



IAME INTERNATIONAL GAMES 2021

SPORTING REGULATIONS

MINI X30 WATER SWIFT COOLED

(070921)

Any competitor, manufacturer or affiliated third party advertising the results of a competition or record attempt shall state the exact conditions of the performance referred to, the nature of the competition or record, the category, class, etc. of the vehicle and the position or the result obtained. A winner of an international series may only and exclusively refer to himself / herself as winner of followed by the full and official title of the international series at issue. The titles "European Champion" and "World Champion" have been exclusively reserved for the winners of European Championships and World Championships respectively, which have been organised and sanctioned by the CIK-FIA and/or the FIA, and may in no event be used for winners of international series. The FIA is monitoring statements with regards to the results obtained in any of its international series closely we remind you that any misrepresentation, omission, or alteration of a title may be penalised in accordance with International Sporting Code. (ISC)

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.

GENERAL UNDERTAKINGS

All Drivers, Entrants, Mechanics and Officials participating in the Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code (« the Code »), the Code of Driving Conduct on Karting Circuits, the Karting Technical Regulations (« the Technical Regulations »), the General Prescriptions applicable to the CIK-FIA Karting international Competitions and Championships, Cups and Trophies (« the General Prescriptions the Supplementary Regulations of the Competition concerned and these Sporting Regulations.

ORGANISATION

The Series and its events 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 the Series Technical Regulations Part 1 & 2 these Sporting Regulations and the Supplementary Regulations of each Event of the Series

ARTICLE: 1 INFORMATION SPECIFIC TO THE SERIES.

1.1 ORGANISATION OFFICE

RGMCM GmbH
Städelistrasse 5
7317 Valens Switzerland
Tel: +41 (0)81 302 74 48
Mob: +41 78 665 65 22
Email: info@x30euro.com
Web: www.iameeuroseries.com

1.2 RECEPTION OFFICE

Tel: +41 (0)81 302 74 48
Contact: Lynn Geidel
Mobile: +41 78 665 65 22
Email: info@x30euro.com
Web: www.iameeuroseries.com

1.3 EVENT DATES AND CIRCUITS

10 - 14 November 2021, Portimao Portugal

1.4 THE EVENT ARE AUTHORIZED BY THE FOLLOWING ASN

F.P.A.K Federacao Portuguesa de Automobilismo e Karting, Rue Fernando Namora, 46 C/D 1600-454 Lisboa, Portugal

1.5 ENTRIES: RECEPTION OFFICE

RGMMC GmbH

Contact: Lynn Geidel

Telephone: +41 (0)81 302 74 48

Mobile Phone: +41 78 665 65 22

Email: info@x30euro.com

Web: www.iameeuroseries.com

Entry must be made automatic on the www.iameeuroseries.com

1.6 DATES OPEN & CLOSE OF ENTRIES

10 September – 15 October 2021

1.7 ENTRANTS APPLICATION

Applicants must hold a valid Entrants' Licenses and the necessary authorisations (visa) issued by their ASNs Affiliated to the FIA.

1.8 AMOUNT OF FEES

1.8.1 955.00 € Payment of event paying registration and driver pack* in advance

1.8.2 495.00 € Payment by registration and 460.00€ driver pack* arriving to the event, total price of 995.00 €

1.8.3 180.00 € Payment for late entry if entry is accepted

*Driver pack includes – Free practice ticket Thursday, Race Tires 2 set slicks.

ARTICLE 2: ENTRY RESTRICTIONS

2.1. Maximum Entries 72 Drivers / Minimum Entries 28 Drivers

2.2. Should the driver fail to attend THERE WILL BE NO REIMBURSEMENT OF ENTRY FEE, the tires and other products ordered are the belongings and responsibility of the Entrant and cannot be reimbursed or carry forward to any other events. Material not collected after the event is not the responsibility of RGMMC.

2.3 Entries are only accepted once registration fee has been received.

2.4 Entrants will be entered on a first come first served basis by date of payment NOT the date of entry form

ARTICLE: 3 CATEGORIE, LICENCE & VISA

3.1. IAME International Games

3.2. Maximum inscription of 72 Drivers

3.3. Minimum inscriptions of 28 Driver

3.4. Minimum age: 9 years old, reaching their 9th birthday in 2021, Drivers can take part in the Mini class in the years of their 9, 10, 11 and 12 years old birthday (You cannot race in your 13th year).

3.5. License: National Karting License issued by an ASN affiliated to the FIA, with approval (visa) from the Driver ASN affiliated to the FIA

3.6. Minimum weight 110 Kg

Mandatory Guardian: In order to participate in an national competition outside the drivers nationality of license the Parent and/or Guardian must agree to the event shall be run in accordance with the National Karting Regulations of the country where the event take place and the Sporting, technical and supplementary regulations of the event

Mandatory Mechanic License

Mechanics are obliged to obtain an accident insurance policy at the track costing 20 - 50 Euros per mechanics which is valid for the duration of 3 days.

3.7 Mini engines to be used - IAME X30 MINI WATER SWIFT COOLED

ARTICLE: 4 PRIZES AND AWARDS

4.1. Trophies in each class for the first 3 finishing drivers in the final in each event.

4.2. Prizes of race entries and driver packs to events cannot be transferred to other drivers and/or events or traded for cash

4.3. 1st place will be awarded a free entry including 2 sets of race slicks in the 2022 IAME Winter Cup, 2nd and 3rd place will be granted a free entry into the 2022 IAME Winter Cup.

