability of the place, the 12 contestants will have up to 10 days to make the payment of a deposit of € 1,000 as a reservation for the eKarting Spanish Open. This deposit will remain in the possession of the organizer until the last test. This bond will also serve as a guarantee of payment to partially cover the possible repairs of the material provided in case of accidents.

The amount of this deposit will be sent to the Organizer by bank transfer to:



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PLAY AND DRIVE, SL
IBAN: ES24 2085 2052 0003 3083 3472
Ibercaja BIC: CAZRES2Z

Sending the payment confirmation document to the following email address:

guillaume.meura@playanddrive.com

Once payment of this bond has been received, the contestant will be considered registered.

Contestants who do not make the payment of this bond within the established period will lose their place in the eKarting Spanish Open and their registration rights will automatically go to the next one on the waiting list that will be duly informed by PLAY AND DRIVE, giving them an additional period for make the corresponding payment of the deposit.

The registration period for the eKarting Spanish Open will close 45 days before the first race of the season.

8.4 Registration fees

The registration fee that entitles to participate in all the races of the eKarting Spanish Open is set at **€ 19,360.00 (21% VAT included)**.

Registration fees, by race, are set at **4,840.00 - € (21% VAT included)**.

The amount of the registration fees will be sent to PLAY AND DRIVE by bank transfer to:

PLAY AND DRIVE, SL
IBAN: ES24 2085 2052 0003 3083 3472
Ibercaja BIC: CAZRES2Z

Sending the payment confirmation document to the following email address:

guillaume.meura@playanddrive.com

Each contestant must make the payment at least **35 days** before the day of the race.

The contestant who has not made the payment before the end of the established period, will lose the rights to participate in the corresponding race and in the rest of the races of the eKarting Spanish Open that remain to be disputed, losing the right to return the deposit and passing this right of participation to the next on the waiting list.

8.5 Transfer of participation right

If a contestant already enrolled in the eKarting Spanish Open cannot participate in one of the races, he

can transfer his participation right to another contestant of their choice, prior agreement with the organization and before the end of the payment period established for this race. The points accumulated so far are non-transferable among contestants.

This right of transfer to a third person takes precedence over the right of registration of the contestants listed on the waiting list.

8.7 Registration conditions

The contestant is solely responsible for the registration for all purposes, being therefore the only one who holds the rights of this registration.

In the event that a pilot is registered by several contestants, the parties involved will be informed, the pilot being the one who ultimately confirms, with which contestant he will participate.

8.8 Inscription lists

The complete list of registrants, with the adjudication of the order number proposed by PLAY AND DRIVE, must be sent to the RFEDA, immediately after the registration closes.

The RFEDA will notify PLAY AND DRIVE of the acceptance or modification to be made in the sent list.

eKarting Spanish Open reserves the right to accept the registration in an exceptional way of one or more contestants if there are free places before 4 days of the test.

9. INSURANCE

The provisions of the PCCCTE shall apply.

10. ADVERTISING

10.1 The provisions of the PCCCTE shall apply.

10.2 The advertising to be carried on the plates will be mandatory, as well as the publicity linked to the official sponsorship of the championship.

Any infraction in this regard may entail the penalties provided in **Annex I**.

11. RACES CALENDAR

11.1 The official calendar and the number of races of each Contest will be:

- May 3, 2020: Kartodromo Lucas Guerrero
- May 31, 2020: Motorland
- October 11, 2020: Karting Correcaminos
- December 6, 2020: Motorland

11.2 The eKarting Spanish Open reserves the right to modify dates and places of one or more calendar races.

12. SCORING RACES

12.1 From Monday of the week of a scoring race for the eKarting Spanish Open, it is forbidden to train or participate in any way and manner in the circuit where the race will be held.

13. CANCELLATION OF A RACE

13.1 The eKarting Spanish Open reserves the right to cancel a race if the number of competitors is equal to or less than 8.

14. RACE NUMBER AND PILOT NAME

14.1 Each kart will carry the race number corresponding to the list accepted by the eKarting Spanish Open, at all times of the race, including in private training prior to the test.

14.2 The name of the pilot, as well as the nationality flag of his passport, must appear on the front of the side bumpers. The minimum height of the flag and the letters of the name must be 3 cm.

The CIK standard for its international races, establishes that the name of the pilot is embroidered in large letters on the suit on the upper back and on each leg.

Any violation of article 14 may entail the penalties provided in **Annex 1**.

15. MARSHALS

15.1 The eKarting Spanish Open may designate at least the following marshals:

- 1 Sports Commissioner, who will act as President of the College, for each race of the event.
- 1 Event Director.
- 1 Technical Delegate for each race competition.
- Delegate eKarting Spanish Open.
- The rest of marshals.

15.2 The Organizer will propose the following marshals and their names will be communicated to the eKarting Spanish Open for approval, if applicable:

- The other Sports Commissioners up to 3 per race.
- The hearing Sports Commissioners (maximum 2 per race).
- The Race Director and his deputys.
- The Secretary of the race.
- The Head of Timing.
- The Technical Commissioners.
- The marshal (s) in charge of Relations with the contestants.
- The Head of Medical Services.
- The rest of the marshals.

15.3 All marshals must appear with their license number and their specific role in the Specific Regulations of the event or in an Annex thereto.

15.4 The Race and Event Directors will work in constant union. The Event Director shall have full powers in the matters described below, in which the Race Director may issue the corresponding orders, but only with his express approval:

- a) Control the development of training and race; that the schedules are respected and, if he deems it necessary, propose to the Sports Commissioners the modification of the schedules in accordance with the provisions of this Regulation.

- b) Stop any kart (in compliance with the provisions of this Regulation).
- c) Stop or neutralize the development of training or the Race if he believes that its continuation can be dangerous, in accordance with this Regulation, and ensure that the new start is made according to the procedure.
- d) The start procedure.

15.5 The Event Director or the Race Director shall remain in the Control Zone and in radio contact with each other and with all Commissioner positions during all Training and Race sessions. All marshals (including Sports Commissioners) must be kept trackable by the Race Director.

16. INSTRUCTIONS AND COMMUNICATIONS TO THE CONTESTORS

16.1 The Sports Commissioners may, on an exceptional basis, instruct the contestants through special communications in accordance with the provisions of the CDI.

These instructions must be distributed to all Contestants and in any case published in the Official Notice Board, which will attest to the publication.

16.2 The classifications and results of the official training and of the races, as well as all the decisions of the test that the Sports Commissioners deem appropriate will be published in the Official Notice Board.

16.3 Any decision or communication from the Sports and Technical Commissioners or the Race Director, which affects a specific contestant, shall also be communicated immediately in writing thereto.

16.4 Likewise, the Sports Commissioners shall publish the results of each verified go-kart and make them available to the other contestants. These results will not include particular figures, except for the analysis of the fuel or when a kart does not conform to the Technical Regulations.

16.5 The contestant or his representative must be contactable for the entire duration of the event.

16.6 The official instructions shall be transmitted to the pilots by means of the signals provided in the CDI, the flags shall have minimum measures of 70 x 90 cm. and 90 x 110 cm. the red and checkered ones. Contestants may not use flags similar to those used officially, whatever they may be.

16.7 The signals transmitted to the pilots through the flags and signals provided in the CDI must be respected without delay. The lack of respect for these signs may be sanctioned even with the disqualification of the race.

The black flag with an orange disc should be used to inform a pilot that his kart has mechanical problems that could cause danger to himself or the other pilots, and that he should stop in his box on the next lap. When the mechanical problems have been resolved to the satisfaction of the Technical Commissioners, the kart may return to the track.

This flag may also be shown to any pilot whose transponder presents any type of information transmission failure with the official timing system of the race.

16.8 In the Races, any driver backmarked for any reason, or that at the discretion of the Race Director will be overcome by the head of the Race, will be shown the blue and red flag (double diagonal), with his number.

He must immediately enter the Arrival Park the next time he passes through the entrance and it will be classified according to the number of laps he made. Any driver who does not attend said flag may be sanctioned by the Sports Commissioners even with the Disqualification of the event. In that case he will be shown the black flag, with its number.

16.9 Yellow flags:

One or more yellow flags shown in the Signaling Posts indicate the existence of a hazard of any kind on or near the track. Pilots should reduce speed and be prepared to change direction and even stop. Overtakings are prohibited under these circumstances.

The decisions taken by the Sports Commissioners in reference to the cancellation of times for not respecting one or more yellow flags will follow the established procedure.

Any violation of this rule during the test will be penalized in accordance with the provisions of **Annex I** of these Regulations.

17. INCIDENTS, SANCTIONS AND PENALTIES

17.1 The Sports Commissioners (ex officio or at the request of the Race and / or Event Director) may inflict both the penalties provided for in this Regulation, as well as any other that they provide - at their sole discretion - under the CDI.

17.2 "Incident" means a fact or series of events involving one or more pilots, or the action of a pilot who, from the point of view of the Sports Commissioners:



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- Assume the interruption of the Race in application of this Regulation.
- It constitutes a violation of the Regulations or the CDI.
- Anticipates the start or cause a null start.
- Take the start from an incorrect position (for example, in front of the pilot in Pole, in the case of a launched start).
- Cause a collision.
- Push a pilot off the track.
- Prevent any lawful overtaking maneuver to another pilot.
- Unlawfully hinder the other drivers during an overtaking.
- Cause a security problem.
- Disobey or ignore the instructions or instructions of the marshals or persons responsible for the race.
- In general, any conduct that by action or omission attempts against the sports spirit that must preside over the motorsport or competitions.

