



**CONFEDERAÇÃO BRASILEIRA DE AUTOMOBILISMO
NATIONAL SPORTING TECHNICAL COUNCIL
NATIONAL KARTING COMMISSION
SOUTH AMERICAN KARTING CHAMPIONSHIP – 2024**

**GENERAL REGULATION
SPORTING REGULATIONS**

THE **CONFEDERAÇÃO BRASILEIRA DE AUTOMOBILISMO – CBA**, the Automóvil Club Argentino, the Automóvil Club Boliviano, the Federación Chilena De Automovilismo Deportivo, the Touring Y Automóvil Club De Colombia, the Automóvil Club Del Ecuador, the Guyana Motor Racing And Sports Club, the Touring Y Automóvil Club Paraguayo, the Touring Y Automóvil Club Del Peru, Automóvil Club Del Uruguay and Touring Y Automóvil Club De Venezuela, will hold the SOUTH AMERICAN KARTING CHAMPIONSHIP – 2024, in accordance with the CODE SPORTIF INTERNATIONAL DE LA FIA – ISC, the REGLEMENT INTERNATIONAL DE KARTING – RIK/CIK, and these regulations.

ARTICLE NO. 01 – PLACE AND DATES:

- I. Location: Velopark International Circuit, in the city of Nova Santa Rita/RS - Brazil;
- II. Track length: 1,514mts, clockwise;
- III. Date: August 22-25, 2024.

ARTICLE NO. 02 – CATEGORIES:

- I. **OK Junior** – (OKJ) - Open to drivers aged 12 years old in 2024, up to 14 years old also this year.
- II. **OK** – (OK) - Open to drivers aged 14 and over completed in 2024.
- III. **KZ** – Open to drivers with a FIA Karting License "Grade E", CBA Licenses PGK, PSK-Am or PSK-Pro, or similar national license of each country with authorization from the ASN, respecting the FIA Karting regulations in force.
 - A) **KZ Graduated (KZG)** – Drivers Holders of a FIA Karting License "Grade E", over 14 years of age completed in 2024, or similar national license of each country with authorization from the ASN, or CBA Licenses PGK, PSK-Am or PSK-Pro Licenses.
 - B) **Senior KZ (KZS)** – Drivers Holders of a FIA Karting License "Grade E", over 28 years of age completed in 2024, or similar national license of

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each country with authorization from the ASN, or even CBA licenses PSK-Am or PSK-Pro.

IV.X30 Master – (X30) - Open to drivers aged 28 and over completed in 2024.

ARTICLE NO. 03 – GENERAL RULES:

I. All drivers must hold the National Sports Card of their countries, valid for 2024, and as long as they fit into the categories provided for in this regulation.

Paragraph one: Participation in the OK Junior, OK and X30 Master categories will be by invitation, each ASN may indicate the maximum number of 3 (three) drivers per category. The maximum number of participants will be 40 drivers per category, with 33 indicated and the remaining 7, in order of registration.

Second paragraph: In the KZ category there will be no limit to the number of entries.

II. It will be strictly forbidden for any unauthorized / accredited person to enter the technical-sporting areas of the kart track, under penalty of incurring the sanctions provided for in the regulations.

III. It will be the sole responsibility of the driver and his legal representative (competitor) for the conduct of any person connected to him, and at the same time he will be responsible for the sanctions provided for in the regulations.

IV. The use, installation, and return of equipment provided by the organization (timing sensors, raffled components, etc.) will be the responsibility of the driver.

V. Access to the track and pit areas with motorcycles, bicycles, scooters or any other means of locomotion, whether motorized or electric, is strictly prohibited, under penalty of incurring the sanctions provided for in the regulations.

ARTICLE NO. 04 – OF THE SPORTS AUTHORITIES:

I. President of CBA: Giovanni Ramos Guerra

II. Mayor of Nova Santa Rita: Rodrigo Battistella

III. FGA President: Arlindo Signor

IV. CTDN President: Fabio Borges Greco

V. President of CNK/CBA: Rubens Luiz Carcasci

VI. Chair of the Disciplinary Committee: To be appointed by means of an addendum.

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ARTICLE NO. 05 – AUTHORITIES OF THE SOUTH AMERICAN KARTING CHAMPIONSHIP – 2024 TO BE APPOINTED THROUGH AN ADDENDUM:

- I. Race Director – CBA:
- II. Deputy Director – FGA:
- III. Stewards – CBA:
- IV. Stewards – FGA:
- V. Technical Delegates – CBA:
- VI. Technical Delegates – FGA:
- VII. Judge of Fact – FGA:
- VIII. Timekeeper:
- IX. Start/Finish Judge:
- X. Security Service:
- XI. Medical Service:
- XII. Secretary:

ARTICLE NO. 06 – REGISTRATIONS: At the time of registration, through the www.cba.org.br website, in addition to filling out the electronic form and signing(s) the term of responsibility, the following will be required:

- I. The driver must link to his team in the electronic form on the CBA website.

Paragraph one: all teams that have drivers participating in the South American Karting Championship – 2024 must be pre-registered with the CBA. This registration will be done through a <https://forms.gle/TZYDxp4QZaGdn8CX6> form , by e-mail cnk.campeonatos@cba.org.br, or by WhatsApp +55 11 98360.0517.

- II. The application process will be in accordance with the following schedule:
 - A) ASNs will receive a link for their nominees to register on the CBA website.
 - B) **July 15, 2024:** Deadline for ASNs to report which drivers will be nominated to participate in the competition.
 - C) **July 22, 2024:** Deadline for nominees to register and pay the registration and engine fee (for the rental engine categories).
 - D) **July 25, 2024:** Date on which the organizer will inform the ASN about whether or not there are more places available in the categories with registration limits.
 - E) **July 27, 2024:** Registration opens for other interested drivers, in the case of available places in categories with the limits of entries.
 - F) **15 August 2024:** Registration closes for all drivers.