ARTICLE: 5 ORGANISER'S SUPPLEMENTARY PROVISIONS

5. TYRES

5.1 DRY TYRES MINI: KOMET K1D - M

Front 10 x 4.00 - 5 Rear 11 x 5.00 - 5

It is compulsory for each driver to use 8 tyres (4-front and 4 rears) for each event. Included in Driver packet.

The KOMET tyres will be shipped by RGMMC to each even the tyres will be placed in a tyre-pool, raffled, and handed out accordingly in the "Servicing Park". Tyres for time-qualifying, qualifying heats, second chance heats, pre-final and final will be barcode scanned and controlled before each session and are compulsory to use

5.2 WET TIRES MINI: KOMET K1D - W

Front 10 X 4 - 5 Rear 11 X 5.00 - 5

It is compulsory for each Driver to use wet tyres from the organisation in the case of rain (maximum 2 sets 4 front and 4 rear) in time-qualifying, qualifying heats, second chance heats, pre-final and final of each event.

The KOMET tyres will be shipped by RGMMC to each even the tyres will be placed in a tyre-pool, raffled, and handed out accordingly in the "Servicing Park". Tyres for time-qualifying, qualifying heats, second chance heats, pre-final and final will be barcode scanned and controlled before each session and are compulsory to use

5.3 WET TIRE REGULATIONS

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

5.3.2. RGMMC will ship two (2) set of wet tyres for each registered/entered Driver of the event to be used in time-qualifying, qualifying heats, second chance heats, pre-final and final

5.3.3 At any time during the event Driver/Entrant can purchase vouchers for wet tyres (maximum 2 sets) for a price of 200.00€ each this voucher must be paid in cash with correct money (no credit card) (only for race tyres not free practice)

5.3.4. Entrant/Driver how wish to pay with credit card the price is 200€ per set and the vouchers can NOT be returned even if the tires are not collected, the tires are the belongings of Driver/Entrant and must have been collected after the event

5.3.5. Entrant/Driver who have purchased vouchers with cash but not collected the tyres can trade in the vouchers for cash at the end of the event - before office closing time, vouchers are not accepted from any other event

5.3.6. Only vouchers of present date and event will be accepted

5.3.7. Tyres that have left Tire-Park can not be returned

5.3.8. Wet tyres for free practice can be ordered on the web with inscription or by email with inscription

5.4. DRY TYRES AVAILABILITY

Tyres used for free practice (same production time frame as PARC FERME tyres) can be ordered on info@x30euro.com

5.5. 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

5.6. WARM UP SATURDAY AND SUNDAY MORNING.

During warm up Saturday and Sunday morning the choice of tires are free

5.7. PETROL

5.7.1. It will be each competitor's responsibility to purchase their own petrol from free practice until the end of the race weekend on Sunday. Competitors must pre order fuel via the online form 2 weeks before the event.

5.7.2. The official fuel supplier of the events will be Panta Fuel.

5.7.3. The Petrol will be Panta fuel Kart RON 102.

5.7.4. The oil mixture ratio shall be 4 – 6 %

5.7.5. The oil for the series must be CIK-FIA approved/homologated 2-stroke oil. Which must be stated on the scrutineering card/passport upon completing technical check. On request the Driver/Entrant must provide 1 Liter un-opened bottle of oil, the same make as used bay driver to the organizer

5.7.6. If Petrol is mixed for more than 2 drivers in the same drum the team official is together with the driver responsibly that the Petrol is conformity with the regulations

5.7.7. It is forbidden to add any liquid and/or power-boosting chemicals in the petrol.

5.7.8. At any time, the volume of the fuel in the tank must be over or equal to 1.5 liters

5.7.9. The Scrutineer, following a decision of the Stewards, has the right to change and/or replace any driver's petrol at his discretion, at any time.

Case 1 - Should this be the case the Drivers will be asked to enter servicing park without petrol in his/her petrol tank, where the fuel will be added, at the cost of 2.60€ liter for the Driver/ Entrant. The added petrol will be the petrol as stated in the supplementary regulations of the event.

Case 2 - Petrol will be changed without warning, at the cost of 3€ liter for the Entrant / Driver. Changed/Replaced petrol will be the petrol as stated in the supplementary regulations of the event.

5.7.10. It is recommended that evaluation of fuels at the racetrack be conducted using one or all of the following tests.

A. Digatron DT- 47 Fuel Meter Test.

B. Specific Gravity Test

C. Water Solubility Test

D. Petrol testing with independent approved testing company will be charged at 4'000.00 Euro if test is positive

5.8. CLUTCH AND RPM ANALYZER

A. If the use of electronic and or manual clutch and RPM analyser is used, it is the Entrant/Drivers responsibility to assure the unit is working to perfection the unit will be on loan for the event and could be used by all drivers or only selected Drivers

B. The fitting bracket and the cables to the unit will have to be purchased by the Entrant/Driver, to the price of 195.00€ any change in prices will be communicated by email and Supplementary Regulations of the Event. The fitting of the bracket must be on the back of the seat. The bracket and cables must be fitted before technical control (Scrutineering).