17.3 The Sports Commissioners will have the exclusive power to determine if an “Incident” has occurred and which driver (s) is involved in it.

17.4 The Sports Commissioners may inflict the following penalties on any driver involved in an “Incident”:

- Warning.
- Fine in cash.
- Penalty in time (of direct application or to add to the time invested).
- Loss of positions on the starting grid.
- Disqualification.

The penalty in time, as well as any other penalty that could be applied for the offense committed against article 21.5 (Front bodywork and bodywork assembly kit), will not be appealable, based on the provisions of article 12.2.4. of the CDI.

The Sports Commissioners may increase the severity of the penalty to be applied, taking into account the possible repetition of infractions throughout the season.

Communication of sanctions:

The Sports Commissioners may report penalties for infractions to the start procedure or specific situations allegedly committed.

These sanctions may be communicated to the pilots during the course of the Rounds or Races, through an information panel with their number and the sanction imposed.

17.5 Likewise, the Sports Commissioners may inform the Appeal and Discipline Committee of any license they consider involved in an "Incident".

17.6 The Appeal and Discipline Committee may penalize any pilot involved in an "Incident" in accordance with the RFEDA Disciplinary Regime Regulations.

17.7 No decision taken or penalty imposed will reduce the effect of Art. 12.11 or 12.12 of the CDI.

18. PRIVATE TRAINING

18.1 They are not authorized, in the circuit where the race is to be held, private training for pilots enrolled in scoring races for the eKarting Spanish Open, from the Monday before the test until Thursday inclusive, so they can only train Starting Friday at the time set by the organizer.

18.2 Participants may only access the circuit from the Thursday before the test to be installed in the Paddock, box and / or in the place previously assigned by the organizer of the test.

Participants who do not respect this rule will be sanctioned in accordance with the provisions of **Annex 1** of this Regulation.

18.3 The organizer must inform the eKarting Spanish Open of breaches of this article.

18.4 In the event that the private training prior to the test is declared collective, they will be under the responsibility of the organizer, and therefore the pilots will respect the rules established by it.

During collective trainings, as a safety measure, pilots will not be able to receive any assistance outside the repair areas and mechanics are not allowed to enter the track, unless the trainings have been stopped and under the instructions of the track staff.

The schedules of collective training will be established by the organizer. In the event that, for any reason, such training must be stopped, the lost time may not be recovered and the completion will be established in the schedule.

18.5 Right to participate in collective training.

All pilots formally registered and who have fulfilled all the requirements for registration and payment of batches, will be entitled to participate in collective training.

18.6 Violations committed by a pilot or his contestant during collective training may be penalized by the Sports Commissioners at their sole discretion.

19. TIMING – TELEMETRY – OFFICIAL CONTROL SYSTEMS

The timing of valid tests for the Spanish Open eKarting must be carried out through systems approved by the RFEDA.

This system must allow the timing of the race in all the regulated aspects of it, as well as timing of the passage in the red and yellow line established for the start procedure.

19.1 Pilots participating in valid tests for the eKarting Spanish Open must be holders and provide the transponder in the tests that participate.

Transponders must be compatible with conventional timing systems.

The state of the transponder, battery charge, support, etc., and ultimately everything inherent in its operation is the sole responsibility of the contestant / pilot.

The contestant is obliged to declare before the start of each test, the transponder number he will use.

19.2 It will be the responsibility of the contestant to preserve and maintain any of the official timekeeping devices installed in the karts in order to perform the timing, delivered by the organizer. In case of breakage, deterioration, loss or misuse of the same, the contestant must pay the replacement costs of the damaged material, as specified in **Annex I**.

19.3 The official timing devices (transponder) must be located on the rear exterior of the pilot's seat, and must be submitted to the Prior Technical Verifications already installed correctly.

19.4 In the event that the Transponder had been rented to the Organizer, it will be mandatory for the contestants, to deliver the transponder at the end of the test.

19.5 The contestants are obliged to have transponders installed and in use, during Free Practice, Warm up - if any - Official Qualifying Practice, races, as well as any of the control systems established and delivered for that purpose.

19.6 It is prohibited the installation and use of telemetry systems or any other computer base, radio, etc., that allows the transmission of data, orders and / or communication from a moving kart and vice versa, during the entire development of Free Practice , Qualifying Practice, Rounds and Races, except as established as mandatory and / or those installed by the Commissioners and Timers of the event in order to control the development of it.

The use of cameras or image acquisition systems are prohibited during Free Official Training, Classification, Pre-Final and Final Sessions, unless these are installed by PLAY AND DRIVE

20. GENERAL DISCIPLINE IN THE PADDOCK

20.1 The organization will have in the Paddock a sufficient surface to be able to carry out the different activities that are developed around each race.

All contestants are obliged to respect the rules of use and installation of elements in the Paddock established by the Organizer.

It is forbidden to paint, drill, disassemble or misuse the circuit facilities (Paddock, Boxes, Pit Lane, signaling wall, etc.). The damages caused in the facilities will be the responsibility of the contestant.

20.2 This Zone shall be exclusively intended for tents and technical assistance vehicles. The stay of private vehicles will not be allowed.

Once the vehicles and assistance tents are installed, no vehicle will be allowed to leave until the end of the race, except for reasons of force majeure, as understood by the Sports Commissioners.

The Organizer will carry out a planning and designation of spaces for each pilot / contestant.

Participants can access the circuit from Thursday to settle in the Paddock and in the place assigned by the organizer of the event.

If the pilot / team exceeds the minimum square meters, it will be at the discretion of the organizer to charge an amount for the excess meters of use.

Any contestant / pilot who does not respect this rule may be sanctioned by the Sports Commissioners.

20.3 In each of the circuits there will be ample parking available to meet the needs of the teams participating in each race.

20.4 Any person related in any way to any registered contestant, must carry the corresponding accreditation passes at all times and remain in the authorized places therein, respecting at all times the sports rules governing the test, under the responsibility of the contestant with the which are related.

20.5 It is forbidden to use devices that produce flames or sparks in Paddock, Parks, Pre-grids and Runway, the organizer must provide a place for the welding post outside the Boxes.

20.6 It is forbidden to ride with motorcycles, scooters, go-karts or any motorized means in the Paddock.

21. GENERAL SAFETY DISCIPLINE

It will be applicable throughout the development of the test, including private training.

21.1 General Security

1. Safety equipment and clothing for pilots.

Pilots must compulsorily carry the safety elements described in the Technical Regulations, during the entire course of the test, including private training prior to it.

2. The organizer must have on the Track all safety measures, from Private Training until the end of the Event. (Practice, Rounds and Races).

3. All recharging is prohibited except when the kart in question is stopped in its tent or Service Park.

4. It is mandatory that the Paddock / workplace has 1 CO2 extinguisher for every 2 participants, at least 3 kg.

5. A pilot involved in an incident must not leave the circuit without the permission of the Sports Commissioners.

6. Any driver who has suffered or been involved in an accident or incident may be required to pass a medical examination that determines whether his physical condition is adequate to continue in the competition, partially or totally, at the discretion of the Race Director, prior medical report, if he can rejoin the Race.

21.2 Circuit / Track

Solo los participantes inscritos para la prueba tendrán acceso a la Pista, siempre dentro del horario previsto para la prueba. Asimismo, solo los oficiales especificados en el Reglamento Particular de la prueba tendrán acceso a la Pista.

Los representantes de la prensa solo tendrán acceso a la Pista cuando hayan sido adecuadamente acreditados ante el Organizador y hayan sido autorizados a ello, mediante la acreditación correspondiente. Asimismo, deberán respetar cualquier instrucción de seguridad que reciban de los Oficiales de la prueba.

Only participants registered for the race will have access to the Track, always within the scheduled time for the race. Likewise, only the marshals specified in the Particular Regulations of the event will have access to the Track.

The representatives of the press will only have access to the Track when they have been properly accredited to the Organizer and have been authorized thereto, by means of the corresponding accreditation. They must also respect any safety instructions they receive from the marshals.

1. It is forbidden to ride a kart outside the Track in which the race takes place, except in the case of a Training Track.
2. The circulation through the Zone of Entrance and Zone of Exit of Boxes, as well as the way of passage, both during the Practice, Rounds and Races, will be carried out with the maximum precautions of security and at reduced speed.
3. It is forbidden for the mechanic to assist the pilot after crossing the line drawn at the end of the Boxes exit Zone. You can only receive help in the repair area.
4. Pilots are strictly prohibited from driving their go-karts in the opposite direction to the race, unless it is strictly necessary to remove the go-kart from a dangerous situation.
5. Any repair with tools is prohibited outside the Repair Area.

Carrying tools or spare parts, as well as repairing with tools on the Track is prohibited.

21.3 Stopping a kart in the track

1. The driver of any vehicle unable to maintain the running speed and who is leaving the Track must first notify his intention to do so, and he is responsible for ensuring that this maneuver does not represent a danger and is carried out as close as possible to a safe area.
2. It is forbidden to push the kart along the track except if it is to place it in a safe area.
3. During Practice, Rounds and Races, a kart that stops outside the Pit Lane must be taken off the Track to a safe position, as quickly as possible and in a manner that does not constitute a hazard, is an impediment to others pilots or for the development of the race.
4. The pilot may resume the march, as long as he can do it by his own means and without any outside help.

