



TILLOTSON T4 NATIONS CUP 2022

SPORTING REGULATIONS T4 MINI/T4 JUNIOR/T4 SENIOR/T4 SENIOR 165 & T4 MASTER (150622)

REGULATIONS:

The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arise as to their Interpretation headings in this document are for ease of reference only and do not form part of these Sporting Regulations. The language written and spoken shall be English. It is mandatory to use the following equipment in accordance with Tillotson "T4 Global Rules and Regulations 2022".

- A. Chassis (T4 Mini: T-CHS-MK-CS2, T4 Junior / Senior (all classes): T-CHS-CS1)
- B. Bodywork elements (front panels, front fairings, front fairing mounting kits, side bodywork and rear wheel protections).
- C. Tires (T4 Mini- Maxxis T4 Slick/Rain tyre, T4 Junior/Senior (all classes) Maxxis T4 Slick/Rain tyre)

The safety prescriptions of the CIK-FIA must always be applied (Article 3 of the Technical Regulations of CIK-FIA, Safety of Karts and Equipment).

GENERAL UNDERTAKINGS

All Drivers, Mechanic's, Entrants and Officials participating in the Event undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the FIA International Sporting Code (The Code) the Code of Driving Conduct on Karting Circuits, CIK-FIA official Bulletins the CIK-FIA Karting Technical Regulations (the Technical Regulations) the Event Technical Regulations and the CIK-FIA General Prescriptions, the Supplementary Regulations of the Competition concerned and these Sporting Regulations.

ORGANISATION

The event shall be run in accordance with the FIA International Sporting Code "ISC" (The Code) and its appendices the FIA and CIK-FIA official Bulletins the CIK-FIA Technical Regulations, the General Prescriptions applicable to CIK-FIA International Karting Events Article 3 International Karting Regulations and International

Karting Licenses for Drivers & Code of Driving Conduct these Sporting Regulations and the Supplementary Regulations of each Event.

ARTICLE: 1. INFORMATION SPECIFIC TO THE EVENT

1.1. ORGANISATION/PROMOTOR

Tillotson Ltd
Clash Industrial Estate,
Tralee, Kerry, Ireland
Contact: mark.ffrench@tillotson.ie
Mobile: +353 87 145 8122
Web: www.tillotson.ie/racing

1.2 RECEPTION OFFICE/ENTRY

Tillotson Ltd
Clash Industrial Estate,
Tralee, Kerry, Ireland
Contact: mark.ffrench@tillotson.ie
Mobile: +353 87 145 8122
Web: www.tillotson.ie/racing

1.3. EVENT DATES AND CIRCUITS

September 30th – October 2nd, 2022
International Kartodromo Lucas Guerrero,
46370 Chiva, Valencia, Spain
Tel: +34 960 80 09 39

1.4. NATIONAL EVENT PROPOSED BY THE ASN

Federacion Espanola de Automovilismo, C/ Escultor
Peresejo 68 bis, 28023, Madrid

1.5. DATES OPEN & CLOSE OF ENTRIES

Open / Close: 01.06.2022 - 16.09.2022

1.6. ENTRANTS APPLICATION

Applicants must hold a valid National Competition Entrants license and the necessary authorization (visa) issued by their ASNs Affiliated to the FIA.

1.7. ENTRY RESTRICTION & LICENCE

1.7.1. Maximum and Minimum Entries in all classes

- A. T4 Mini: Maximum 72, Minimum 12
- B. T4 Junior: Maximum 72, Minimum 12
- C. T4 Senior: Maximum 72, Minimum 12
- D. T4 Senior 165/Master: Max 36, Minimum 12

1.7.2 Acceptation of entries, a minimum total (all classes together) of 48 Drivers are required per event.

1.7.3. T4 MINI

- A. License: Drivers entering the event in the T4 Mini class must hold a minimum National Karting License issued by an ASN affiliated to the FIA. As per 2022 FIA International Sporting code, Article 2.3.7, Competitors and Drivers who wish to take part in a National Competition organised abroad can only do so with the prior approval of their own ASN.
- B. Age between 8 - 12 years, the driver must reach his/her 8th birthday prior to the event start date.
- C. Minimum weight 108 kg
- D. Rules and Regulations as per "T4 Mini Global Rules 2022"