C. The Unipro clutch control unit will be on loan from RGMMC. The costs connected with the repairing and or replacement of a data logging system damaged by a Competitor shall be completely borne by the Entrant / Driver at a cost of 395.00€

5.9. CAMERAS MOUNTED ON KARTS OR HELMETS

A. No private cameras are allowed on any part of karts and/or Driver's from first Non-Qualifying Practice to the end of the race event

B. No cameras are allowed on any part of the helmet at any time

5.10. TRANSPONDER

A. Each Entrant / Driver has to provide his/her own transponder of make AMB of the following specification:

B. Kart Classic Transponder, www.mylaps.com/en/products/kart-classic-transponder/75

C. Kart Flex Transponder, www.mylaps.com/en/products/kart-flex-transponder/74

D. My Laps Kart X2 Transponder

E. Transponders can be rented from Friday to end of event at a price of 50.00€ Transponders are limited to 68 and must be reserved in writing by email or by entering an event on the web (www.iameeuroseries.com)

F. Transponders can also be ordered from My Laps direct

G. Kart Classic Transponder, www.mylaps.com/en/products/kart-classic-transponder/75

H. Kart Flex Transponder, www.mylaps.com/en/products/kart-flex-transponder/74

I. Kart Flex Transponder, www.mylaps.com/en/products/kart-flex-transponder/74

J. Already for the free practice (see timetable) and for all race activities onwards the transponder is mandatory and has to be fixed on the lower part of the back of the kart seat. Transponder must be mounted in its original holder and may be additionally secured by tie wraps.

K. It is the Entrant / Drivers responsibility to ensure the transponder is fully functional and battery charged at all times.

ARTICLE: 6 CIK-FIA FRONT FARING MOUNTING KIT

The use of a homologated front fairing and of the homologated front fairing mounting kit of the bodywork homologation period 2015 – 2020 is mandatory. As from the Qualifying Heats until the Final, each Driver must enter the "Start" Servicing Park – Assembly 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 – Assembly Area 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.

Correct installation of the "Front Fairing" The front fairing (using the front fairing mounting kit) must be in the correct position at all times during a competition (see Technical Drawing No. 2d).

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.

When the Scrutineer /Judges of Fact send the reports regarding the incorrect position of the front fairing, the Stewards will automatically apply the decisions. The Entrants concerned shall not be invited to sign the decision documents.

Should a Driver or a third party be found/proved to have intentionally replaced or attempted to put back into position a front fairing which is not installed correctly during 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.

ARTICLE: 7 THE EVENT

A. The event shall comprise free-Practice, non-Qualifying Practice, Time Qualifying, Qualifying Heats, Second Chance heats (if applicable), Pre-Final and Final.

B. Race distances / laps will be stated in the event Supplementary Regulation.

C. Race Distance in Qualifying Heats: Approximately: 9 km

D. Race Distance in Second Chance Heat: Approximately: 9 km

E. Race Distance in Pre-Final: Approximately: 14 km

F. Race Distance in Final: Approximately: 20 km

7.1 FREE PRACTICE.

7.1.1. The Official Free Practice before race event, All Drivers before taking part in free practice must have passed the sporting checks and has numbers (4) and names on the kart. The free practise is only for Entered Drivers passed the sporting check.

7.1.2. The numbers on the karts shall be black (without shadow and/or color stripes) on a clear Yellow Background, and they shall be at least 14 -15 cm high and have a 2 cm thick stroke and represented with an Arial type or similar font. The competition number shall be bordered by a yellow background of 1 cm minimum. They must be fitted before free practice and must be clearly visible during the whole race event (damaged numbers and I.D must be replaced regularly) on both front and rear and on both sides towards the rear of the bodywork. The number plates fitted at the back of the kart shall be plane and have rounded corners (diameter of rounded corners 15 to 25 mm) with 22 cm sides. The plates shall be flexible and made of opaque plastic, and they shall always be visible (fixation without a possible displacement).

7.1.3. Driver's name shall be in the fore part of the lateral bodywork. The minimum height of the name shall be 2 cm. Name stickers are available from RGMCC reception office at a price of 20 € 2 stickers (name only stickers).

7.1.4. Driver is responsible at all times for ensuring that the required numbers and I.D are clearly visible to Officials, Timekeepers and Marshals.

7.1.5. Karts not applying to article 4.2 (a, b, c, and d) may be refused entry to Free-Practice, Time-Qualifying, Qualifying Heats, Pre-Final or Final Race.

7.1.6. CIK-FIA Technical Regulations Article 2.24 & 3 also applying on free practice

7.1.7. Numbers & Background are available from Organization or Entrant / Driver can bring their own to the specification of Article4b.

7.1.8. The organisers numbers are sold for the price of 1.00 € per single number and Yellow background (1) for the price of 5 €, but no guaranty they are in stock

7.1.9. The time table will state the time transponder's is mandatory, the transponder has to be fixed on the lower part of the back of the kart seat.

7.1.10. The practice will commence in groups of even and odd numbers, or by organizers to choose. Every group will have their practice according to the timetable; all drivers and karts must have passed the Sporting Checks and Scrutineering. Transponder must be mounted in its original holder.

7.2. TIME QUALIFYING

7.2.1. Qualifying practice session 7 minutes timed.

7.2.2. Drivers in each class will be divided in groups depending on number of registered drivers in each class

7.2.3. The Stewart shall inflict a penalty on any Driver having caused an Incident, blocking or dangerous behavior in time qualifying, Article 2.24 CIK-FIA International Karting Regulations General Prescriptions and Article 9.2 of this Sporting Regulations and including Code of Driving Conduct.