His return to the track will be done in a way that does not obstruct other participants.

If the pilot could not only take his kart apart or if his attempt to resume the march is unsuccessful and / or constitutes a danger to himself or to the other participants, the track Commissioners must assist him to

place it in a safe area, not being able to pilot, in any case, refuse or hinder this assistance. If the kart returns to the race as a result of this external assistance, it must do so within the full respect of the Regulation and without obtaining any advantage for it.

5. Every pilot whose kart has stopped permanently must follow the instructions indicated by the Commissioners, until the end of the Practice, Round or Race.

Except during the suspension of the race, any kart abandoned in the circuit by its pilot, even temporarily, will be considered as abandoning it.

21.4 Code of conduct in the Track.

Pilots must use the track at all times. To dispel any doubt, the white lines that define the edges of the track are considered to be part of the track, but not the shoulders or curbs.

Pilots are authorized to use the maximum track width delimited by these two lines. If the four wheels of the kart are outside these lines, it is considered that the kart has left the limits of the track. Driving outside the limits described above may be sanctioned, at the discretion of the Sports Commissioners

If a kart leaves the track for any reason, and notwithstanding point 21.4.2. cited below, the pilot can rejoin the race. However, he can only do it, when it is safe and without getting any advantage.

In this case, if the pilot obtains a benefit or creates a security problem, he may be penalized.

The overtaking may be carried out on the right or on the left, provided it is done within the limits indicated above.

1. During the whole test a kart that is on the track can use the full width of it; however, at the moment that it is reached by another kart that is about to backmark it, the pilot must allow to advance the pilot faster to the first possible occasion. If a pilot who has been reached seems not to have seen that another pilot is trying to overtake him, the Commissioners will wave blue flags to prevent him from a faster pilot trying to overtake him.

Any driver who seems to deliberately ignore the blue flags will be brought to the attention of the Sports Commissioners.

However, maneuvers likely to disturb other pilots, such as, more than one change of direction to defend a position, the voluntary agglomeration of go-karts within the limits of the track, or proceed to any other abnormal change of direction, are strictly prohibited. Any driver considered guilty of one of these aforementioned infractions will be reported to the Sports Commissioners.

2. The repetition of serious faults, or the evidence of a lack of control of the vehicle (for example, a runaway exit), will be communicated to the Sport Commissioners of the event and may entail the disqualification of the race of any driver involved.

3. Contacts / collisions, understood as incidents or avoidable collisions may be sanctioned by the Sports Commissioners.
4. The flag formed by a black triangle and a white triangle, accompanied by a panel with a number, will be a warning to the pilot indicated that the Sports Commissioners have received a report about irregular conduct on the track.
5. It is forbidden to perform start tests on the track, except at the time, place and manner established by the Race Director or Event Director in the Briefing and provided that it does not entail danger for the rest of the participants.
6. It is forbidden to carry out zigzag maneuvers for heating tires, from the point indicated by the Race Director and/or Event Director in the Briefing.

During private training, official training and Warm-up - if any - these maneuvers will be strictly prohibited at all times.

7. The circulation of an unnecessarily slow, erratic kart or in a way that can be considered potentially dangerous for the rest of the pilots or other people, will be prohibited at any time. It will be applicable whether the kart is running on the track, entrance and / or exit of the Pit Lane.

As a general rule, it will be considered to be unnecessarily slow driving, rolling between 5 and 10 seconds slower in relation to the average lap time of the session in question.

21.5 Front bodywork and bodywork assembly kit

In the eKarting Spanish Open, the use of the homologated front bodywork and bodywork assembly kit (CIK) is mandatory.

From Free Practice until the Finals, each driver must access the "Exit" - Pre-Grid Assistance Park with the Front bodywork removed. The mechanic or the pilot must mount the front bodywork in the "Exit" - Pre-Grid Assistance Park under the supervision of a Technical Commissioner.

During Official Qualifying Practice, Rounds, Prefinals and Finals, only the installation of the front bodywork is allowed in the Repair Zone.

The black flag with an orange disc will not be shown to the pilot who does not wear the front bodywork in the correct position, unless it is off the hook and may pose a risk.

Once the checkered flag is shown and the pilots have crossed the finish line, one or more Acting Judges will check the placement of the front bodywork pontoons of the participating karts, making the corresponding report in the event that the front bodywork pontoon of a Kart is not in the correct position. The Sports Commissioners will impose in any case, automatically, directly and immediately, a penalty consisting in the cancellation of the best time achieved in Official Qualifying Practice in the event that such

infraction occurs during Official Qualifying Practice or a 5-second time penalty. to the kart contestant / pilot involved when it comes to the Rounds, Prefinal and Final. These penalties will not be appealable.

If it is found / proven that a pilot has intentionally replaced and / or repositioned a front bodywork that was not installed correctly during the last lap or after the checkered flag was shown, will result in the disqualification of the competition.

The Repair Zone will be closed from the moment the “Last Return” sign is presented.

The MiniRAE Lite measuring device of the company “RAE Systems INS (USA)” will be used from the Free Practice, Qualification, Pre-Final and Final Sessions to control the conformity of the front bodywork with the Regulation.

If after a check, it is found that the front fairing is not in accordance with the Regulations, the pilot in question will not be authorized to access the Pre-Grid: therefore, he will not be authorized to take part in the corresponding session of the competition.

Claims against this procedure will not be admitted. Claims and appeals in this regard will not have suspensive effect.

22. SCRUTINEERING

22.1 In general and as long as it does not contradict the regulations applicable in this specialty, the provisions of the PCCCTCE shall apply, in addition to the regulations contained in this Sports Regulation.

22.2 No kart may take part in a race until it has been authorized by the Sports Commissioners in view of the results of the pre-race scrutinnering.

22.3 Contestants who have not respected the time limits set for carrying out the scrutineering will be penalized.

22.4 The Sports Commissioners of a test may:

- a) Ask to verify the conditions of conformity of a kart or of a contestant checked before, during and after training and / or the race.
- b) Require that a kart be disassembled during technical checks to ensure that the admission or conformance conditions are fully respected.
- c) Ask a contestant to provide the piece that they may believe necessary.
- d) Do not authorize the start to any kart for security reasons.

23. SCRUTINEERING - DOCUMENTATION

23.1 In order to expedite and make the verification of the necessary documentation necessary for the participation of the teams in the competition, the organizers must request the following documentation from the teams before the start of the competition:

1. The registration form duly completed in its entirety and in particular that is duly signed by the contestant.
2. License control.

VERY IMPORTANT: The day of the scrutinnering ONLY will have to be delivered to the Participants of the documentation and / or regulated material

23.2 The organizer will provide the participant with one (1) unique set of numbers (1 front; 1 back and 2 sides), advertisements, technical passport, passes (1 contestant pass; 1 pilot Park Closed Pass, 1 Mechanical Park Pass Closed), and whatever documentation it deems appropriate and is of interest to the teams.

Pilot and Contestant passes will be permanent throughout the season.

If it were necessary for the organizer to edit duplicates of passes due to forgetfulness, loss, deterioration or for any other cause beyond the control of said organizer, a deposit of 50 euros would be imposed on the Contestant.

Said bond would be returned to 50% if said Contestant presents the original pass.

23.3 Unless expressly repealed by the Sports Commissioners, no contestant / pilot who has not passed the administrative scrutinnering will be authorized to take part in training, prefinal or final.

24. TECHNICAL SCRUTINEERING

24.1 Salvo derogación expresa de los Comisarios Deportivos, ningún concursante piloto que no haya pasado la verificación técnica o la haya realizado después de la hora establecida, será autorizado a tomar parte en entrenamientos, prefinals ni finales.

24.2 Verificaciones Previas

Las verificaciones técnicas previas, serán efectuadas por los oficiales designados, siendo estos los responsables de las operaciones que se realicen en el Parque Cerrado de verificación y son los únicos autorizados para dar instrucciones a los concursantes.

En las verificaciones técnicas previas se presentará a verificación el material expresado en el boletín de inscripción y/o lista de inscritos oficial.

1. Será obligatorio que los karts lleven colocados correctamente los números, así como la publicidad obligatoria, si la hubiera, antes de iniciar las verificaciones técnicas previas.
2. El concursante de cada kart recibirá -durante las verificaciones administrativas- un pasaporte técnico, que deberá cumplimentar en su totalidad y entregarlo en el control técnico.

No será admitido un pasaporte técnico incompleto.

3. El concursante es el único responsable de que el material verificado cuente con todas las marcas y/o precintos establecidos para la prueba y durante toda la duración de la prueba. Se recomienda que, antes de abandonar el Parque de verificaciones, el concursante revise exhaustivamente que este proceso ha sido cumplido y en su defecto proceda a informar a los Comisarios Técnicos.

24.1 Except for the express derogation of the Sports Commissioners, no pilot contestant who has not passed the technical scrutineering or has performed it after the established time will be authorized to take part in training, prefinal or final.

24.2 Previous Scrutinnering

The previous technical scrutineering will be carried out by the designated officers, being responsible for the operations carried out in the Closed Verification Park and they are the only ones authorized to give instructions to the contestants.

In the previous technical scrutinnering, the material expressed in the registration form and / or official registration list will be submitted for verification.

1. It will be obligatory for the karts to have the numbers correctly placed, as well as the mandatory publicity, if any, before starting the previous technical verifications.
2. The contestant of each kart will receive - during administrative scrutineering - a technical passport, which must be completed in its entirety and delivered in the technical control.