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III. Payment of the registration fee and engine:

PERIODS CATEGORIES	INSCRIPTION	KIT MOTOR
OKJ / OK	R\$ 3.290,00 (1)	R\$ 5.490,00 (2)
X30	R\$ 3.290,00 (1)	R\$ 3.700,00 (3)
KZ	R\$ 3.290,00 (1)	-

(1) USD 600.00 converted into Brazilian reals (R\$) according to the exchange rate on the date of publication of the regulation.

(2) USD 1,000.00 converted into Brazilian reals (R\$) according to the exchange rate on the date of publication of the regulation.

(3) USD 675.00 converted into Brazilian reals (R\$) according to the exchange rate on the date of publication of the regulation.

IV. Payment of 35 liters of fuel for OKJ, OK, X30 categories. In the KZ category you can make your own mixture, but you must buy the gasoline from the organization of the competition, in the quantity you want.

V. The payment of the tires can be made through the CBA website, together with the payment of the registration fee, of the amount corresponding to the engine rental, if any.

VI. With the payment of the registration fee, the driver will be entitled to the use of a parking space in the box area for his own tent (3mx3m to 6mx3m), a driver's credential, a credential for access to the parc ferme for a mechanic and a parking space for cars.

Paragraph one: It will be allowed to charge an energy and water fee in the maximum amount of R\$ 1645.00 (One thousand six hundred and forty-five reais), for vehicles that use them in the parking area.

Paragraph Two: The collection of any other fees, except for the rental of the tent provided by the organization of the event, will be prohibited.

Paragraph Three: The distribution of the box areas will be proceeded according to the confirmation of payment, and the charging of any additional fee is prohibited, no matter how special the box may be.

ARTICLE NO. 07 – USE OF THE BOX:

I. The karts must be taken to the pits and parc ferme exclusively by means of manual transport or appropriate carts.

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- II. Traffic in the pits and in the closed parc of go-karts with the engine running will be strictly prohibited. Failure to comply with this prohibition will result in a penalty as provided for in RNK 2024.
- III. It will be forbidden to start the engine inside the pit area and parc ferme. For warm-up, the engines can be started in the pre-grid, only after the authorization of the stewards and for a time determined by them. Disobedience to this determination will subject the driver to the penalties provided for in the RNK 2024.
- IV. The organization of the South American Karting Championship – 2024 must provide a specific area for engine break-in, which must be respected, under penalty of the application of the punishments provided for in RNK 2024.
- V. Any person will only be able to enter and/or remain in the pit and parc ferme area, wearing closed shoes, and carrying their respective specific credential for that sector of the kart track.
- VI. It is forbidden in the technical areas (Box / Parc Fereu / Track) to smoke cigarettes (including electronic ones) and ingest alcoholic beverages, under penalty of incurring the penalties provided for in the regulations.

ARTICLE NO. 08 – RENTAL AND RAFFLE OF EQUIPMENT: the engines for the OKJ, OK and X30 categories leased from the respective official suppliers will be raffled under the following conditions:

- I. Draw held at the place and time provided for in the Private Regulations, under the supervision of at least one competition official, as provided for in the National Karting Regulations 2024;
- II. Competitors will be able to follow the entire process.

ARTICLE 09 – CONDITIONS FOR THE RENTAL OF THE ENGINES DESCRIBED IN ARTICLE 08: The driver or his/her legal guardian shall be subject to the following conditions for the rental of the engine:

- 9.1. The TM brand engines, TM S2-Junior and TM S2 Senior models will be delivered to the drivers through a lottery, with carburetor, air filter and exhaust.
- 9.2. The IAME X30 125cc RL-C TAG engine will be delivered to the drivers through a lottery, with the carburetor.
- 9.3. General conditions for engine rental:
 - I. The responsibility for the engine and other components delivered, from the moment it is received from the official supplier, until the moment of its return, will be of the driver and/or his legal representative;

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- II. The official engine supplier will be responsible for damages caused to the engines, provided that they are exclusively those resulting from a defect in assembly and/or material;
- III. Cases of misuse, such as damage due to incorrect operation of a trestle, among others, will result in compensation to the engine supplier, according to the price list previously disclosed by the official supplier.
- IV. Whenever they are returned and handed over to the official suppliers, the engines must be clean.
- V. After the end of the last track activity of the category, the engines must be taken for sealing with the supplier, in order to prevent their operation. This operation must be done within 60 minutes after the end of the last track activity in the category. Failure to comply with this rule may result in a fine of 10% of the rental value, which will be doubled for each recurrence.

ARTICLE 10 – CONDITIONS FOR POSSIBLE EXCHANGE OF ENGINES FOR THE CATEGORIES DESCRIBED IN ARTICLE 8:

The official engine supplier will provide a number of 20% (twenty percent) of extra engines per category, for an eventual exchange. Priority for replacement will be for the engine whose repair cannot be performed on site. The other changes can only be made if the engine is available, and as long as it is authorized by the CBA Technical Delegate.

- I. If the change is made, and as long as the seal has not been tampered with or broken, the driver will have his starting position in the battery properly preserved, exclusively due to one of the following situations, when applicable:
 - A) If there is piston breakage;
 - B) If there is a breakage of the connecting rod;
 - C) If there is a fusion of the connecting rod;
 - D) If there is a breakage of the connecting rod shaft;
 - E) If there is breakage of the connecting rod thrust washer;
 - F) If there is a breakage of the crankshaft;
 - G) If the thread of the nut or the stud of the curve dusts.
 - H) If the head thread dusts.
 - I) If there is a failure of the carburetor due to component breakage or proven malfunction.
- II. If the change is requested for any reason other than those described in subparagraphs *a* to *i* of item I of this article, the driver must have his kart positioned for the start, according to item III of this article, in addition to being responsible for the provisions of article 9 of this regulation.