7.2.4. Groups

1 - 34 in one group, 1 - 72 in 2 groups, split in 2 groups C1 & C2

7.2.5. Drivers who have passed Scrutineering are divided into equal series if possible, by drawing lots in the presence of at least one Steward 7 minutes' session per group is provided for. Each group will comprise a maximum number of 36 Drivers. Any Driver having crossed the line drawn at the exit of the start area 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.

7.2.6. Should a Driver require assistant after the "30-second signal in the time qualification the best laps will be cancelled. The use of an external electric starter and change of spark plug is permitted without penalty

7.2.7. The final classification of Qualifying Practice will be drawn up as follows:

7.2.8. If there is only one group: the grid will be drawn up in the order of the fastest time achieved by each Driver.

7.2.9. If there are two group the fastest time achieved in the faster series: 1st place goes to the fastest time of the 1st series (fastest time overall), 2nd place to the fastest time of the 2nd series, 3rd place to the 2nd fastest time of the 1st series, 4th place to the 2nd fastest time of the 2nd series, 5th place to the 3rd fastest time of the 1st series, and so on.

7.2.10. If no time is taken into account for a Driver, he shall take the start at the end of the grid. If several Drivers are in that situation, their starting position shall be decided by drawing lots. If a Driver stops in the Repairs Area or in the Servicing Park it will be final, He/she will not be allowed to restart.

ARTICLE: 8 STARTING GRID (ON PREGRID) QUALIFYING HEATS & FINAL RACES

CIK-FIA International Karting Regulation, General Prescription Article 2.19

8.1. At the end of the final Qualifying Practice session, the list of qualified Drivers as well as the starting grids will be officially published.

8.2. Only these Drivers will be allowed to take the start of the Qualifying Heats

8.3. Any Entrant whose kart(s) is (are) unable to take the start for any reason whatsoever or who has good reasons to believe that his/her kart(s) will not be ready to take the start must inform the Official in charge of the Assembly Area, who will advise the Clerk of the Course as soon as he has the opportunity.

8.4. The grids will be drawn up in accordance with the fastest time achieved by each Driver, taking into account the qualifying practice session. Should one or several Drivers achieve the same time; the tie will be settled on the basis of their second-best time, and so on.

8.5. The pole position Driver of each grid will have the choice of the pole position (on the left or right side of the track), providing that he advises the Clerk of the Course as soon as he reaches the Assembly Area. This choice will only modify the first row, to the disqualification of the others. Failing this, the pole position Driver of each grid will take the start of the race from the grid position which was the pole position the previous year or, if it is a new circuit, on that which was designated as such by the CIK-FIA, or designated in the Supplementary Regulations of the Event.

8.6. Access to Servicing Park (in) for each heat during the event will be stated in the official time table, only the Driver and his Mechanic (one only) are allowed to enter the Servicing Park (in) and only with ID-Pass supplied from the RGMMC organization, the closing time of the Servicing Park will be stated in the official timetable.

8.7. Access to the Assembly area from the Servicing Park (in) will end as stated in the official timetable.

Any kart which has not taken its position on the Pre-Grid at that moment shall not be allowed to do so, and the following rules apply

A. The karts placed on the Pre-grid must be ready to race.

B. It is strictly forbidden to carry out any work, adjustment and/or set-up on the kart in the Pre-grid, with the exception of tire pressures, which can be adjusted by the Driver or his/her Mechanic and by using his/her own means only (tire pressure gauge)

C. Karts on the Assembly area are prohibited to return to servicing park.

D. Karts not ready to race (what ever reason) or missing the allocated time when servicing park closes will be removed from Servicing Park whiteout taking part in the heat

8.8 Definition of Assembly area:

A. The area between the track and Start Servicing Park. (Where the Karts are lined up to start the Formation lap)

B. The area/walk way to Starting line.

C. Starting line if used.

8.9 If a Driver is unable to start from the Assembly Area after the display of the green light or flag and if he requests the intervention of a Mechanic, he will be moved to the repair area, after assistant from the Mechanic (one only) he will be authorised to leave the Assembly Area only on the orders of a Marshal, the driver may recover his /her position until the redline.

8.10 Any Driver who is present, with his/her kart, on the Pre-Grid within the time limit will be considered as a starter.

8.11 STARTING GRID PROCEDURE ON THE TRACK:

In certain circumstances, the karts will have to be placed on the grid on the track; it is the specific procedure below which is applied.

A. Access to the Assembly area from the Servicing Park will end as stated in the official time table. Any kart which is not ready to race or the allocated time when servicing park closes will be removed from servicing park and not taking part in the race

B. The karts (on the trolley) placed in the Pre-grid must be ready to race; it is strictly forbidden to carry out any work, adjustment and/or set-up on the kart, with the exception of tire pressures, which can be adjusted by the Driver or his/her Mechanic and by using his/her own means only. (tire pressure gauge)

C. Once the gate is closed (Servicing Park to Assembly area) each Driver with his kart placed on a trolley and pushed by his "A" Mechanic leave the "Assembly Area" to take up their positions on the starting grid for the race. From this point, karts must be Ready to race, any further work, adjustment and/or set up on the kart (with the exception of tire pressures) are strictly forbidden.