An incomplete technical passport will not be admitted.

3. The contestant is solely responsible for the verified material having all the marks and / or seals established for the test and for the entire duration of the test. It is recommended that, before leaving the Verification Park, the contestant thoroughly reviews that this process has been completed and, failing that, proceeds to inform the Technical Commissioners.

4. Marcaje – Precintaje:

Durante las verificaciones técnicas previas, se podrán llevar a cabo por parte de los Comisarios Técnicos, precintajes o marcaje del o de los motores que presenten los concursantes y la identificación de los chasis, o de cualquier otro elemento del kart, que deberán coincidir con los indicados por el concursante para ser utilizados durante la prueba. Los números de los precintos si los hubieran puesto, quedarán anotados en el Pasaporte Técnico, que será firmado por el concursante. Dichos precintos, deberán permanecer intactos durante toda la prueba.

En caso de que por accidente o manipulación involuntaria se viera afectado alguno de los precintos o marcas, el concursante, se dirigirá inmediatamente a un Comisario Técnico, que, a la vista de la rotura, decidirá si su manipulación ha sido involuntaria o no, procediendo en el primer caso a la sustitución del mismo.

Aunque el Comisario Técnico sea avisado con antelación, en el caso de que sea evidente la manipulación fraudulenta del precinto o marca, el concursante podrá llegar a ser, a juicio de los Comisarios Deportivos, descalificado de la prueba.

Los Comisarios Técnicos podrán controlar el estado de los precintos y/o marcas, antes y después de los entrenamientos clasificatorios, de todas las Mangas y carreras. A la vista de un precinto roto o ausencia y/o manipulación de marcas, el Comisario Técnico, que será considerado en este caso, como un Juez de Hechos, pasará un informe a los Comisarios Deportivos, los cuales procederán de la siguiente forma:

- a) Si la anomalía es detectada antes de iniciarse las sesiones de calificación, cualquiera de las semifinales o finales, se penalizará con la no autorización a tomar la salida del equipo infractor en entrenamientos, manga correspondiente o carrera.
- b) Si la anomalía es detectada después de iniciarse los Entrenamientos oficiales cronometrados se penalizará con la anulación de tiempos obtenidos. Si es detectada después de iniciarse una prefinal o final, será descalificado de la misma.

Se recomienda a los concursantes que procedan siempre a verificar si su precinto o marca está intacto, tanto antes como después de su salida a Pista, y pongan inmediatamente en conocimiento de un Comisario Técnico la irregularidad si es observada, ya que es de su única y exclusiva responsabilidad el estado de los precintos.

En el caso de llevar situados precintos, está totalmente prohibido añadir a éstos, cualquier otro material aparte del alambre o hilo y precintos oficiales (silicona, cinta adhesiva, etc.).

4. Marking - Sealing:

During the previous technical scrutineering, the Technical Commissioners may carry out checks on seals or marking of the engine or engines presented by the contestants and the identification of the chassis, or any other element of the kart, which must coincide with the indicated by the contestant to be used during the race. The numbers of the seals if they had been placed, will be noted in the Technical Passport, which will be signed by the contestant. These seals must remain intact throughout the race.

In the event that by accident or involuntary manipulation any of the seals or marks were affected, the contestant will immediately go to a Technical Commissioner, who, in view of the breakage, will decide if his manipulation has been involuntary or not, proceeding in the first case to the replacement of the same.

Although the Technical Commissioner is notified in advance, in the event that the fraudulent manipulation of the seal or mark is evident, the contestant may become, in the opinion of the Sports Commissioners, disqualified from the test.

The Technical Commissioners will be able to control the state of the seals and / or brands, before and after the Official Qualifying Practice, of all the Rounds and Races. In view of a broken seal or absence and / or manipulation of marks, the Technical Commissioner, who will be considered in this case, as a Judge of Facts, will pass a report to the Sports Commissioners, who will proceed as follows:

- a) If the anomaly is detected before the start of the qualification sessions, any of the preliminary or final ones, will be penalized with the non-authorization to take the start of the offending team in the Practice, Rounds or Race.
- b) If the anomaly is detected after the start of the Official Qualifying Practice, it will be penalized with the cancellation of the times obtained. If it is detected after a prefinal or final starts, it will be disqualified from it.

It is recommended that the contestants always proceed to verify if their seal or mark is intact, both before and after their departure to the Track, and immediately inform the Technical Commissioner of the irregularity if it is observed, since it is their only and exclusive responsibility the state of the seals.

In the case of carrying seals, it is strictly forbidden to add to them any material other than the wire or thread and official seals (silicone, adhesive tape, etc.).

5. Weight verification.

The weighing procedure will be carried out with the complete kart, pilot and ballast included.

In the event that, in an ordinary weighing, a go-kart weighs less than the minimum established in the Technical Regulation, the following procedure shall be followed immediately:

- a. Verify that the scale zero is made.
- b. Weigh the pilot-kart set again as finished.
- c. Show the pilot or contestant the weight indicated on the scale display.
- d. Proceed to weigh the minimum weight with approved weights.
- e. Make sure the scale indicates the minimum weight.

- f. Weigh the kart driver again under the same conditions.
 - g. A receipt will be given to the pilot informing him of the resulting weight.
 - h. Pass the incident to the Sports Commissioners through the corresponding report.
6. The contestants and / or pilots are not authorized to make any material change after it has been identified in the Previous Technical Scrutineering, being completely prohibited the exchange of chassis, engines, tires, etc., between pilots. The material that can be used for each pilot is limited to that verified for himself in the previous technical checks.

Exceptionally, the same engine or chassis may be verified for several pilots, provided that it is verified, marked or sealed for each of the pilots who request it.

24.3 Final verifications

Immediately after each qualifying session; after each prefinal and final, at least, the first three classified will be verified in those points that the Commissioners deem appropriate. As a general rule, all participants will have their weight verified; the maximum width The Sports Commissioners may expand at any time and at their discretion, the number of vehicles to be verified.

Technical Commissioners are advised not to stop at the first technical irregularity found, even if it, by itself, is sufficient for disqualification.

If, in the case of an ex-officio verification or as a result of a claim, an irregularity is found in any part that is not the object of the same, the Technical Commissioners must take it into account in the issuance of the report on the regularity of the vehicle.

The final technical verifications of training and / or race must be carried out in the presence of the kart contestant to be verified or their representative. In case of absence of the contestant or his representative during the verification act duly notified and announced, no protest may be made regarding the verification act. Likewise, a mechanic, designated by the contestant or representative, may be used for disassembly tasks if the Commissioners consider it appropriate.

The Technical Commissioners (by delegation of the Sports Commissioners) may retain one or more pieces of a kart, in order to control them carefully. These pieces will be duly marked or sealed in the presence of the contestant or representative, who will receive a copy of the act with a description of the marks or number of the seals.

1. In the event that the Regulations of the Contest establish two Practice sessions and / or two Rounds Races in the same event and one contestant was the subject of a claim or proposed for ex officio verification at the end of the first Practice session, or the first Round or of the first Prefinal or the first Final, the subject of the verification itself will be sealed, if necessary, by forwarding the material inspection at the end of the second Practice session, or the second Round, or the second Prefinal, or the second Final. The

contestant expressly accepts that the eventual disqualification of the classification of the first training session, or the first prefinal, or the first final also entails the disqualification of the second training session, or the second prefinal, or the second final, unless the part (s) reason for the disqualification have been changed after the first training session or the first final, in which case, you must have notified it before replacing the Technical Commissioners.

24.4 As a general rule, technical infractions committed in Training will entail the cancellation of the time achieved and technical infractions committed in the Rounds or Races will lead to the disqualification of the corresponding Round or Race and may lead to the Disqualification of the Event, unless the Sports Commissioners consider another sanction, based on the specific conditions of the event being judged, taking into account what was specified above.

25. ACCES AREAS AND SERVICE PARK

24.1 Pit Lane Entry

The track section that leads to Pit Lane will be called “Pit Lane Entry” and will be used to leave the track, access to the pit area and / or service parks.

During the competition, access to Boxes will only be authorized by the entrance to Pit Lane.

25.2 Acceleration zone or exit lane

Access to the track can only be done through the acceleration zone or exit lane enabled for it.

The Boxes Exit Zone, of which the acceleration lane is part, will be limited at the end of it by a line or a similar system, from which the pilot cannot receive any external help or from his mechanic.

25.3 Repair Zone or Area

Place indicated in each circuit, located between the entrance and exit lane of Pit Lane, and reserved for repairs, where karts and pilots can receive outside help from their mechanics during the development of Practice, Rounds, and Races.

The Pit Lane Exit Zone, of which the acceleration lane is a part, will be limited at the end of it by a line or by a similar system, from which the pilot cannot receive any external help or from his mechanical.

25.4 Starting Park

The Starting Park is the area with restricted access, where the pilot and his duly accredited closed park mechanic, access with the kart before the Official Qualifying Practice, Rounds and Races.

The kart will access the Starting Park with the four wheels properly mounted. Cannot be accessed with

more wheels.

The Starting Park will be used in accordance with the Exit Park Procedure.

25.5 Pre-grid area

The Pre-grid Zone is the area enabled for the purpose of the formation of exit grids, normally located between the Park of Exit and the exit to the track.

The pilots and their mechanics, after leaving the Starting Park, are under the command of the Chief of Grid and must follow their instructions at all times.