1.7.4. T4 JUNIOR

- A. License: Drivers entering the event in the T4 Junior class must hold a minimum National Karting License issued by an ASN affiliated to the FIA. As per 2022 FIA International Sporting code, Article 2.3.7, Competitors and Drivers who wish to take part in a National Competition organised abroad can only do so with the prior approval of their own ASN.
- B. Age between 11 - 16 years, the driver must reach his/her 11th birthday prior to the event start date.
- C. Minimum weight 140 kg
- D. Rules and Regulations as per "T4 Junior Global Rules 2022"

1.7.5. T4 SENIOR

- A. License: Drivers entering the event in the T4 Senior class must hold a minimum National Karting License issued by an ASN affiliated to the FIA. As per 2022 FIA International Sporting code, Article 2.3.7, Competitors and Drivers who wish to take part in a National Competition organised abroad can only do so with the prior approval of their own ASN.
- B. Age 15+ years, the driver must reach his/her 15th birthday prior to the event start date.
- C. Minimum weight 158 kg
- D. Rules and Regulations as per "T4 Senior Global Rules 2022"

1.7.6. T4 SENIOR 165 & MASTER

- A. License: Drivers entering the event in the T4 Senior 165 & Master class must hold a minimum National Karting License issued by an ASN affiliated to the FIA. As per 2022 FIA International Sporting code, Article 2.3.7, Competitors and Drivers who wish to take part in a National Competition organised abroad can only do so with the prior approval of their own ASN.
- B. Age 15+ years, the driver must reach his/her

15th birthday prior to the event start.

- C. To be categorised as a Master, drivers must be 30+ years of age prior to the event start date.
- D. Minimum weight 165 kg
- E. Rules and Regulations as per "T4 Senior 165 Global Rules 2022"

1.8. AMOUNT OF FEES

There will be three types of entry options offered.

Option 1: Practice & Race entry, 2 x Sets Dry tyres, Kart Package Rental, Awning Space, Fuel.

Option 2: Practice & Race entry, 2 x Sets Dry tyres, Awning Space, Fuel.

Option 3: Practice & Race entry, 1 x Sets Dry tyres, Awning Space, Fuel.

A. T4 Mini/T4 Junior/Senior/Senior 165 & Master

Option 1: 1,495 EUR

Option 2: 845 EUR

Option 3: 640 EUR

1.9. PRICES AND AWARDS

1.9.1 Trophies will be awarded to the first 3 finishing drivers in each category for the final of each event.

1.9.2 Medals will be provided for all the drivers in T4 Mini category.

1.9.3 T4 Nations Cup perpetual trophy will be awarded to the country scoring the highest points accumulated by the top 3 drivers registered for that country.

1.9.4 T4 Nations Cup points system will be awarded to drivers based on ranking positions on completion of heats and based on finishing positions in event final. More details: www.tillotson.ie/racing

ARTICLE: 2

ORGANISERS SUPPLEMENTARY PROVISIONS

2.1. TYRES

2.1.1. TYRES T4 MINI

A. Dry tyres: Maxxis T4 (T-MAX-MK-DRY1)

B. Wet tyres: Maxxis T4 (T-MAX-MK-WET1)

2.1.2. TYRES T4 JNR/SNR/SNR165 & MASTER

A. Dry tyres: Maxxis T4 (T-MAX-DRY1)

B. Wet tyres: Maxxis T4 (T-MAX-WET1)

2.1.3. RACE EVENT TYRE REGULATION

Dry race tyres are limited to One (1) x Set per driver. The race tyres will be distributed on Friday evening. Every driver must use this set for the entirety of the race event on Saturday and Sunday. Tyres will be scanned on entry on Parc Ferme for every session. If the tyre is not the allocated to the driver, then they will be refused access to the pre-grid area.