D. "30-seconds" signal/light: 30 seconds after this signal, the green flag or light will be shown at the front of the grid to indicate that the karts must begin a Formation Lap, keeping to the order of the starting grid and in conformity with the CIK/FIA General Prescriptions.

E. Should a Driver require assistance after the "30-second" signal, he or she must indicate this to the Marshals and, once the other karts have left the grid, it will be pushed to the repair area and the Mechanic may assist on the kart. In this case Marshals with yellow flags will stand beside the kart (or karts) concerned to warn the drivers on the Formation Lap, if a Driver starts from the repair area after the intervention of a mechanic, he will be authorised to do so only on the orders of a marshal, however, the use of an external electric starter is permitted, with the consent of the starting grid official, the driver may recover his /her position until the red line.

8.12 START DELAYED

If the Clerk of the Course considers of safety reasons that the start must be delayed, the following procedure will take place

A. A time will be given for a new start

B. Entrants/Drivers outside this time will not be able to enter the race

8.13 BY TYRE CHANGE

A. The width of the rear and front wheel may be adjusted but must conform to Technical Drawing no: 2 of CIK-FIA Technical Regulations. In addition, if wet conditions rain covers may be placed over the air box.

B. NO other modifications and/or changes are permitted.

ARTICLE: 9 STARTING PROCEDURE, STARTING PROCEDURES MINI

CIK - FIA International Karting Regulations General Prescriptions Article 2.20 Rolling Start

9.1. At the end of the Formation Lap, Drivers will proceed forward at a reduced and constant speed towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track. A Driver crossing the lanes is liable to be sanctioned by the Stewards, on the basis of a time penalty of 3 seconds for partly crossing the lanes and of 10 seconds for completely getting out of the corridor. When the karts approach, the red lights will be on. Karts must maintain their position until the start signal is given. If he is satisfied with the formation, the Clerk of the Course or his Deputy will give the start by switching off the red lights. If he is not satisfied with the procedure, he will switch on the orange light, which means that another Formation Lap must be covered granted; any Drivers who have been unable to start will be allowed to get out of their karts and restart only by their own means and once the whole field has passed them. They will not be authorised to regain their original position in the formation and will take the start from the back of it. No other Drivers will be allowed to occupy the places which have remained vacant. During the Formation Lap(s), it is forbidden to practise start simulations.

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

9.3. The Organiser following a decision of the Stewards has the right to change starting procedure from "Rolling Start" to "Standing Start" or "One Line Rolling Start" with Slow Boards. (SC in car racing)

9.4. Two 2-metre wide lanes bordered by white lines will be painted over the 110 meters leading to the start line. A yellow line shall be placed 25 m ahead of the start line. For rolling starts, this Yellow Line will also be materialised by soft cones (1 cone of each side of the track).

9.5. As soon as the Clerk of the Course or his Deputy or Official appointed Starter, indicates with the green flag that the karts may take the start, the Drivers are « at the orders of the Clerk of the Course » and may no longer receive any outside help. Any Driver who has not placed himself at the orders of the Clerk of the Course in time with his kart in working order will be allowed to leave the Assembly Area only at the orders of the Clerk of the Course, or of the Officer in charge of the Assembly Area.

9.6. Karts will cover one warm up lap and one formation lab (total 2 laps) before the start may be given.

9.7. It is forbidden to overtake another Driver under pain of a penalty inflicted by the Stewards (10 seconds or disqualification from the Heat).

9.8. If a Driver stops for any reason during the Formation Lap, he will not be allowed to try and start again before he has been passed by the whole field. He shall start again from the back of the formation. Should he try to start ahead of the field in the hope that the leading Drivers overtake him, he would be shown the black flag and be excluded from that race.

9.9. In order to regain one's position, it is forbidden to use any course other than the track used during the race. In the case of rolling starts, a Driver who is delayed will have the possibility of regaining his grid position only if this maneuver does not impede other Drivers and in all cases before having reached the Red Line which will be materialised on the track, equipped with a timekeeping loop and indicated by the Clerk of the Course at the Briefing. In the case of standing starts, a Driver who is delayed will have the possibility of regaining his grid position until the red starting lights are switched on.

9.10. If he considers that a Driver has been immobilised as a result of another Driver's mistake, the Clerk of the Course may stop the Formation Lap and start again the Starting Procedure on the basis of the original grid or allow the impeded Driver to regain his position.

9.11. The Clerk of the Course will give the start as soon as he is satisfied with the formation.

9.12. In the case of repeated false starts or of incidents during the Formation Lap(s), the Clerk of the Course, or the acting Judge of Fact, may stop the starting procedure by means of the red flag and inform the Stewards, who will be entitled to inflict on the offending Drivers a penalty according to Article 2.24 of the General Prescriptions. A new procedure will begin either immediately or within 30 minutes, according to the circumstances. The starting grid will be the same as for the initial procedure. All the Drivers present in the starting area or in the repair area before the procedure was stopped will be allowed to take the start of the new Formation Lap.

9.13. Any attempts to jump the start or delay it and any karts leaving the lane before the lights are switched off shall be sanctioned according to Article 2.24 of the General Prescriptions.