25.6 Weighing Zone

The Zone or weighing line will be located from the deceleration lane and prior to the weighing scale and the Arrival Park.

At the end of the Official Qualifying Practice, Rounds and Races, all the pilots must go to the weighing zone, following the instructions of the Weighing Commissioners.

The entire weighing zone is considered a Closed Park. Only the Technical Commissioners and the drivers with their go-karts will be able to access it, being totally prohibited the presence of mechanics and / or contestants.

25.7 Arrival park.

The Arrival Park is the enabled area to which all pilots will go at the end of Official Qualifying Practice, Rounds or Races.

From the end of the Practice, Rounds and Races, determined from the moment the checkered flag is shown, any point from the finish line to the Arrival Park, this one even, is considered a Closed Park.

25.8 Closed Park

In addition to the provisions of Art. 38, the Arrival Park is considered a Closed Park throughout its area,

25.9 Tire distribution regulations. Tire park

1. General.

In order to control the quality and availability of tires for the race, eKarting Spanish Open establishes a dry and water tire distribution system, which guarantees its correct supply.

In addition, eKarting Spanish Open may call a tender for the exclusive supply of tires.

The exclusive Tire Supplier that is selected will supply tires with only one specification per type of tire, slick and water.

2. Infractions.

The provisions of **Annex I** of this Regulation shall apply.

3. Storage

The tires destined for the test will be stored in the Tire Park by the supplier before the start of the official Training, according to the schedule established for this purpose.

The contestants will go according to the established schedule, to the Tire Park to proceed to the identification by reading the barcodes of their tires and will proceed to pick them up for safekeeping throughout the event.

4. Tire distribution for Private Practice and Free Practice.

The use of tires, in quality and number, for Private and Free Practice is the responsibility of the contestant, as well as making the necessary forecast of the same through the means it deems appropriate.

In any case, in order to guarantee the use of official tires for the event, the supplier / organizer will make available to each pilot officially registered in the event, 1,5 sets of tires per event.

The obtaining of these tires will be made by acquiring the corresponding Bonus from the supplier, within the time established in the Particular Regulation of the event.

5. Distribution of official tires (Dry and water).

The official tires for the event will be distributed in the Tire Park, at the time determined for this purpose and always before the Free Practice, by contribution from the supplier's Bonus.

The distribution will be carried out randomly among all the tires supplied for the test that are deposited in the tire park.

The barcodes attributed to each pilot will be identified in the Technical Data Sheet of each pilot.

6. Maximum number of tires.

The Technical Regulation will establish the maximum number of tires to be used for each race. A maximum number of slick tires will be established. A maximum number of water tires will be established.

7. Tire use

The tire use regime during the test shall be governed by the provisions of the Technical Regulations.

The verified tires will be used for Free Practice, qualifying session, prefinals and finals, and therefore will only be delivered to the rider for this purpose.

8. Control of official tires (Dry and water). All official tires will be checked in the access to the Starting Park, with the reading of their corresponding bar codes, in order to verify if they correspond to the tires attributed to the pilot in question.

The MiniRAE Lite measuring device of the company “RAE Systems INC (USA)” will be used from the Free Practice, Qualification Session, Prefinals and Finals to control the conformity of the tires with the Regulation, regarding the adhesion of liquids or substances.

The VOC (Volatile Organic Compounds) measurement of tires may not exceed 5 ppm (maximum limit value) at all times.

Note: The pollution of the tires, for example, as a result of the use of a cleaning spray, should be avoided, since it may lead to exceeding the limit value.

If after a check, it is found that one or more tires are not in accordance with the Regulation, the pilot in question will not be authorized to access the Pre-Grid: therefore, he will not be authorized to take part in the corresponding session of the competition.

Claims against this procedure will not be admitted. Claims and appeals in this regard will not have suspensive effect.

26. BRIEFING

26.1 El Director de Prueba y/o el Director de Carrera realizará(n) un Briefing en el lugar y a la hora designados en el Reglamento Particular. Todos los concursantes (o los representantes que ellos hayan nombrado) y los pilotos admitidos para participar en la carrera deberán estar presentes durante todo el Briefing y firmar la hoja de presencia.

26.2 Los concursantes son responsables de la asistencia o no de sus pilotos al Briefing. Los Comisarios Deportivos convocarán al concursante y/o piloto que no haya firmado la hoja de presencia para proporcionarle los detalles del Briefing, sancionando al concursante con la penalización establecida.

26.1 The Event Director and / or the Race Director will make a briefing at the place and at the time designated in the Particular Regulations. All contestants (or the representatives they have appointed) and the riders admitted to participate in the event must be present during the entire Briefing and sign the presence sheet.

26.2 The contestants are responsible for the attendance or not of their pilots to the Briefing. The Sports

Commissioners will summon the contestant and / or pilot who has not signed the presence sheet to provide the details of the Briefing, sanctioning the contestant with the established penalty.

27. EVENT COMPOSITION

27.1 For all scoring races of the e-Karting Spanish Open, the composition of the Event shall be as follows:

Administrative and technical checks, Free Practice, Official Qualifying Practice; Rounds and Races (Prefinal and Final) and awards ceremony.

E-Karting Spanish Open may authorize another different composition upon reasoned request from an Organizer.

28. KARTS ADMITTED ON TRACK

28.1 The maximum number of karts admitted will be determined by the E-Karting Spanish Open Sport Regulations.

29. DISTANCES

29.1 The maximum distance to race in a speed test shall be subject to the characteristics of the track and the capacity of autonomy of the kart. These distances will be recognized in the particular regulation of each race.

30. WET TRACK CONDITION (RAIN)

30.1 If “Wet Track” is declared (condition indicated by a banner by the Race or Test Director), the choice of tires is free.

The Race Director reserves the right to show the black flag to a driver, if he judges, that he has a wrong set of tires and is very slow and dangerous for the other drivers.

In fact, the use of “Slicks” tires is mandatory in all other cases.

30.2 The simultaneous use of slicks and rain tires in the same kart is prohibited under any circumstances.

30.3 The tire use regime under “Wet Track” conditions shall respect the provisions of article 25.8.8.

31. FREE PRACTICE

31.1 Definition

a) Free Practice: Session open to all vehicles and drivers authorized to take part in the test.

31.2 Development and Composition

The session will last 10 minutes.

The use of transponders is mandatory from the beginning of these Workouts.

Violations committed by a pilot or his contestant during Free Practice will be penalized by the Sports Commissioners at their sole discretion.

Battery recharge is **NOT authorized** during this Session.

31.3 Interruption of Free Practice

When it is necessary to interrupt the Training due to obstruction of the Track due to an accident or because of the atmospheric conditions or other reasons that make it impossible to continue, the Race Director will order a red flag to be shown on the starting line. Simultaneously, other red flags will be shown in all the positions of Track Commissioners.

The decision to stop the Session may only be made by the Race Director (or in his absence, by his deputy) under the authority of the Event Director.

Only in the case of Free Practice, can this period be canceled after an interruption of this type.

32. OFFICIAL QUALIFYING PRACTICE

32.1 Definition

Official Qualifying Practice is mandatory for all vehicles and drivers, who wish to take part in the races, and have been authorized to take part in that session.

Pilots authorized to participate in Official Qualifying Practice will be entitled to a maximum session of 30 minutes.

32.2 Composition and Development

1. The Session will consist of a maximum of 12 pilots.
2. The Session will last 10 minutes.
3. All pilots must have left the pre-grid within three minutes of showing the green flag / traffic light. Any infraction in this regard may be sanctioned by the Sports Commissioners.

Any pilot who crosses the starting line of the Boxes Exit Zone will be considered as having taken it.

4. Any Pilot who, once the Start is taken, stops for any reason, stops at the Repair Area or Arrival Park, will be considered to have completed his Training and will not be allowed to return to them.
5. Mechanics or pushers are not authorized to assist pilots once they have crossed the line at the end of the Boxes Exit Zone.
6. Battery recharge is **NOT authorized** during this Session.

32.3 Classification of Official Qualifying Practice

A kart can only be classified by the driver registered in it.

The final classification of the Official Qualifying Practice will be made as follows:

1. The Classification will be carried out with the best time of each pilot.
2. In case of a tie, the 2nd best time of each driver will be considered, and so on until the tie is broken.
3. If a pilot could not make a timed lap he will be classified at the end of his series. If several pilots were in this situation, their positions will be decided by lottery.

32.4 Interruption of Official Qualifying Practice

1. The decision to stop the Official Qualifying Practice may only be taken by the Race Director (or in his absence, by his deputy) under the authority of the Event Director.
2. The Race Director may interrupt the Official Qualifying Practice as many times and for as long as he deems necessary to clear the Track or allow the withdrawal of a vehicle.
3. When it is necessary to interrupt the Official Qualifying Practice due to obstruction of the Track due to an accident or due to weather conditions or other reasons that make it impossible to continue, the Race Director will order a red flag to be showed on the line of exit. Simultaneously, other red flags will be showed in all the positions of Track Commissioners.

4. When the interruption signal is given, all vehicles will immediately reduce the speed and return slowly to the starting line or park of arrival, fully following the indications of the track commissioners, and prepared to stop if requested by the marshals.

32.5 Resumption of Official Qualifying Practice

1. Unless manifestly impossible, these Practices will be resumed at least to meet the minimum times of the Official Qualifying Practice.

2. In the event that one or more Qualification sessions are interrupted, no claim will be admitted regarding the possible effects on the qualification of the pilots admitted at the start.