2.1.4. FREE PRACTICE TYRE REGULATION

Tyres are open during Friday's free practice sessions. Tyres can be purchased from Tillotson at the event but will need to be prebooked on Tillotson website: www.tillotson.ie/racing

2.1.5. Running wet tires on dry track is prohibited, wet tires may only be used if Clerk of the Course has declared wet race/ practice. The choice of tyres in a declared wet race will be left to the appreciation of the

Driver. CIK-FIA International karting Regulations General Prescriptions article 2.22

2.1.6. During warm up Saturday and Sunday morning the allocated race tyres must be used. Tyres will be scanned on entry to pre grid.

2.1.7 WET TIRE REGULATION IN ALL CLASSES

2.1.7.1 Wet tyres from a previous event are only allowed in free practice.

2.1.7.2 Tillotson will ship two (2) set of wet tyres for each registered/entered Driver of the event to be used in time-qualifying, qualifying heats, super heats, and final.

2.1.7.3. At any time during the event Driver/Entrant can purchase vouchers for wet tyres (maximum 2 sets). Each voucher must be paid by card or in cash with correct money.

2.1.7.4. Entrant/Driver who have purchased vouchers but not collected the tyres can return the vouchers and receive a refund, by same means of payment, at the end of the event - before office closing time.

2.1.7.5. Tyres that have been collected from Tyre distribution area cannot be returned.

2.1.7.6. RUNNING IN OF WET TYRES

Running in of wet tyres on a dry track is prohibited. Wet tyres may only be used if Clerk of the Course has declared Wet Race / Practice. The choice of tyres in a declared wet race will be left to the appreciation of the Driver. CIK-FIA Article 2.14.S of the General Prescriptions

2.2 ALLOWED EQUIPMENT

Each Driver must complete their technical passport with the following equipment. Should for any reason a team/driver have to replace an engine or chassis they must do this with a Tillotson technical delegate with the replacement form.

- A. Number of chassis - 1
- B. Numbers of Engines - 1
- C. Numbers of racing slick Tires – Maximum 1 set (2 front, 2 Rear)for the practice, qualifying practice, heats, super heat, and Final.
- D. Numbers of racing wet Tires – Maximum 2 Sets (4 Front, 4 Rear)

2.2. PETROL & LUBRICANT

- A. CIK-FIA International karting Regulations Technical Regulations General Prescriptions Article 2.21.
- B. Panta fuel will be the official fuel and only option authorized for use during the event. Panta Fuel will be distributed by Tillotson. More details on: www.tillotson.ie/racing

2.3. RACING NUMBERS

CIK-FIA International karting Regulations Technical Regulations General Prescriptions Article 2.24. Tillotson will provide race numbers to all drivers.

2.4. CAMERAS

No private cameras are allowed on any part of karts

and/or Drivers from first Non-Qualifying Practice to the end of the race event, no cameras are allowed on any part of the helmet at any time.

2.5. TRANSPONDER

- A. Drivers can use their own transponders if they are compatible with My Laps timing system.
- B. It is every competitors responsibility to ensure their transponders are charged and functional during the event.
- C. Transponders will be available to rent at the event for a fee of €50. These will need to be prebooked: www.tillotson.ie/racing
- D. Transponder must be fixed on the lower part of the back of the kart seat, and must be mounted in its original holder and maybe additionally secured by tie wraps.

2.6. SCRUTINEERING AND SPORTING CHECKS CIK-FIA International Karting Regulations General Prescription Article 2.10

2.7. CIK-FIA FRONT FARING MOUNTING KIT

CIK-FIA International Karting Regulations General Prescription Article 2.3.3

- A. The use of a homologated front fairing and the homologated front fairing mounting kit is mandatoryas from the qualifying heats until the final, each Driver must enter the "Start" Servicing Park area with the front fairing detached from their kart. The Mechanic or the Driver himself must mount the front fairing in the Start Servicing Park under the supervision of a Scrutineer. During Qualifying Heats and Final, it is only allowed to install the front fairing to the correct position in the Repair Area
- B. Correct installation of the "Front Fairing" the front fairing (using the front fairing mounting kit) must be always in the correct position during a competition (see technical drawing No.ad)
- C. The black flag with an orange disc will not be shown to a driver if his front fairing is no longer in the correct position. If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the " black and white checkered flag" was waved and the kart(s) concerned crossed the finish line, in all situations a time penalty of 5 seconds will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal.
- D. When the Scrutineer/Judges of Fact send the reports regarding the incorrect position of the frontfairing, the Stewards will automatically apply the decisions. The Entrants concerned shall not be invited to sign the decision documents.