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- III. In the first change, the driver will lose two positions in the starting order, in the second change he will lose five positions and in the third subsequent change or change he will lose seven positions, worth the sum of changes for the entire championship.
- IV. Any request for an engine change must be made within 30 minutes after the end of the track activity preceding the request.

ARTICLE NO. 11 – TIRES:

- I. The tires for all categories will be of the MG brand, the models and quantities will be as shown in the table below:

CATEGORIES	OK J/X30	OK/KZ
SLICK TIRE	MG SH2 -OPTION	MG SM2 -PRIME
QUANTITY	TOTAL: 4 SETS (2 SETS FOR TRAINING) (1 SET FOR TIME TRIAL, QUALIFYING. AND PRE-FINAL - 1 SET FOR THE FINAL)	TOTAL: 4 SETS (2 SETS FOR TRAINING) (1 SET FOR TIME TRIAL, QUALIFYING AND PRE-FINAL - 1 SET FOR THE FINAL)
WET TIRE	SW2	SW2
QUANTITY	1 SET	1 SET

- II. Only tires supplied, upon payment by the organization, which will be identified and delivered through a lottery, can be used for official training, time trial and batteries. (Exception: during practice the drivers will be allowed to use unsealed wet tires, in any condition of use - as long as they are of the same make and model as above, within the homologation period - only in wet track conditions, as a way to preserve the new sealed wet tires. Even in this situation, the Stewards may, at their discretion, check these tires with the chemical treatment detector. If any tampering is identified, the driver will be excluded from the event).
- III. In all categories, the use of new tires will be mandatory in the final race. The wet tires and the slick model intended for the final race, after being registered and sealed, may be retained by the organization, in a closed place, being delivered to the teams, as the track activities take place. If they are retained, it will be expressly forbidden to leave the Parc Ferme, whether or not mounted on the wheels.
- IV. The tires will be delivered to the driver or representative in the raffle area and on the occasion they must separate and name the training tires, tires of the

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qualifying races and what will be the mandatory set of new and exclusive tires for the final race, not being allowed to take them to the tents or boxes before registration in the organization's system. Once chosen, they will deliver the tires for registration in the system according to their destination. The tires, after being registered and sealed, will at first be in the possession of the teams (determination that may change at any time, for one or more categories, at the discretion of the organization, which may choose to retain tires in a closed place). The use of the *sealed wet* tire will be determined exclusively by the Race Director;

- V.** Any procedure contrary to the established described above will result in the driver being punished and the tires will no longer be valid for use in the South American Karting Championship - 2024.
- VI.** Damage to practice tires: Right after each free practice session, drivers and mechanics will have to analyze their tires for their integrity. If they detect quality failures, they must report the fact to the Technical Delegate and request the analysis of the MG Tires representative immediately. If they detect punctures, they must report the fact to the Technical Delegate, leave the tire in their possession and provide another used tire of their own in similar conditions (according to the Delegate's analysis) so that the bar codes can be changed in the system. The flat tire will remain in the possession of the Stewards until the end of the event.
- VII.** Damage to race tires: Right after each official session (Time Trial and Qualifying), drivers and mechanics must analyze their tires for their integrity. If they detect quality failures, they must report the fact to the Technical Delegate and request the analysis of the MG Tires representative immediately. If they detect punctures, they must report the fact to the Technical Delegate, leave the tire in their possession and provide a sealed TRAINING tire so that the bar codes can be changed in the system. This tire must be submitted for analysis by the Stewards so that it is in a condition of wear similar to the flat tire. The flat tire will remain in the possession of the Stewards until the end of the event.
- VIII.** If the driver:
- A) Use at least one tire from another driver in your kart (the one you used and the one that gave up the tire).
 - B) Use at least one tire not sealed by the organization (except in case of rain in training).
 - C) Use sealed tires for training in the Time Trial and Batteries or vice versa.
 - D) On the basis of his kart, the driver or any other person attempts to tamper with the identification of at least one tire, or acts in such a way as

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to hinder, impede verification or deceive the Stewards in order to obtain an illegitimate advantage,

E) ... will be excluded from the event, regardless of other sanctions.

IX. The CBA and the ASNs partners in the championship will not have any liability, civil or criminal, depending on the quality of the tires supplied by the manufacturer for the competition. This responsibility shall be the sole and exclusive responsibility of the manufacturer of the same.

ARTICLE 12 – ACCESS TO THE TRACK:

I. Only drivers with karts properly equipped with the timing sensor, fixed as determined by the RNK 2024, will have access to the track for any activity. The driver whose kart is not in accordance with this determination will receive a black flag with an orange circle and must return to Parc Ferme to repair any problem with the sensor. If there is no technical problem with the equipment, the driver may receive a penalty. A security deposit may be required for the timing sensor.

II. No pusher will be allowed to remain on the track, and it is up to the driver to restart the start alone.

III. Access to the track by any unauthorized/accredited persons will be prohibited.

ARTICLE NO. 13 – SUPPLY:

I. Both in the time trial and in the qualifying races, in the pre-final and in the final, the karts must be driven to the Closed Supply Park with their tanks completely empty, where the fuel will be supplied – Podium gasoline with MOTUL oil in a ratio of 22:1 for the OK J, OK and X30 categories, in the amount of up to seven liters per competitor, in the time trial, in each qualifying race, in the pre-final and in the final test.

Sole Paragraph: It will be the driver's responsibility to present the kart for refueling in time for the formation of the pre-grid.

II. It will be prohibited, under penalty of the application of the penalties foreseen, to use fuel other than that supplied by the organizers or to adulterate it (use of any additive that alters the calorific or combustion value).

III. All karts must be fueled by the organization with fuel from a single tank, for the categories in which it applies. Under no circumstances may karts of the same category receive fuel from different tanks. If the fuel in the tank runs out, all karts in the category in the process of being refueled will be recalled, their tanks emptied in the tank, along with a new batch of fuel (with or without 2-stroke oil, as the case may be) and the supply of the category will be restarted.