Only those pilots who had not accessed the track before the interruption and those who were still on the track would only be allowed to participate in the resumption of the Official Qualifying Practice.

32.6 Cancellation of Official Qualifying Practice

In case of not contesting the Official Qualifying Practice, due to force majeure, for the preparation of the Prefinal grids, the Free Practice times would be taken into account. In case some pilot did not have time for not having disputed them, he would put himself at the end of the grid. In the event that there is more than one pilot with no time, it will be determined at the discretion of the College of Sports Commissioners.

33. STARTING GRID

At the end of the Official Qualifying Practice, the list of classified drivers and also the starting grid will be published.

Only these drivers will be allowed to start in the races.

33.1 Formation of the Starting Grids

It will be defined in the particular regulations of each test.

33.2 The final starting grid will be published one hour before the official start time of the race

In the event that 2 finals are held on the same day, the publication of this grid will take place 30 minutes before the departure of the second final.

Any contestant whose vehicle cannot be part of the grid, for whatever reason (or who has an important reason to believe that their vehicle will not be ready to take the exit) must inform the Race Director before this time.

Any participant who withdraws from the test without previously notifying his decision to the Race Director

will be sanctioned.

34. STARTING PARK PROCEDURE FOR FREE PRACTICE, OFFICIAL QUALIFYING PRACTICE, ROUNDS, PREFINAL AND FINAL

34.1 Free Practice

Pilots will access the track as follows:

- If the circuit has independent track entrance and exit, the pilots will access it through the planned accesses.
- If the circuit does not have an independent track entrance or exit, the pilots will access through the Departure Park as a way of passage to it.

Gate Control:

- Only the pilot and mechanic, accredited for their numbered passes, will have access to the Starting Park at the times established for their Sessions.

34.2 Official Qualifying Practice

Pilots and their go-karts will go to the Starting Park following the following procedure:

- 30 minutes before Start, the Starting Park will open. It can only be accessed with the four wheels mounted on the kart.

Gate Control:

Once the Starting Park has been opened, the Park Commissioner will carry out the following control, using the entry control sheet:

- Only the Pilot and his Closed Park Mechanic are authorized to access it.
- Pilot and mechanic must present the corresponding accreditation, holder passes with the number, and may only access the Starting Park in the corresponding session and at the scheduled time for it.
- Only the go-kart, the go-kart carriage and the manual tool and spare parts necessary for the repair of the

go-kart are authorized to access.

Safety rules:

- Under any circumstance may the Pilot's General Switch be turned on inside the Departure Park, or perform any manipulation or operation that could cause a danger to the other occupants of the Park.
- 10 minutes before the scheduled time for Practice, access to the starting area will be opened.
- 5 min. Prior to start, access to the Pre-Grid will be closed.

34.3 Rounds and Races Prefinal and Final.

1. Pilots and their go-karts will go to the Starting Park following the following procedure:

- 30 minutes before departure, the Starting Park will open. It can only be accessed with the four wheels mounted on the kart.

Gate Control:

Once the Starting Park has been opened, the Park Commissioner will carry out the following control, using the entry control sheet:

- Only the pilot and his Closed Park Mechanic are authorized to access it.
- Pilot and mechanic must present the corresponding accreditation, holder passes with the number, and may only access the Starting Park in the corresponding Round or Race and at the scheduled time for it.
- Only the go-kart, the go-kart carriage and the manual tool and spare parts necessary for the repair of the go-kart are authorized.

Safety rules.

- Under any circumstance may the Pilot's General Switch be turned on inside the Starting Park, or perform any manipulation or operation that could cause a danger to the other occupants of the Park.
- 15 minutes before departure, the Pre-Grid will begin to form and the drivers will be available to the Race Director.

System Ignition

At the discretion of the Race Director, it is possible to carry out an Ignition of the Electric Traction system prepared for the start.

Correctly placed in the Pre-Grid and with the karts duly attached to the cars, the Electric Traction System

may be switched on for one minute. This moment will be determined by the Race Director, deputy or Chief of Pre-Grid.

- 5 min. Prior to Start, access to the Pre-Grid will be closed.

2. Any kart that has not taken its position on the grid in the established time, will not be authorized to do so, except and under exceptional circumstances that will be left to the appreciation of the Sports Commissioners.

3. Any contestant who for any reason has well-founded reasons that his kart / s will not be ready to take the exit must inform the Officer in charge of the Starting Park as soon as possible, which in turn will inform the Race Director or Event Director as soon as possible.

35. STARTING PROCEDURE

35.1 General Provisions

1. Pre-grids

The Starting grids will be formed in the Pre-Grid zone established for this purpose in the circuit.

In the event that the formation of the grid of previous start was carried out in the zone of grid in track, this will be considered like zone of Pre-Grid with the same considerations and norms.

- During the formation of the Pre-grids the pilots will be placed in the exact position that they should occupy at the time of Start. This place must be maintained throughout the departure procedure.

- The grid will have a formation of two rows.

- Once the karts leave the Pre-Grid area and cross the line that delimits the end of the boxes or acceleration lane, they cannot receive any outside help.

- Any pilot who has not been placed at the direction of the Race Director or Event Director and with his kart in running order, will be allowed to leave the Starting Park only when authorized by the Race Director, Event Director or Officer in charge of the Starting Park.

Any pilot with his kart, present at the starting grid or Pre-grid within the established times, will be considered as tested, regardless of the number of laps made.

2. Starting Area – Race Direction Position.

- At the start, the Race Director or Starter will be located on a platform located at least 5 meters from the side of the track and behind a permanent protective barrier.

- The finish line determines the start and end of a complete lap of the circuit and therefore also the start and end of a Prefinal or Final.

- A yellow line painted 25 meters before the finish line will delimit the area from which the Start can be given.

This line may also consist of 1 cone on each side of the Track.

- For the launched Start, in each circuit there will be a red line in the area prior to the Start zone,

This red line or imaginary line formed by cones on the edge of the track must be indicated in the Particular Regulations or in the Briefing. During the lap or Practice lap, pilots will be able to regain their position up to this red line. Once the red line is passed, the pilots cannot recover the position in the formation and will take the start in the position they occupy at that time.

Pilots must remain inside the lanes throughout the procedure until the Start signal has been given.

For interpretation purposes, white lines are part of the lane.

- For Standing Start there will be some lines that define the grid positions of the karts.

3. Start

- The starting signal will be given by means of a traffic light, considering the switch on of the red lights as starting signal. In case of force majeure, the Start may be given through the National Flag as provided in the CDI.

- As soon as the start has been given, the conditions of the Race will be applicable, being forbidden to give assistance, except to park the kart in a safe area.

35.2 Sequence of the Starting Procedure.

This procedure will be applicable in all specialties, which will be governed by the Circuit Regulations. The Warm-Up lap will be preceded by the following signaling:

- 15 minutes before Start. The Starting Park will open for the formation of the Pre-Grid.
- 10 minute panel. Audible notice
- 5 minute panel. Audible notice The entrance to the Pre-Grid is closed.
- 3 minute panel. Audible notice The go-karts must be located in their grid place, ready to take the Start and with the final tires installed. All people must leave the grid, except for pilots, mechanics and test officials.

- 1 minute panel. Audible notice The deadline for performing any external mechanical assistance operation in the go-karts ends.
- 30 second panel. Audible notice
- Electric System Ignition Panel. Audible notice The pilots turn on the electrical system and remain at the command of the Race Director. In the event that a pilot cannot turn on his electrical system, he must indicate it to the commissioners.
- Green flag. Pilots must start the Warm-Up lap.
- If the Race Director declares “Wet Track”, based on article 30, the change or assembly of tires shall be authorized until the appearance of the 3-minute Panel. Only in the following case can a variation of the indicated departure procedure be allowed:
 - If it starts to rain after the 3-minute signal and before the Warm-Up lap, at the discretion of the Race Director, the opportunity may be given for drivers to change tires. The Delayed Starting Panel would be displayed, and the Start procedure would start again from the 5 minute signal, allowing the wheels to be replaced. During this intervention, it will only be possible to change tires, adjust bushings and adjust tire pressures. Any other intervention is prohibited.
- In this case, you can change tires up to the 1 min panel.

35.3 Warm-Up lap

1. The Warm-Up laps are intended to ensure that the different mechanical elements acquire the ideal working temperature and allow the Start to be given in the order determined in the Pre-grid.
2. At the moment the Race Director or Starter waves the green flag, the vehicles must start the Warm-Up lap maintaining the order of the starting grid and following the pilot in "Pole Position".

During the Warm-Up lap it is prohibited:

- a) Perform Start tests.
- b) Carry out zigzag maneuvers for heating tires from the point indicated by the Event and / or Race Director in the Briefing.

35.4 Standing Start - Sequence of the procedure.

1. Once the Pre-Grids have been formed, the drivers will be under the direction of the Race Director and will follow their instructions. At the direction of the Race Director, the riders will start the Warm-Up lap maintaining their positions and not advancing to pole position.
2. Once they have left the Pre-Grid Area and crossed the final pit or acceleration lane line, pilots cannot

receive outside help.

The pilots will start the training lap and go to the starting grid on the track, using the normal course development.

In the event that a pilot could not start the Warm-Up lap, once all the pilots have left the Pre-Grid area, they can receive assistance. Once started, the rider may join the Warm-Up lap, as long as the pole position has not reached the red line zone. Once the pole position has reached the red line, all karts that are in the Repair or Pre-Grid Area may not take the Start until it has been given effectively regardless of the number of Warm-Up laps perform.