9.14. A Jump Start will be deemed to have occurred when a driver crosses the start line ahead of his prescribed grid position at the start of the race. This is recorded by the timing system, and the Official Timekeepers who act as Judges of Fact and will determine if a Jump Start has been committed. The penalty refers to Article 2.24 General Prescription of CIKFA

9.15. As soon as the start has been given racing conditions are applied and, irrelevant of the position of a kart on the track, it is forbidden to give it any assistance, except for parking it to a safe location.

ARTICLE: 10 NEUTRALISATION OF A QUALIFYING HEAT OR A RACE

10.1. The Clerk of the Course may decide to neutralise a Qualifying Heat or a Race. This procedure will be used only if the Track is obstructed, or if the Drivers or Officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the Qualifying Heat or Race.

10.2. When the order is given to neutralise a Qualifying Heat or Race, all observers' posts will display waved yellow flags and/or double flashing yellow lights including a "SLOW" board (yellow board with the word "SLOW" written in black), which shall be maintained until the neutralisation is over. Flashing orange lights will be switched on at the Line.

10.3. All the competing karts must then line up behind the leading kart, and overtaking is strictly forbidden. Overtaking will be permitted only if a kart slows down because of a serious problem.

10.4. During the neutralisation laps, the leading kart will dictate the pace, at a moderate speed, and all the other karts must remain in as tight a formation as possible.

10.5. The karts may enter the repair zone during the neutralisation, but they may re-join the track only when authorised to do so by a marshal. A kart re-joining the track shall proceed with moderate speed until it reaches the end of the line of karts behind the leading kart. Overtaking is strictly prohibited.

10.6. When the Clerk of the Course decides to end the neutralisation, he will have the flashing orange lights switched off, this will be the signal to the Drivers that the Race is to resume next time the Line is crossed. In the last neutralisation lap, the "SLOW" boards will be maintained and the yellow flags will be shown immobile.

10.7. At that moment, the leading kart will continue to set the pace, at a moderate speed. The Clerk of the Course, or his deputy will signal the resumption of the Race by means of a waved green flag at the Line. Overtaking will remain prohibited until the karts have crossed the Line at the end of the neutralisation of the Qualifying Heat or Race. On approaching the Line, where a green flag will be waived by the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line preceding the Line. The yellow flags and the "SLOW" boards at the observers' posts will then be withdrawn and replaced with waved green flags. These flags will be displayed for a maximum of one lap.

10.8. Each lap completed during the neutralisation will be counted as a racing lap.

10.9. If the race finishes during the neutralisation, the karts will take the checkered flag as usual. Overtaking will be permitted only if a kart slows down because of a serious problem.

ARTICLE 11 RESUMING A RACE WITH THE "SLOW" PROCESS.

11.1. If a Race is suspended under Article 2.21 of the General Prescription, the resuming procedure will be conducted with the "SLOW" process. At the order of the Clerk of the Course, Drivers will proceed to start in a neutralised situation for one or more laps.

11.2. The Marshals' Posts will display "SLOW" boards with static yellow flags. If the formation is satisfactory, Clerk of the Course or his

Deputy will signal the resuming of the Race by means of a waved green flag at the Line. Overtaking will remain prohibited until the karts have crossed the Line. On approaching the Line, where a green flag will be waived by the Clerk of the Course or his Deputy, the Drivers may accelerate only after crossing the yellow line preceding the Line. The yellow flags and the "SLOW" boards at the Marshals' Posts will then be withdrawn and replaced by waved green flags. These flags will be displayed for a maximum of one lap.

ARTICLE: 12 SUSPENDING A RACE OR PRACTICE.

12.1. Should it become necessary to suspend the Race or Practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course shall order a red flag to be shown on the Line.

12.2. Simultaneously, red flags will be shown at marshals' posts provided with these flags. The decision to suspend the race or practice may be taken only by the Clerk of the Course (or, if he had to leave, by his deputy). If the signal to stop racing is given:

A. During Practice: all karts shall immediately reduce speed and go back slowly to the «Finish» Servicing Park, and all karts abandoned on the track shall be removed; Practice will be resumed as soon as possible to meet the original Practice time.

B. during the Qualifying Heats: all karts will immediately reduce their speed and go to the «Finish» Servicing Park entrance, or stop on the track at the place designated during the briefing, considering that:

- the classification of the Heat will be the classification at the end of the lap prior to that during which the signal to stop was given, karts or rescue vehicles may be on the track,

- the circuit may be totally blocked because of an accident,
- the weather conditions may have made it impossible to drive at high speed on the circuit.

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

- less than 75% of the distance scheduled for the Heat (rounded up to the nearest higher whole number of laps). If the Heat can be resumed, Article 2.22 of CIK-FIA general prescriptions will apply;

- 75% or more of the distance scheduled for the Heat (rounded up to the nearest higher whole number of laps). The karts will be directly led to the "Parc Ferme", and the Heat will be considered as having stopped when the leading kart crossed the Line at the end of the lap prior to that during which the signal to stop was given;

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

- the classification of the Race will be the classification at the end of the lap prior to that during which the signal to stop the Race was given,

- karts or rescue vehicles may be on the track,

- the circuit may be totally blocked because of an accident,

- the weather conditions may have made it impossible to drive on the circuit at racing speed.

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

Case A: less than 2 laps. No points will be awarded. If the Race can be resumed, Article 2.22, of CIK International Sporting Regulations General Prescriptions

Case B: more than 2 laps but less than 75% of the distance scheduled for the Race (rounded up to the nearest whole number of laps). If the Race can be resumed, Article 2.22 Case B. Should this not be possible, half the points will be awarded.