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IV. It shall be prohibited, under penalty of the application of the penalties provided for:

- A) Transporting or carrying containers of any kind in the supply area;
- B) Return the kart to the pit box after it has been refueled;
- C) The permanence in the Parc Ferme after the refueling and assembly of tires, of any person, other than the race direction, the technical commission and/or the sports commission, or of people accredited for Parc Ferme, with the release of the race direction.

ARTICLE 14 – MAINTENANCE:

I. In the event of a technical malfunction during track activities, the race direction will signal the driver through the black flag with an orange circle. Regardless of the presentation of the flag, the driver shall proceed as follows:

A) **Free practice and warm-up** – the driver must drive his kart to the parc ferme. If you are unable to do so, you must remove it from the track, so that the rescue will take you to the parc ferme at the end of the activity.

B) **Time Trial** – The driver must drive his kart to the Parc Ferme for weigh-in. If you are unable to do so, you must remove it from the track, so that the rescue will take you to the Parc Ferme, at the end of the activity.

C) **Heats** – The driver must drive his kart to the maintenance park, by his own means and without any type of external help, where his team will carry out the repair, which cannot include the replacement of the chassis and/or engine. If he manages to remedy the damage on the track, with due safety, and without using any form of external help, he can continue in the battery, without the driver repositioning the Front Panel (Nozzle), which may be dislocated, under any pretext or following any process. If the problem is not solved, the kart must be placed in a safe place – as far away as possible from the track – and only removed at the end of the activities, after authorization from the race direction, without anyone performing the repositioning of the Front Panel (Nose), which may be displaced, under any pretext or following any process.

II. Disobedience to the provisions of subparagraph a of item I of this article will result in the application of penalties to the offending driver, according to article 18 of the RNK, at the discretion of the Stewards.

III. Disobedience to the provisions of subparagraphs b and c of item I of this article will result in the exclusion or disqualification of the offending driver.

IV. The kart taken for refueling may not undergo any type of maintenance, except when authorized by a Technical Delegate.

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- V. For the time and battery trials, each driver will have the right to enter the Parc Ferme with only one kart, not being able to change it after entering this area, except when authorized by a Technical Delegate.
- VI. Any maintenance will be prohibited during the time trial and on the *starting grid*.
- VII. If there is a need for maintenance or replacement of components in the sealed chassis or engines, these can only be carried out with the proper authorization of the technical Delegate.
- VIII. The operation of engines inside the go-kart track will only be allowed during the scheduled activities, and exclusively in places where this procedure is authorized.

ARTICLE NO. 15 – ACTIVITIES AT THE CHAMPIONSHIP VENUE: On the circuit where the South American Karting Championship – 2024 will take place, training or any other activity with karting will be prohibited, in the 04 (four) days prior to the start of the official practices.

ARTICLE NO. 16 – TIME TRIAL:

- I. It will be mandatory for drivers to use sensors provided by a timing company accredited by CBA, throughout the South American Karting Championship – 2024. This company will be obliged to disclose the results of free practice and all activities on the track.
- II. The time-taking session will be six minutes for each category.
- III. The composition of the groups for the time trial will be determined by lottery, and by category. The number of karts per group will be determined by the Stewards.
- IV. Drivers who do not show up with their karts at the refueling location at the scheduled time will not be able to participate in the time trial, and they must line up their karts after the last driver classified in this qualifying session, obeying the order of the draw.
- V. Drivers who fail to complete at least one lap will have their *grid positions* determined by lottery, immediately after the last driver classified by the time trial.

ARTICLE NO. 17 – QUALIFYING, PRE-FINAL, AND FINAL

- I. The number of participants per heat (final, pre-final or qualifying) will be a maximum of 40 drivers per category.
- II. The competition will be played in two qualifying events, a pre-final and a final.
- III. The tests will be carried out with the number of laps shown in the table below:

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CATEGORY	QUALIFIERS	PRE-FINAL	FINAL
OK Junior	10 laps	13 laps	16 laps
OK	12 laps	15 laps	18 laps
KZ	12 laps	15 laps	18 laps
X30 Master	10 laps	13 laps	16 laps

IV. The starting order of the two qualifying races will be formed based on the result of the time trial.

V. The starting grid of the Pre-final will be formed based on the result of the highest sum of points achieved in the two qualifying races, based on **Table 1** below:

TABLE 1:

1st Place 50 points, 2nd 44, 3rd 41, 4th 38, 5th 36, 6th 34, 7th 32, 8th 30, 9th 28, 10th 27, 11th 26, 12th 25, 13th 24, 14th 23, 15th 22, 16th 21, 17th 20, 18th 19, 19th 18th, 20th 17th, 21st 16th, 22nd 15, 23rd 14, 24th 13, 25th 12, 26th 11, 27th 10, 28th 9th, 29th 8, 30^o 7, 31^o 6, 32^o 5, 33^o 4, 34^o 3, 35^o 2, 36^o 1.

VI. The starting grid of the final race will be set up according to the highest sum of points from the two qualifying races, based on Table 1, plus the points from the Pre-final, based on **Table 2** below:

TABLE 1 (QUALIFIERS):

1st Place 50 points, 2nd 44, 3rd 41, 4th 38, 5th 36, 6th 34, 7th 32, 8th 30, 9th 28, 10th 27, 11th 26, 12th 25, 13th 24, 14th 23, 15th 22, 16th 21, 17th 20, 18th 19, 19th 18th, 20th 17th, 21st 16th, 22nd 15, 23rd 14, 24th 13, 25th 12, 26th 11, 27th 10, 28th 9th, 29th 8, 30^o 7, 31^o 6, 32^o 5, 33^o 4, 34^o 3, 35^o 2, 36^o 1.