During the Warm-Up lap pilots have the obligation to:

- Circulate in two rows and in parallel, at reduced speed.
- Do not use another itinerary than the one defined by the track for the race.
- Save the position marked on the Pre-Grid.
- Do not perform start tests

3. At the end of the Warm-Up lap and at the orders of the Commissioners, the pilots will take their positions and stop their go-karts on the Starting Grid. The Race Director, his deputy or the Event Director will be in the starting area with a red flag.

4. The lights will be off until the last kart has taken its position on the Grid.

5. In the event that a pilot is delayed in the Warm-Up lap he will have the possibility of regaining his position on the Grid before the red lights come on.

6. Any pilot who disregards the Commissioner's instructions to place himself in the correct starting position and is standing, in an advanced position, delayed and / or not centered in relation to the grid marks, may be penalized according as indicated in Annex I of this Regulation.

If, in the opinion of the Sports Commissioners, the advantage obtained by the participant has been able to alter the Result of the Start of the race, the driver will be penalized in accordance with the provisions of Annex I.

7. When all karts are standing on the Grid in their assigned positions, a Commissioner will show a green flag at the end of the Grid.

8. The Race Director, his deputy or the Event Director, will remove the red flag from the starting area and the drivers will be under the direction of the Race Director.

9. The Race Director or Starter will turn on the red traffic light, or initiate the sequential lighting of the red

lights (with a duration of 4 sec.).

10. The Start will be considered given when the red lights go out by the Race Director.

11. If the Starter is not satisfied with the procedure, it will turn on the amber or orange light, which means that one more Warm-Up lap will be performed.

12. If a pilot could not leave, he will remain in his kart and notify his situation by raising his arms, without leaving the kart, and will be at the orders of the Track Commissioners, to place the kart in a safe position.

13. In the case of a new Warm-Up lap, the pilot will be authorized to leave his kart and try to start by his own means once the entire grid has passed. You will not be authorized to resume your original position and must take the Start at the end of the grid, regardless of the number of times you have to repeat the Warm-Up lap. No driver will be allowed to fill the vacant position.

14. If it is necessary to interrupt the departure procedure, the Test or Race Director will present the waved red flag, indicating to the pilots that they must turn off the Pilot's General Switch.

35.5 False departures and breaches of the Starting Procedure.

1. In the case of repeated false departures or for incidents in the Warm-Up lap, the Race Director or the Event Director, acting as Judge of Facts, may stop the departure procedure by means of the red flag and inform the Sports Commissioners, which may penalize the pilot who caused them.

A new departure will be given immediately, or at a reasonable time established by the Race Director, according to the circumstances.

The starting grid will be the same as in the initial procedure. All pilots present in the starting area or in the repair area before the procedure was stopped will be authorized to take the start of the new training lap.

The sequence of the Starting Procedure would be applied, repairs being authorized up to the 1 minute Panel.

2. Any attempt to advance or delay the Start will be sanctioned.

Pilots who, before the exit signal, cease to be in the assigned exit position, enter an early exit. Any kart that is in motion during the exit procedure before the exit signal is given will be considered a false exit.

The penalties for violations of the departure procedure are set out in Annex 1.

To verify compliance with the regulations established in the Start Procedure, early Start and alignment control, all officials listed in the Special Rules of the event will also be considered Judges of Facts, in accordance with Art. 11.16 and 13.6 of the CDI.

3. As many Act Judges may be appointed as necessary to verify early starts.

36. ROUNDS AND RACES: PREFINAL AND FINAL

36.1 Composition and performance

1. Round 1 and Round 2:

The **Round 1** and **Round 2** will be carried out with 6 karts/pilots.

- **Round 1:** will be composed by 1st, 2nd, 3rd, 10th, 11th, 12th of the **Official Qualifying Practice**.
- **Round 2:** will be composed by 4th, 5th, 6th, 7th, 8th, 9th of the **Official Qualifying Practice**.

2. Round 3 and Round 4:

Round 3 and **Round 4** will be carried out with 6 karts/pilots.

- **Round 3:** will be composed by:
 - o 4th, 5th y 6th of **Round 1** and
 - o 4th, 5th y 6th of **Round 2**
- **Round 4:** will be composed by:
 - o 1st, 2nd y 3rd of **Round 1** and
 - o 1st, 2nd y 3rd of **Round 2**

3. Prefinal and Final Races:

The Prefinal and Final races will be carried out with all 12 karts / pilots participating in the Event.

The positions of the starting grid will be occupied as follows:

- **Prefinal:** according to the times obtained in the Official Qualifying Practice, but in **reverse** order.
- **Final:** according to the times obtained in the Official Qualifying Practice.

36.2 Neutralization or Resumption after a race suspension.

36.2.1 Neutralization of a race

A race may be neutralized in the event that it is deemed necessary by the Race Director.

The procedure will be used only if the track is obstructed or if the pilots or officers are in immediate

physical danger, but the circumstances are not sufficient to justify the arrest of the race.

1. The order of neutralization will be considered given, when in the positions of Race Direction and Commissioners' Positions, yellow flags are shown and a "SLOW" panel (yellow panel with the word "SLOW" in black, preferably), which will be maintained until neutralization ends.

The flashing orange lights will be on at the finish line.

2. When the neutralization signal is given, all go-karts must line up behind the go-kart that goes first, and overtaking is totally prohibited.

The overtaking can only be done in the case of a kart significantly reduce its speed due to a mechanical problem.

3. During neutralization, the lead pilot will dictate the speed at which he must drive, always very moderate. Moderate speed is understood to be respected by the leader and the rest of the group, a speed below 60 km / h.

Any violation of this rule may be sanctioned by the Sports Commissioners.

All karts must remain behind the leader in a formation as compact as possible. No pilot is allowed to leave a distance greater than two karts between himself and the kart that precedes him.

4. Go-karts may enter the Repair Area during neutralization, but may not reinstate until authorized by area officials. Once you return to the track, the kart will proceed at reduced speed until you reach the end of the kart line after the leader.

5. When the Race Director decides the end of the neutralization period, the flashing orange lights on the finish line will be turned off. This will indicate to the drivers that the race will be resumed in the next time crossing the finish line. On the last lap of neutralization, the "SLOW" panels will be maintained and the yellow flags will be static.

6. During the last lap of neutralization, the leading kart will continue marking speed, always reduced.

The Race Director will indicate the resumption by showing the green flag at the finish line. Overtaking will remain prohibited until the finish line is over at the end of neutralization. When approaching the finish line, where the green flag will be displayed by the Race Director, the pilots can only accelerate after having crossed the yellow line before the finish line and cannot overtake until they have crossed the finish line.

The yellow flags and the "SLOW" panels at the commission stations will be removed and replaced by waving green flags. These flags will be displayed at most during one lap.

7. All laps completed during neutralization will be considered as race laps.

8. If the race ends during neutralization, the karts will take the arrival flag as usual, at the end of the laps

provided for the race or race.

Overtaking will only be allowed in the event that a kart slows down due to a mechanical problem.

36.2.2 Resumption after suspension:

If a round or race is suspended in application of article 36.3, the resumption procedure will be carried out based on the SLOW Procedure.

Under the orders of the Event Director, the pilots will proceed to take the Start in neutralization during one or more laps.

In the event that a pilot could not start the lap, once all the pilots have left, he may receive assistance. Once started, the pilot may join, as long as he receives authorization from the Race Director and always after giving the resume signal by means of the green flag.

In the posts of the track commissioners, SLOW posters will be presented accompanied by still yellow flags.

If the Event Director is satisfied with the lap, he will indicate the resumption of the round or race by means of a green flag waved on the Line. It will be prohibited to overtake until the karts have exceeded the Line.

When they approach the Line, where the Event or Race Director will wave a green flag, pilots can only accelerate when they have crossed the yellow line that precedes the Line.

The SLOW signs, as well as the yellow flags presented at the track commissioner posts, will be replaced by waved green flags that will be shown during maximum 1 lap.

36.3 Suspension

1. Suspension

- When it is necessary to suspend the races due to obstruction of the Track due to an accident or due to weather conditions or other reasons that would make it impossible to continue, the Event Director and / or Race Director will order that a red flag be displayed on the Finish Line. Simultaneously, other red flags will be shown in all the positions of Track Commissioners.

- In this case, all karts must immediately reduce their speed and will be directed to stop based on the instructions of the Event and / or Race Director:

a) To the Repair Area:

In this place, you can work on the karts and introduce replacement material on condition that they were deposited in the Closed Park before the initial Start (in the case of chassis and engines, only those verified).

Recharging is allowed.

b) On the track, at the place designated in the Briefing:

When so ordered by the Event / Race Director, it is not allowed to work on the go-karts, or introduce replacement material, or recharging.

Considering that:

- It is forbidden to overtake.
- Some point of the track may be partially or totally obstructed.

2. Resumption

After a suspension situation, the resumption period should be as short as possible, and when the start time is known, the pilots will be informed. In any case, a notice will be issued 10 minutes before.

The following posters will be shown before resumption:

- 10 minutes
- 5 minutes
- 3 minutes
- 1 minute
- 30 seconds

Each warning will be accompanied by an audible signal.

All go-karts must be ready when the 3-minute poster is displayed.

The procedure to follow varies depending on the number of laps completed by the driver classified in first position before giving the stop signal.

Case A

Less than 2 laps made.