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

ARTICLE: 13 RESUMING A RACE (QUALIFYING HEAT OR RACE OF THE FINAL PHASE)

13.1. After a suspending situation, the delay will be kept as short as possible and as Soon as resuming time is known, Drivers will be informed. In all cases at least a 10 minutes warning will be given. Boards will be presented 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds before the resumption. Each signal will be accompanied by an audible warning.

13.2. Working on karts will be allowed only in the Repair Area; the only persons allowed to intervene on a kart are the Driver himself and his appointed Mechanic, holder of the appropriate pass. Refueling will not be allowed. All karts must be ready at the 3-minute board.

13.3. The Race or Heat will be resumed with the "SLOW" process and Article 2.20 (CIKFIA General Prescription). The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered. The Drivers who have crossed the Finish Line at the end of the lap prior to that on which the race was stopped and those who were in the Repair Area when the red flag was

shown will be allowed to take the new start.

13.4. Resuming start positions will be determined by the finishing order at the end of the lap before the one on which the race was suspended.

ARTICLE: 14 CODE OF DRIVING CONDUCT ON KARTING CIRCUITS (Article 3 CIK-FIA International Karting Regulations

The instructions detailed in Article 2.15 Signification of flags of the General Prescriptions and in Article 2.3 of the Circuit Regulations (Part II) including ISC (The Code) are deemed to be part of this Code of Driving Conduct. All Drivers must be thoroughly acquainted with them.

14.1 Overtaking

A. During a race, a kart alone on the track may use the full width of the said track. However, as soon as it is caught up by a kart which is either temporarily or constantly faster, the Driver is not allowed to swing from one side to the other or make a move sideways in order to prevent a legal overtaking maneuver when the other Competitor is already by his side. He shall give the other kart the right of way in order to allow for passing.

B. If the Driver who has been caught does not seem to notice that another Driver wants to overtake him, the flag Marshal(s) will give a warning by waving the blue flag to indicate that another Competitor wants to overtake. Any Driver who does not take notice of the blue flag may be penalised by the Stewards. Systematic or repeated offences may result in the disqualification of the offender from the race.

C. Curves, as well as the approach and exit zones thereof, may be negotiated by the Drivers in any way they wish, within the limits of the track. Overtaking, according to the circumstances, may be done either on the right or on the left. However, maneuvers liable to hinder other Drivers such as premature or dangerous changes of direction, more than one change of direction, deliberate crowding of karts towards the inside or the outside of the curve or any other dangerous change of direction, are strictly prohibited and shall be penalised, according to the importance and repetition of the offences, by penalties ranging from a fine to the disqualification from the race. The repetition of dangerous driving, even involuntary, may result in the disqualification from the race.

D. Any obstructive maneuver carried out by one or several Drivers, either having common interests or not, is prohibited. The persistent driving abreast of several karts, as well as fan-shaped arrangement, is authorised only if there is not another kart trying to overtake. Otherwise the blue flag will be waved.

E. The penalty inflicted for ignoring the blue flag will also be applied to the Drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, thus ranging from a fine to the disqualification from the race. The same penalty shall be applied to Drivers who swing from one side of the track to the other in order to prevent other Competitors from overtaking.

F. The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the disqualification of the Drivers concerned.

G. The race track alone shall be used by the Drivers during the race.

H. Contacts / collisions (during the race, deceleration lap included): sanctions may be imposed on a Driver who pushes another Driver.

4.2. Observation of Discipline of driver according to the "CODE OF DRIVING CONDUCT" and ISC (THE CODE) and possibilities of punishment by the RGMMC Clerk of the Course

A. In addition to the CIK-FIA General Prescriptions the permanent RGMMC 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.

14.3 Stopping of a kart during the race

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

B. Should a Driver be compelled to stop his/her kart, either involuntarily or for any other reason, the kart shall be moved off the track as soon as possible so that its presence does not constitute a danger or prevent the normal running of the race. If the Driver is not able to move the kart out of the potentially dangerous position, it is the duty of the Marshals or other officials to help.

C. Any replenishment carried out on the track itself is prohibited, and will entail immediate disqualification.

D. Apart from the Driver - and, in exceptional cases, the competent officials - nobody is allowed to touch a stopped kart under penalty of its

disqualification from the race.

E. Pushing a kart along the track or pushing it across the no-shing line is not allowed, and will entail immediate disqualification.

F. Any kart abandoned on the circuit by its Driver, even temporarily, shall be considered as withdrawn from the race. A kart left temporarily by its Driver whilst a race is suspended will not be considered abandoned.

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

A. The so-called «deceleration zone» is a part of the pits area.

B. During the practice sessions and the race, access to the pits or to the Repairs Area is allowed only through the deceleration zone. The penalty for a breach of this rule shall be disqualification from the race.

C. Any Driver intending to leave the track or to enter the pits or the Servicing Park or the Repairs Area shall signal his intention in good time and make sure that it is safe to do so.

D. Except in cases of Force Majeure (accepted as such by the Stewards of the meeting), the crossing, in any direction, of the line separating the deceleration zone and the track is prohibited.

ARTICLE: 15 QUALIFYING HEATS.