TABLE 2 (PRE-FINAL):

1st Place 75 points, 2nd 69, 3rd 63, 4th 57, 5th 51, 6th 48, 7th 45, 8th 42, 9th 39, 10th 36, 11th 34, 12th 32, 13th 30, 14th 28, 15th 26th, 16th 24th, 17th 22, 18th 20, 19th 18th, 20th 17, 21st 16, 22nd 15, 23rd 14, 24th 13, 25th 12, 26th 11, 27th 10, 28th 9th, 29th 8, 30^o 7, 31^o 6, 32^o 5, 33^o 4, 34^o 3, 35^o 2, 36^o 1.

VII. The driver who is excluded or disqualified will receive the number of points equal to the number of participants in the race, plus two points.

VIII. If a driver does not qualify because he did not participate in the race, he will receive the number of points equal to the number of participants, plus one point.

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IX. If the number of participating drivers is more than 40, three groups will be drawn – A, B, and C, for the qualifying races – A X B, A X C and B X C.

Paragraph one: In the event of a tie in the sum of the points lost, the right to participate in the pre-final race will be held by the driver who has best qualified in the time trial.

ARTICLE NO. 18 – START: The start may be:

- I. By light signal;
- II. By flag.

ARTICLE NO. 19 – TECHNICAL INSPECTION:

I. At the end of the time trial, the qualifying heats, pre-final and final, all kart/driver sets will be weighed and inspected at the discretion of the technical stewards and will be retained in Parc Ferme until cleared by these officials.

II. After the end of the time trial and each race, the engines and chassis may be sealed, being available to the Technical Delegates to be inspected at any time, even if the results of these activities have already been disclosed.

III. In the area designated for technical inspection, only the presence of the driver will be allowed. The permanence of mechanics and assistants will be prohibited, except when requested.

IV. Each driver will be able to use two chassis and two engines (when owned) for the entire championship, and these must be sealed by the technical stewards before their use in the championship. The use of this equipment (chassis and engine) without the proper seal of the technical stewards will result in their immediate exclusion from the Championship. If there is a need for maintenance or replacement of components in the sealed equipment, such measures must have been authorized by the technical Delegate.

V. Components proving breach of the Technical Regulation will be retained by the organization, sealed and returned after the exhaustion of all appeal deadlines, and on a date to be determined by CBA.

Paragraph one: In the categories with drawn engines, only the selected engine will be admitted.

Paragraph Two: During the competition, there will be an inspection of the clothing of all drivers, in the Technical Inspection area, from the first free practice. The clothing must be in accordance with Article 9 of the RNK 2024, and non-compliance will subject the offender to penalties, as described in the same article.

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ARTICLE NO. 20 – GRANTING OF THE TITLE AND AWARDS:

I. The driver who wins the Final race will be declared **SOUTH AMERICAN KARTING CHAMPION – 2024**, in their respective category.

Sole Paragraph: In the case of categories that compete grouped, the 75% of the laps for the classification must take into account the number of laps of the overall winner (the various categories together).

II. Trophies will be distributed to the top three finishers and the *pole position* in each category.

ARTICLE NO. 21 – COMPLAINTS:

I. Any complaint may only be analyzed and considered when presented:

A) In writing;

B) According to its own rules and regulations;

C) Accompanied by a fee of R\$ 1,645.00 (One thousand six hundred and forty-five reais).

ARTICLE NO. 22 – RESPONSIBILITIES: The driver and his legal representative shall be fully responsible for the conduct of any person connected to him, whether mechanic, assistant, relative, friend, etc., and shall be responsible for the sanctions provided for in the regulations.

ARTICLE NO. 23 – EXEMPTION: THE CONFEDERAÇÃO BRASILEIRA DE AUTOMOBILISMO – CBA, the FEDERATIONS that are partners in the championship and the sponsors involved in the event, are exempt from any and all civil or criminal liability for infractions committed or accidents caused during training and races. This responsibility will be exclusively of the person who has committed it or of the person who has been involved in an accident, or of their legal representative(s).

ARTICLE NO. 24 – OMITTED CASES: Omitted cases will be analyzed, judged and decided by the stewards.

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**CONFEDERAÇÃO BRASILEIRA DE AUTOMOBILISMO
NATIONAL SPORTING TECHNICAL COUNCIL
NATIONAL KARTING COMMISSION
SOUTH AMERICAN KARTING CHAMPIONSHIP – 2024**

TECHNICAL REGULATIONS

ARTICLE NO. 25 – OF THE OK JUNIOR – OKJ CATEGORY:

I. Engine – TM S2-Junior, approved FIAKarting 041/EJ/16, single-cylinder, 2-stroke, 125cc, liquid cooling (single circuit for block, cylinder and cylinder head), impulse start and relief valve in the cylinder head, intake by reed valve (Reed-Valve), drawn by supplier determined by CBA. Any artifice that may prevent, hinder, or mask any measurements that the Technical Stewards deem necessary are prohibited, and inspections that require the disassembly of the engine will be carried out by the supplier, with the accompaniment of the Stewards, in the Parc Ferme Inspection Room of the competitions. Engines must follow all the measures contained in the Approval Form. The exhaust diagram should be a maximum of 170° at the exhaust windows, measured with a 0.20 mm thick and 5 mm wide blade, which will be used to establish the start and end of the measurement. The volume of the combustion chamber shall be at least 12.0 cc, measured with a standard CIK-FIA insert. (total volume at 14.0 cc measurement). The seals placed by the supplier (Flange/Cylinder/Cylinder/Electrical Part/Exhaust Manifold) can be checked at any time, and the breakage of any of them must be immediately communicated to a Technical Delegate, who will call the supplier for the exchange, and the sealed part will be subject to verification and, if there is a change, may cause the disqualification of the competitor from the activity. CBA reserves the right to inspect the engine of any competitor at any time, even if the engines are drawn among the drivers;

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II. Candle – Cannot be reworked. The thread should have a diameter of 14.0mm, a length of 18.5mm and a pitch of 1.25mm. The sealing ring cannot be removed, and the spark plug thread must be flush with the inner surface of the cylinder head, and only one of the spark plugs below can be used:

- A) NGK B9EG
- B) NGK B10EG
- C) NGK B9EGV
- D) NGK B10EGV
- E) NGK BR9EIX IRIDIUM
- F) NGK BR10EIX IRIDIUM

III. Carburetor – KTT homologation CBA 008/CB/2021-24, drawn with the engine, with matching numbers. You must follow the measures contained in your Approval Form.