- E. Should a Driver or third party be found/proved to have intentionally replaced or attempted to fit a front fairing which is not installed correctly during the race, the last lap or after the "black and white checkered flag" was waved this will lead to a disqualification from the competition. As from the moment the "Last Lap" panel is presented to the Drivers the Repair Area will be closed.

2.8. GENERAL SAFETY

CIK-FIA International Karting Regulations General Prescription Article 2.14

2.9. PADDOCK

- A. It is forbidden to circulate with motorbikes, scooters or any other motorized devices in the Paddock.
- B. It is forbidden to drive into the Paddock with any Car, Van, Lorry or Motorhome without a proven pass from the event, even when the gates are open and not manually guarded, A fine will be inflicted by the Stewards on any person not respecting this rule.
- C. The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Arias (Article 20 of the international Sporting Code) is strictly prohibited offenders will be penalized by a fine of minimum 250€ in the event of repeated breach the stewards may disqualify the driver concerned of the competition. In application of Article 12.2.3 of the Code, appeals against the stewards' decisions have no suspensive effect when during the same competition, a further breach is committed justifying the disqualification of the same competitor.
- D. As soon as the Driver/Entrant arrives to the Circuit and before being able to have access to the paddock all Entrants and Drivers entered must present themselves to the Organizer Secretary for identification.
- E. No Catering awnings/units are allowed in the Paddock, it is strictly forbidden to smoke or to use any device risking or provoking fire in the Paddock area, it is forbidden to cook in the Paddock.
- F. All Driver/Entrants are required to have a fully serviceable fire extinguisher to the minimum recommended standard, minimum 5 kilo suitable for oil and petrol fires briefing and fill out the form.

2.10. SERVICE PARK

- A. Only One (1) Driver per Kart and One (1) mechanic is allowed in " Servicing Park" and only with proven pass/ID as supplied by Tillotson
- B. Closing times of the gates to the dummy grid will be

stated in the official timetable for the event. Drivers not arriving in time to the dummy grid will not be permitted to take part in the session in question, unless the RGMCC clerk of the course gives permission.

2.11. BRIEFING

The briefing will be carried out in parc ferme. It is mandatory for all competitors to attend the briefing and fill out the attendance form.

ARTICLE: 3. THE EVENT- PRINCIPLE AND RUNNING

3.1. PRACTICE

CIK-FIA International Karting Regulations General Prescription Article 2.17

3.2 TIME QUALIFYING

- A. Drivers who have passed Scrutineering are divided into equal groups if possible, by drawing lots in the presence of at least one Steward. One 7 minute session per group is provided for. Each group will comprise a maximum number of 36 Drivers.
- B. The Drivers will be able to start moving their karts from the "Start Servicing Park" to the "Pre-Grid" from ten minutes before the time scheduled for the start of the Qualifying Practice concerned until the end of the same Qualifying Practice period. The karts placed on the "Pre-Grid" must be ready to race. As soon as the signal indicating the end of the Qualifying Practice is given, access to the "Pre-Grid" is forbidden.
- C. During the session, Drivers will take the start when they choose. Any Driver having crossed the line drawn at the exit of the "Pre-Grid" will be considered as having started, and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is counted. The time retained is that of the best lap covered during the session. Any ties will be decided by the 2nd best time set by each Driver, and so on in the case of further ties.
- D. The final classification of Qualifying Practice will be drawn up as follows:
- If there is only one group: the grid will be drawn up in the order of the fastest time achieved by each Driver.
 - If there are two groups: 1st place goes to the fastest time of the 1st group (fastest time overall), 2nd place to the fastest time of the 2nd group, 3rd place to the 2nd fastest time of the 1st group, 4th place to the 2nd fastest time of the 2nd group, 5th place to the 3rd fastest time of the 1st group, and so on.
 - If there are three groups: 1st place to the fastest time of the 1st group (fastest time

overall), 2nd place to the fastest time of the 2nd group, 3rd place to the fastest time of the 3rd group, 4th place to the 2nd fastest time of the 1st group, 5th place to the 2nd fastest time of the 2nd group, and so on.