15.1. Winner of each race is the driver with the stipulated quantity of laps in the shortest time. All drivers behind him have finished the race without taking into consideration the numbers of laps completed.

15.2. The classification of the heats is determined by the quantity of the completed laps as well for the drivers, which have not finished. Driver with the same number of laps will be classified as passing the finish line. The classification of every heat will be counted in points added to the total sum for the final as below:

A. Place = 0 points

B. Place = 2 points

C. Place = 3 points

D. Place = 4 points

E. Place = 5 points 36 Place = 36 points

15.3. If a Driver does not take the start in a Qualifying Heat, he/she will receive a number of points equal to the numbers of participants of groups A and B plus 1.

15.4. If a Driver has been black-flagged or excluded, he/she will receive a number of points equal to the number of participants of groups A and B plus 2.

15.5. The best 30 drivers are qualified for the Pre-Final. Should there be a dead heat between two or several drivers, it will be settled by their classification in qualifying practice. The drivers from position 31 till 66 are qualified for the Second Chance Heat (last chance to qualify in pre final). The 6 (six) best of the Second Chance Heat will be promoted to the Pre-Final.

15.6. The start grid position for starting in the Pre-Final is according to the rating of points of the heats and according the finish of the Second Chance Heat.

15.7. If only 36 drivers are qualified and taking part no Second Chance Heat will take place.

15.8. The Pre-Final finishing order determines the start position for the Final.

ARTICLE: 16 FINAL WINNER

The classification of a RGMMC event (Winter Cup 2021) held over one single competition will be that of the Final.

The title of the event will be awarded to the Driver who has won the Final.

If the Final is stopped under Article 2.21 of the CIK-FIA General Prescriptions and cannot be restarted and if less than 75% of the scheduled distance have been covered, the title of the event will not be awarded.

ARTICLE: 17 BRIEFING

A. CIK-FIA International Karting Regulation, General Prescription Article 2.18 and The Code

B. All drivers and entrants must watch the digital briefing and fill out the attendance form. Drivers / Entrants not filling out the form by the time stated on the timetable will be liable to incur a fine of 125 Euros to be paid to the ASN hosting the event via the Stewards.

ARTICLE: 18 PADDOCK REGULATIONS & SAFETY

18.1. It is strictly prohibited to erect or unload any equipment until you have been allocated your place in the paddock by a member of RGMMC.

18.2. It is forbidden to use motorbikes, scooters or any other motorised devices in the Paddock, except where Clerk of the Course have given special permission.

18.3. It is forbidden to drive in to the Paddock with any Car, Van, or Lorry without a proven organisers pass, even when the gate is open and not manually guarded, A fine will be inflicted by the Stewards on any person not respecting this rule.

18.4. The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Areas (see 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 in the course of the same Competition, a further breach is committed justifying the Disqualification of the same Competitor

18.5. Provisional information of the meeting adapted to each race circuit / track license agreement / conditions. Additional information will be available in the Event Supplementary Regulations

18.6. As soon as the Driver / Entrant arrive to the Circuit and before being able to have access to the Paddock, all Entrants and Drivers entered must present themselves to the Organiser's Secretary for Identification.

18.7. Entrant, Drivers, Mechanic and Guest passes will be issued at the sporting check. All passes must be presented at any time and no one will be readmitted without a pass.

18.8. Personal passes are non-transferable and must not be given to unauthorised persons. RGMMC office must be notified immediately of loss of passes. The pass shall be presented whenever requested. Any misuse of the pass shall result in its immediate withdrawal

18.9. Each Paddock space (8x6meter) shall be equipped with at least one 5 Kg fire extinguisher

18.10. It is strictly forbidden to smoke or to use any device risking provoking fire in the Paddock area, it is forbidden to Cook in the Paddock, except with a special authorisation from the Organiser. In all cases, these installations shall be electrical, isolated, and equipped with at least one (1) 5 kg fire extinguisher

All Drivers/Competitors are required to have a fully serviceable fire extinguisher to the minimum recommended standard, minimum 5 kilo suitable for oil and petrol fires.

18.11. No Catering awnings are allowed in the Paddock, a separate area next to camping will be allocated, if space allows.

18.12. Ground sheets are compulsory to be used in the awning during the whole race week.

18.13. Refueling is only allowed in your allocated paddock space, and only with the use of groundsheet.

ARTICLE: 19 SERVICING PARKS

19.1. Only officials with proven pass supplied from RGMMC are allowed in servicing park

19.2. Drivers (1) and Mechanics (1) are allowed in the servicing park only during there allocated time of driving and only with approved pass supplied by RGMMC, Drivers and Mechanics circulating servicing park other times will be reported to the Stewards

19.3. Engine builders are only allowed in the servicing park's scrutineering area and only while scrutineering of a driver engine is in progress, any other circulation in servicing park will result of penalty by the stewards and be banned to enter servicing park and scrutineering area in the future

ARTICLE: 20 JURISDICTIONS.

RGMMC GmbH reserves the right to issue additional statement following the agreement of the ASN presenting the Series and the CIK-FIA concerning the Rules and Regulations (previously approved by the ASN proposing the series 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 address detailed on the Series Registration Form.

ARTICLE: 21 ANNEXE Circuit Plan

ARTICLE: 22 ANNEXE Technical Zone

ARTICLE: 23 ANNEXES Time Table

ARTICLE: 24 ANNEXE Journalist access zone.