IV. Flange – according to the engine approval sheet.

V. Exhaust Manifold: according to the engine Homologation Sheet.

VI. Exhaust – ELTO brand, FIA homologated, code TD18 JR, following the published specification. No rework or tampering with your original design will be allowed, for any reason. Supplied set: exhaust manifold, muffler, muffler bracket and muffler bracket springs.

VII. Pyramid – according to the engine's Homologation Form.

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- VIII.** Interface pitch: 219.
- IX.** Ignition – It will be optional, digital with cut-off, or analog without variation.
- X.** Filter (Intake silencer) – Righetti Ridolfi brand, Active 23 model, FIA 005-SI-33 homologation, complete, ruffled with the engine, according to the Homologation Form. Only 23mm diameter intake horns will be authorized.
- XI.** Chassis – Must be FIAKarting or CBA homologated. Chassis items not provided for in the RNK2024 must follow the provisions of the Règlement Technique 2024 – FIA Karting for Group 2 Chassis.
- A)** Rear axle: according to item 4.3 of the Règlement Technique 2024 – FIA Karting.
- B)** Wheel hubs – of any brand and size.
- C)** The maximum width of the kart may not exceed 140 cm, measured from one end to the other on the outside of the rear wheels.
- XII.** Tires – Homologated FIAKarting/CBA brand MG SH2 OPTION. Regulatory dimensions for the inflated wheel+tire sets:
- Front: max diameter 280mm, max width 135mm;
Rear: maximum diameter 300mm, maximum width 215mm.
- XIII.** Weight – The weight of the driver/kart combination must be at least 145 Kg.
- XIV.** Identification – It must have a license plate with a yellow background and a black number, and the letters OKJ.
- XV.** CROWN/PINION RATIO: to be disclosed in the Particular Regulation of the competition.
- XVI.** Fuel: mandatory use of fuel exclusively purchased from the organization for training, time taking (qualifying), and races. Samples can be analyzed at any time and, if a difference is detected between any parameter of the reference sample and that of the competitor, the following punishments may be applied:
- A)** In training: prohibition of participation in the next practice or, if it is the last, in the time trial, with the competitor being classified as last placed.
- B)** Taking of Times and Tests: disqualification due to technical irregularity of the activity after which the analysis was made.

ARTICLE NO. 26 – FROM THE OK CATEGORY – OK:

- I.** Engine – TM S2-Senior, approved FIAKarting 041/ES/56, single-cylinder, 2-stroke, 125cc, liquid cooling (single circuit for block, cylinder and cylinder head), impulse start and relief valve in the cylinder head, intake by reed valve (Reed-Valve), equipped with exhaust gas control valve (power-valve), ruffled by supplier determined by CBA. Any artifice that may prevent, hinder, or mask any measurements that the Technical Stewards deem necessary are prohibited, and inspections that require the disassembly of the engine will be carried out by the

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supplier, with the accompaniment of the Stewards, in the Parc Ferme Inspection Room of the competitions. Engines must follow all the measures contained in the Approval Form. The exhaust diagram should be a maximum of 194° at the exhaust windows, measured with a 0.20 mm thick and 5 mm wide blade, which will be used to establish the start and end of the measurement. The volume of the combustion chamber must be at least 9.0 cc, measured with a standard CIK-FIA insert. (total volume at 11.0 cc measurement). The seals placed by the supplier (Flange/Cylinder/Cylinder/Electrical Part/Exhaust Manifold) can be checked at any time, and the breakage of any of them must be immediately communicated to a Technical Delegate, who will call the supplier for the exchange, and the sealed part will be subject to verification and, if there is a change, may cause the disqualification of the competitor from the activity. CBA reserves the right to carry out an inspection of any competitor's engine at any time, even if the engines are drawn among them;

II. Candle – Cannot be reworked. The thread should have a diameter of 14.0mm, a length of 18.5mm and a pitch of 1.25mm. The sealing ring cannot be removed, and the spark plug thread must be flush with the inner surface of the cylinder head, and only one of the spark plugs below can be used:

- A)** NGK B9EG
- B)** NGK B10EG
- C)** NGK B9EGV
- D)** NGK B10EGV
- E)** NGK BR9EIX IRIDIUM
- F)** NGK BR10EIX IRIDIUM

III. Carburetor – KTT homologation CBA 008/CB/2021-24, drawn with the engine, with matching numbers. You must follow the measures contained in your Approval Form.

IV. Flange – according to the engine approval sheet.

V. Exhaust Manifold: according to the engine Homologation Sheet.

VI. Exhaust – ELTO brand, FIA homologated, code TD18 SR, following the specification disclosed. No rework or tampering with your original design will be allowed, for any reason. Supplied set: exhaust manifold, muffler, muffler bracket and muffler bracket springs.

VII. Pyramid – according to the engine's Homologation Form.

VIII. Interface pitch: 219.

IX. Ignition – Will be optional, digital with cut-off or analog without variation.

X. Filter (Intake silencer) – Righetti Ridolfi brand, Active 23 model, FIA 005-SI-33 homologation, complete, raffled with the engine, according to the Homologation Form. Only 23mm diameter intake horns will be authorized.