- And so on according to the same principle if there are further groups.
- If no time is registered for a Driver, he/she shall take the start at the end of the grid. If several Drivers are in that situation, their starting positions shall be decided by drawing lots. If a Driver stops in the "Repair Area" or in the "Finish Park", it will be final. He/she will not be allowed to restart.

ARTICLE: 3.3. STARTING GRIDS

CIK-FIA International Karting Regulations General Prescription Article 2.19

ARTICLE: 3.4. STARTING PROCEDURE

CIK-FIA International Karting Regulations General Prescription Article 2.20a

ARTICLE 3.5. NEUTRALISATION OF A QUALIFYING HEAT OR A RACE

CIK-FIA International Karting Regulations General Prescription Article 2.20b

ARTICLE 3.6. RESUMING A RACE WITH THE " SLOW" PROCESS

CIK-FIA International Karting Regulations General Prescription Article 2.20c

ARTICLE: 3.7. SUSPENDING A PRACTICE OR RACE

CIK-FIA International Karting Regulations General Prescription Article 2.21

With the amendment to the red flag procedure – In the case of a red flag, spare parts can be passed through the entrance of Parc ferme or a designated area indicated by the race director. Any material passed through any other area or over fences will lead to a penalty to the driver related.

ARTICLE: 3.8. RESUMING A RACE (QUALIFYING HEAT OR ARTICLE: 3.9. RACE OF THE FINAL PHASE)

CIK-FIA International Karting Regulations General Prescription Article 2.22

ARTICLE: 3.10. FINISH

CIK-FIA International karting Regulations General Prescriptions article 2.23

ARTICLE: 3.11. INCIDENTS

CIK-FIA International Karting Regulations General Prescription Article 2.24

- A. In addition to the CIK-FIA General Prescriptions the Clerk of the Course have the power to decide in connection with the black and white warning flag and or Light a time penalty of 5 seconds for the Heat or Race concerned. Follow this imposed penalty one or more offenses of the same driver in this Heat or Race the Clerk of the Course will

report this to the Stewards for possible further punishment.

- B. This penalty is similar to a drive-through-penalty in circuit car racing. In accordance with Article 12.2 of the International Sporting Code, this time penalties shall not be subject to protest or appeal.
- C. The Clerk of the Course informed during the briefing on the procedure for the imposition and notification of this penalty.
- D. In accordance with Article 12.2 of the International Sporting Code, time penalties imposed by the Panel of Stewards for infringements of the Regulations during a Qualifying Heat (or Second Chance Heat) shall not be subject to appeal.

ARTICLE: 4. QUALIFYING HEATS

- A. Each Qualifying Heat will have a distance of approximately 8-12km according to the age bracket of Drivers (Juniors/Seniors).
- B. For the Qualifying Heats, points will be awarded as follows: 0 point to the 1st, 2 points to the 2nd, 3 points to the 3rd and so on according to an increasing progression of one point per place. If a Driver does not take the start in a Qualifying Heat, he will receive a number of points equal to the number of participants plus 1 (in Case A: 36 participants or less) or equal to the number of participants of groups A and B plus 1 (in Case B: 37 participants and more).
- C. If a Driver has been black-flagged or disqualified, he will receive a number of points equal to the number of participants plus 2 (in Case A: 36 participants or less) or equal to the number of participants of groups A and B plus 2 (in Case B: 37 participants and more).
- D. Any Driver who has not covered all the scheduled laps, even if they have not finished the Qualifying Heat, they will be classified according to the number of laps they have actually completed.
- E. At the end of the Qualifying Heats, an intermediate classification will be established. Possible ties between two or more Drivers will be settled according to their classification in the Qualifying Practice.
- F. The first 36 classified Drivers will be qualified for the final phase.
- G. **If 36 participants or less** at least three Qualifying Heats will be run with all the Drivers. The starting grids of each of the Heats will be established on the basis of the results of Qualifying Practice.