- The original output will be considered void and not made.
- The distance will be the same as the original. The race management reserves the right to decrease the

number of laps due to the loss of autonomy, if there had been no time to recharge.

- The starting grid will be the same as the original.
- All the Pilots present in the original starting procedure, with their original kart and who are able to resume the new start, will be admitted to the new start.

Case B

More than 2 laps have been made, but less than 75% of the planned distance of the round or race, rounding the laps to the unit in excess.

- The Race will be resumed based on the SLOW Procedure and Article 36.2.2 will apply.
- The provisional classification will be the one of the previous lap to the lap in which the red flag was shown.
- The distance of the race after the suspension will be less in one lap than the original distance minus the number of laps made until the suspension order.
- The starting order will be determined by the provisional classification of the lap before the lap in which the red flag was shown.
- Karts that are in the Repair area or not running at the time of showing the red flag, may not return to resume.

Case C

75% or more of the distance of the round or race has been made, rounding the excess laps.

- The race will be considered as finished.
- The classification will be that of the previous lap to the lap in which the red flag was shown.
- All points will be awarded.

36.4 Definitive stopping of a race

If a race is suspended according to the cases provided for in article 36, without being able to resume the start, no points will be awarded in Case A (less than 2 laps), half of the points will be awarded in case B (more than 2 laps and less than 75%) and all points in case C (more than 75%).

37. FINISH

37.1 The Finish signal will be given on the finish line at the moment the first vehicle has traveled the entire distance of the Race.

37.2 If the Finish signal is given, for any reason other than those provided in the Particular Regulation, before the head vehicle has made the expected number of laps, the Race will be considered to have ended when the head vehicle has been passed the finish line for the last time before the signal has been given.

37.3 If the signal for the end of the Race for any reason is delayed, the Race will be considered finished when scheduled.

37.4 After having received the Finish signal, all the karts will continue to make 1 lap of deceleration; during which, sudden speed reductions will be avoided, as well as unforeseen changes in direction, which may cause accidents, and the participants must maintain, at all times, the same behavior patterns observed during the competition. All karts will go directly to the Closed Park, without stopping and without any help, except that of the Commissioners if necessary, using the normal development of the track and without any unnecessary delay.

37.5 Any classified kart that cannot reach the Closed Park by its own means will be under the exclusive control of the Commissioners, who will supervise the transfer of the kart to the Closed Park.

37.6 For the arrival of a pilot to be considered valid, he must cross the finish line sitting at the wheel of his kart in normal operating conditions.

38. CLOSED PARK

38.1 Only Technical Commissioners and authorized Commissioners will have access to the Closed Park.

38.2 No intervention may be carried out without their express authorization.

38.3 As soon as the arrival flag is displayed (Final) the Park Closed rules take effect from the area between the finish line and the Park Closed entrance.

38.4 The Closed Park must be sufficiently wide and protected to ensure that no unauthorized person has access to it.

38.5 At the end of the Official Qualifying Practice and after each round and race, pilots with their kart must go directly and immediately to the Closed Park (except for the karts designated by the Sports Commissioners to carry out the weighing control, which must go to the Control Zone of the same and once done they will go to Closed Park).

38.6 The karts may not be removed from the Closed Park until the opening of the Park by the Sports Commissioners of the event.

38.7 The duration of the Closed Park will be determined by the Sports Commissioners based on Art. 39.

38.8 The duration of the Closed Park will also be conditioned by the needs of the recharging time available for the next race.

39. CLASSIFICATION

39.1 To qualify for a Race, pilot must make at least 50% of the laps made by the winner (half over if the number of laps is odd), even if they did not cross the finish line after the winner race in the last lap and, consequently, you have not been shown the signal for the end of the race (checkered flag).

39.2 The vehicle classified 1st will be the one that covered the expected distance in the shortest time. All vehicles will be classified taking into account the number of complete laps they have made and, for those who have totaled the same number of laps, the order of arrival to the line will be taken into account.

In accordance with the provisions of Article 21 of the CDI, the finish line is the one that establishes the actual order of arrival of the vehicles. Therefore, in case of doubt, the “photo-finish” will be the one that establishes the mentioned order of arrival.

In the event that after analyzing this “photo-finish” doubts persist about the order of arrival, the best lap that the pilots involved have achieved in the race in question, where the doubts regarding the order in the arrival, were created.

If this were not enough to undo the tie, the second best lap would be taken into consideration and so on until the order of arrival was established.

39.3 The provisional official classification signed by the Race Director will be published after the Race. It will be the only valid classification subject to modifications that may be introduced under the International Sports Code or Sports Regulations.

39.4 After the period of submission of claims without having submitted any classification will become final, will be signed by the Sports Commissioners and will proceed to the opening of the Closed Park. If the Competition foresees 2 competitions per race, the classification of the 1st will not be final until - at least - the 2nd will be declared final.

39.5 If, on the contrary, after that period of time the official classification could not be signed, the Sports Commissioners will issue a decision that includes, with respect to the vehicles that might be affected, the reasons for which the aforementioned definitive classification is pending. For the rest of the participants,



the elements that have been used to establish the classification will be considered definitive.

39.6 In the event that an intention of Appeal has been presented, or if it is pending the result of an anti-doping analysis, etc., the part of the affected classification will remain provisional until the final resolution. In this case, the Sports Commissioners will sign the official classification, mentioning in which part they are affected and what is the reason for the provisionality.

40. POINTS DISTRIBUTION

40.1 The attribution of points for each race shall be carried out as follows:

Points will be awarded:

- a) at the end of the four rounds, according to the resulting positions
- b) at the end of the Prefinal, according to the resulting positions
- c) at the end of the Final, according to the resulting positions

Rounds 3 and 4 will define the positions of this phase of the test, awarding the points as follows:

Rounds Position	Awarded Points	Prefinal Race Position	Awarded Points	Final Race Position	Awarded Points
1st	20	1st	20	1st	20
2nd	17	2nd	17	2nd	17
3rd	14	3rd	14	3rd	14
4th	11	4th	11	4th	11
5th	10	5th	10	5th	10
6th	9	6th	9	6th	9
7th	8	7th	8	7th	8
8th	7	8th	7	8th	7
9th	6	9th	6	9th	6
10th	5	10th	5	10th	5
11th	4	11th	4	11th	4
12th	3	12th	3	12th	3

Unclassified or disqualified drivers will be awarded 0 points.



The sum of the points of the three columns will serve to conform the final classification of the Event.

40.2 General Classification of the eKarting Spanish Open

Once the classification of the Event has been determined, and following said classification, the points for the general classification will be awarded, as follows:

Event Clasification	Points awarded for the General Clasification
1 ^o	20
2 ^o	17
3 ^o	14
4 ^o	11
5 ^o	10
6 ^o	9
7 ^o	8
8 ^o	7
9 ^o	6
10 ^o	5
11 ^o	4
12 ^o	3

41. TROPHY CEREMONY

41.1 The classification criteria for the podium ceremony will be established in the specific Regulations of each Contest

The podium ceremony will be held based on the provisions of the PCCCTCE.

As this podium ceremony is based on the Provisional Classification of the Event, in the event that said classification is altered by being definitively elevated by the College of Sports Commissioners, and this would imply a variation of the first three classified, the pilots in question must return the trophies initially delivered, so that they can be offered to the new classifieds.



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42. AWARDS

Each Event:

1st 500€

2nd 300€

3rd 200€

For the “eKarting Spanish Open” 2020:

1st 2.000€

2nd 1.200€

3rd 800€

43. CLAIMS AND APPEALS

43.1 Any claim must be made in accordance with the provisions of Article 13 of the CDI, accompanied by a bond of 1,000.- Euros.

Claims must be submitted in writing to the Race Director or his deputy (or failing that to the Sports Commissioners) within a maximum period of 10 minutes following the publication of the results of the Official Qualifying Practice and Pre-Final, and during the 30 minutes following the publication of the classification of the Finals.

43.2 As indicated in Article 15 of the CDI, every contestant has the right to appeal against the decisions taken by the Sports Commissioners of the tests in the manner and deadlines established in the said Chapter, accompanied by a deposit of 2,500 Euros.

44. CLASSIFICATIONS

44.1 The title of the winner of the eKarting Spanish Open will be awarded to the one who has obtained the highest number of points, taking into account the number of results to be retained established in the corresponding Contest.

44.2 For the purpose of final general classification, it will be mandatory to retain the results of the tests in which a contestant and / or pilot have been disqualified for any reason of a technical or sports nature,

once all the appeals and remedies are exhausted. Likewise, the results derived from the non-participation of a contestant and / or pilot in any of the tests resulting from compliance with sanctions will be considered as results.

44.3 In cases of tie between pilots, the tiebreaker rule will be the one that first emerges from the application of the following process:

1. According to the quality of the positions (first places, then second places, etc.) obtained in the classifications of the scoring races that have served to constitute their total retained points.
2. If the tie persists, according to the quality of the positions (1st, 2nd, 3rd, etc.) obtained in the rankings of all the qualifying races for the Contest, in which each of the tied applicants has taken part.
3. If the tie persists, the quality of the positions (1st, 2nd, 3rd, etc.) obtained in all the races carried out in the scoring races for the Contest.
4. If the tie persists, quality of the positions (1st, 2nd, 3rd, etc.) obtained in the Qualification Sessions in the qualifying Practices for the Contest.
5. If the tie persists, eKarting Spanish Open will designate the winner based on other considerations it deems appropriate.