XI. Chassis – Must be FIAKarting or CBA homologated. Chassis items not

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provided for in the RNK2024 must follow the provisions of the Règlement Technique 2024 – FIA Karting for Group 2 Chassis.

- A) Rear axle: according to item 4.3 of the Règlement Technique 2024 – FIA Karting.
 - B) Wheel hubs – of any brand and size
 - C) The maximum width of the kart may not exceed 140 cm, measured from one end to the other on the outside of the rear wheels.
- XII.** Tires – FIAKarting/CBA homologated MG SM2 PRIME brand. Regulatory dimensions for the inflated wheel+tire sets:
- Front: max diameter 280mm, max width 135mm;
 - Rear: maximum diameter 300mm, maximum width 215mm.
- XIII.** Weight – The weight of the driver/kart combination must be at least 155 Kg.
- XIV.** Identification – It must have a license plate with a yellow background, a black number, and the letters OK.
- XV.** CROWN/PINION RATIO: to be disclosed in the Particular Regulation of the competition.
- XVII.** Fuel: mandatory use of fuel exclusively purchased from the organization for training, time taking (qualifying), and races. Samples can be analyzed at any time and, if a difference is detected between any parameter of the reference sample and that of the competitor, the following punishments may be applied:
- A) In training: prohibition of participation in the next practice or, if it is the last, in the time trial, with the competitor being classified as last placed.
 - B) Taking of times and tests: disqualification due to technical irregularity, of the activity after which the analysis was made

ARTICLE NO. 27 – OF THE KZ-KZ CATEGORY:

I. Engine – It should not be possible to separate the engine from the gearbox. The engine block must consist of 2 parts only (vertically or horizontally separated). Only inserts for crankshaft bearing bearings or fasteners (threaded holes, bushings) are permitted. Single-cylinder engines with vane valve intake only, of any make or model, approved by FIAKarting, according to their Homologation Form and with a maximum cubic capacity of 125cc, will be allowed. Vane Valve Housing according to the Approval Sheet, flange free. The volume of the combustion chamber must be at least 11cc, measured with a standard FIAKarting insert (total volume in the measurement of 13cc). The original engine parts must always correspond and be similar to the photographs, drawings, materials and physical dimensions described in the Approval Form.

Paragraph One: The following modifications to the interior of the engine will be prohibited:

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A) Engine Internals:

- course;
- diameter (beyond the maximum limits);
- connecting rod centerline;
- number of transfer and intake windows in the cylinder and block;
- number of ducts and exhaust windows;
- other restrictions as per specific regulations.

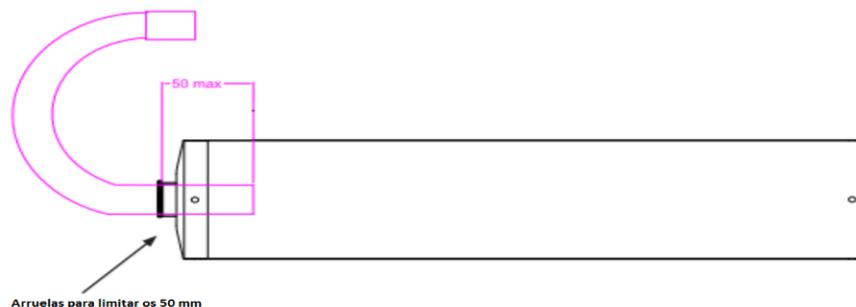
B) Outside of the engine:

- number of carburetors and diameter;
- external appearance of the assembled engine;

Paragraph Two: The following changes that are not considered modifications to the external appearance of the engine: color of the parts, adjustments to the Cooling System connections and modifications to the fixings (including but not limited to the fixing of the carburetor, ignition, exhaust, clutch or the engine itself), provided that their position is not different from that specified in the Homologation Sheet.

II. Brake – CBA, FIAKarting/CBA, authorized FIAKarting CBA or FIAKarting must be approved, according to the respective Approval Form.

III. Exhaust – Original homologated with the engine, without rework, assembled as shown in the following illustration. The noise emission will be checked by means of a decibel meter, according to the FIAKarting standard, and the control may be carried out at any time, by determination of the Delegates.



IV. Carburetor – DELLORTO VSH 30.0mm, guillotine, original, no rework. Internal exchanges of parts are allowed, as long as they are original Dellorto parts. The internal fuel filter and its plate can be removed, but if maintained, they should be original without rework.

V. Gearbox – All gears/ratios must be original, according to the Homologation Form. Manual change via lever is mandatory, without ignition cut-off system.

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VI. Flange – It will be free.

VII. Candle – can be freely branded, as long as it is in series and original production. You will not be able to rework. The thread should have a diameter of 14.0mm, a length of 18.5mm and a pitch of 1.25mm. The O-ring cannot be removed, and the spark plug thread must be flushing with the inside surface of the cylinder head.



VIII. Pyramid – It must be original, without rework, according to the engine's homologation form.

IX. Air filter – It will be mandatory to use the CIK or CBA approved air filter, without rework and complete.

X. Ignition – Analogue – Original Engine. It is permissible to add mass to the ignition rotor, as long as it is attached to it by means of two screws, without modifying the original characteristics of the rotor.

XI. Radiator - They must be mounted above the top line of the chassis tubes, at a maximum height of 50cm from the ground, at a maximum distance of 55cm in front of the rear axle centerline.

XII. Chainring and pinion ratio – It will be free.

XIII. Chassis – CBA or FIAKarting must be homologated, equipped with rear and front brakes, also homologated. No part of the chassis may be altered in a way that alters its original characteristics on the Approval Form. Only the rework on the chassis for fixing the gear lever will be released.

Rear axle: according to item 4.3 of the Règlement Technique 2024 – FIA Karting

A) Wheel hubs: They will be free.

B) The maximum width of the kart may not exceed 140 cm, measured from one end to the other on the outside of the rear wheels.