H. If 37 participants and more at the end of Qualifying Practice, Drivers will be separated into at least four groups for the Qualifying Heats. The number of Drivers per group will be 18 maximum. Each group must compete versus all the other groups.

- As an example, in the case of a separation of Drivers into 4 groups, the Driver classified 1st in Qualifying Practice will be in group A, the 2nd in group B, the 3rd in group C, the 4th in group D, the 5th in group A, the 6th in group B, the 7th in group C, the 8th in group D, and so on.
- Each of the four above-mentioned groups will compete against the other groups, i.e.: A versus B, A versus C, A versus D, B versus C, B versus D and C versus D, namely a total of six Qualifying Heats.

ARTICLE: 5 . SUPER HEATS

- A.** The distance of the Super Heat will be approximately 12-15 km according to the age category of the Drivers (Juniors/Seniors).
- B.** After the execution of all the Qualifying Heats, one or two Super Heats will take place depending on the number of participants (Case A- Case B).
- C.** For the Super Heat(s), points will be awarded as follows: 0 points to the 1st, 2 points to the 2nd, 3 points to the 3rd and so on according to an increasing progression of one point per place. If a Driver does not take the start in a Super Heat, he will receive a number of points equal to the number of participants plus 1 (in Case A: 36 participants or fewer) or equal to the number of participants in groups A and B plus 1 (in Case B: 37 participants or more).
- D.** If a Driver has been black-flagged or disqualified, he will be credited with a number of points equal to the number of participants plus 2 (in Case A: 36 participants or fewer) or equal to the number of participants in Super Heats A and B plus 2 (in Case B: 37 participants or more).
- E.** The points from the Super Heat(s) will be added to those of the Intermediate Classification of the Qualifying Heats. The cumulated total of these points will serve to establish a Final Intermediate Classification.
- F.** The first 36 Drivers in the Final Intermediate Classification will be qualified for the final phase.
- G.** Two or more Drivers who have the same points total will be split according to their classification in Qualifying Practice.
- H.** If 36 participants or fewer the starting grid for the Super Heat will be established based on the

Intermediate Classification of the minimum three Qualifying Heats.

- I.** If 37 participants or more after the Qualifying Heats, the first 72 Drivers in the Intermediate Classification of the Qualifying Heats will be divided into a maximum of 2 groups for the Super Heats.
- J.** The maximum number of Drivers in each group will be 36.
- K.** The Driver in first position of the Intermediate Classification of the Qualifying Heats will start in first position in Super Heat A, the second Driver in the Intermediate Classification of the Qualifying Heats will start in first position in Super Heat B, the third Driver in the Intermediate Classification of the Qualifying Heats will start in second position in Super Heat A, the fourth Driver in the Intermediate Classification of the Qualifying Heats will start in second position in Super Heat B, the fifth Driver in the Intermediate Classification of the Qualifying Heats will start in third position in Super Heat A, the sixth Driver in the Intermediate Classification of the Qualifying Heats will start in third position in Super Heat B, and so on, until the final grid of 36 Drivers per Super Heat is assembled/constituted.

ARTICLE: 6. FINAL PHASE

(According to the regulations of the championships concerned):

- A.** Final, 36 Drivers will take part in it (15-20 km according to the age categories). Starting positions will be determined according to the Final Intermediate Classification established after the Qualifying Heats and the Super Heat(s).
- B.** During the Final, any Driver about to be overtaken or who has been overtaken by the race leader for any reason whatsoever will be shown the blue and red flag (double diagonal) with his number. He shall compulsorily go to the scales in the Parc Fermé and will be classified according to the number of laps that have been completed.

ARTICLE: 7. JURISDICTION

- A.** Event organiser/promoter Reserves the right to issue additional statements following the agreement of the ASN presenting the event and the CIK-FIA concerning the rules and regulations (previously approved by the ASN proposing the event and the CIK-FIA) from time to time, and all such statements will be issued to all registered competitors by way of "Competitors' Bulletins" at the race meeting, or posted to the event Web Page.