C) Regulatory dimensions for the inflated wheel+tire sets:

Front: max diameter 280mm, max width 135mm;

Rear: max diameter 300mm, max width 215mm

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XIV. Tires – FIAKarting/CBA homologated MG SM2 PRIME brand. Regulatory dimensions for the inflated wheel+tire sets:

Front: max diameter 280mm, max width 135mm;

Rear: maximum diameter 300mm, maximum width 215mm.

XV. Weight – The weight of the driver/kart combination must be at least:

KZ Graduate: 180Kg.

KZ Senior: 185kg

XVI. Identification – You must have a license plate with a yellow background, a black number, and the letters *KZ* or *KZS*, according to article 45 of the RNK 2024.

XVII. Fuel: mandatory use of fuel exclusively purchased from the organization for training, time taking (qualifying), and races. Samples can be analyzed at any time and, if a difference is detected between any parameter of the reference sample and that of the competitor, the following punishments may be applied:

A) In training: prohibition of participation in the next practice or, if it is the last, in the time trial, with the competitor being classified as last placed.

B) Taking of Times and Tests: disqualification due to technical irregularity of the activity after which the analysis was made.

ARTICLE NO. 28 – FROM THE X30 MASTER – X30 CATEGORY:

I. Engine – Authorized CBA IAME X30 125cc RL-C TAG. - Accompanied by exhaust, screed, exhaust manifold, intake manifold and clutch, supplied by RBC PREPARAÇÕES DE MOTORES LTDA.

II. Candle – Cannot be reworked. The thread should have a diameter of 14.0mm, a length of 19.0mm and a pitch of 1.25mm. The sealing ring cannot be removed, and the spark plug thread must be flush with the inner surface of the cylinder head, and only one of the spark plugs below can be used:

A) NGK B9EG;

B) NGK B10EG;

C) NGK BR9EG;

D) NGK BR10EG.

III. Carburetor – Supplied by RBC PREPARAÇÕES DE MOTORES LTDA along with the engine.

IV. Filter (*Intake silencer*) – CBA must be approved.

V. Cooling System – the use of only 01 radiator, 01 water pump, 01 pulley attached to the rear axle will be allowed, being free to drive by toothed belt or O’ring. Only the thermostats specified in the Engine Authorization Form can be used, but their use or not is free. The use of radiator additives is free, and the

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use of any type of alcohol is prohibited. Any air deflection system on the radiators is allowed, as long as it is not removable while the kart is moving. Any other cooling or heating system of the coolant, other than the main one, is prohibited. The coolant must be kept at the highest level at all times, otherwise it will be disqualified.

VI. Chassis – Must be FIAKarting or CBA homologated. Chassis items not provided for in the RNK2024 must follow the provisions of the Règlement Technique 2024 – FIA Karting for Group 2 Chassis.

- A)** Rear axle: according to item 4.3 of the Règlement Technique 2024 – FIA Karting.
- B)** Wheel hubs – of any brand and size.
- C)** The maximum width of the kart may not exceed 140 cm, measured from one end to the other on the outside of the rear wheels.

VII. Tires – Homologated FIAKarting/CBA brand MG SH2 OPTION. Regulatory dimensions for the inflated wheel+tire sets:

Front: max diameter 280mm, max width 135mm;

Rear: maximum diameter 300mm, maximum width 215mm.

VIII. Weight – The weight of the driver/kart combination must be at least 177 Kg.

IX. Identification – It must have a license plate with a yellow background, a black number, and the letters X30

X. Clutch:

- A)** Maximum coupling speed for the start of the movement with the driver and in driving conditions: 4000 rpm, and the check can be done even on the starting grid. The driver who is found with a non-compliant clutch may be prevented from starting.
- B)** The clutch must be fully engaged at 6000 rpm maximum;
- C)** Drivers will be responsible for keeping the clutch system within dimensions and tolerances, and free of any substance that alters the coefficients of friction between the parts.

XI. CROWN/PINION RATIO: to be disclosed in the Particular Regulation of the competition. Step 219.

XII. Ignition – The use of the battery is mandatory at any time the kart is on the track. Arriving at Parc Ferme without the battery will result in disqualification from the race.

- A)** The use of 01 metal clamp around the battery is authorized to better fix it to the support, subject to approval by the Technical Delegate.
- B)** Starting aid with an external battery is prohibited while the kart is on the track or in the surrounding areas, being allowed only in Parc Ferme or

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on the grid, and in case of a red flag ("Parc Ferme" situation).

XIII. Fuel: mandatory use of fuel exclusively purchased from the organization for training, time taking (qualifying), and races. Samples can be analyzed at any time and, if a difference is detected between any parameter of the reference sample and that of the competitor, the following punishments may be applied:

- A)** In training: prohibition of participation in the next practice or, if it is the last, in the time trial, with the competitor being classified as last placed.
- B)** Taking of Times and Tests: disqualification due to technical irregularity of the activity after which the analysis was made

ARTICLE NO. 29 – OMISSION CASES: Omitted cases will be judged by the Stewards, with the analysis and technical report of the Technical Delegates.

ARTICLE NO. 30 – FINAL PROVISIONS: These regulations (Sporting and Technical) were prepared by the NATIONAL KARTING COMMISSION of the CONFEDERAÇÃO BRASILEIRA DE AUTOMOBILISMO. It is strictly forbidden to use all or part of the sporting and technical rules, nomenclatures and references contained therein, in competitions that do not have the supervision of the CONFEDERAÇÃO BRASILEIRA DE AUTOMOBILISMO or its affiliates.

Rio de Janeiro, June 24, 2024.

GIOVANNI RAMOS GUERRA
CONFEDERAÇÃO BRASILEIRA DE AUTOMOBILISMO
President

FABIO BORGES GRECO
CTDN - (BR)
President

RUBENS LUIZ CANOVAS CARCASI
CNK – (BR)
President

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