



The heart of kart

IAME S.p.A. - S.U. - Via Lisbona, 15 - 24040 Zingonia (BG) - Italy - COD. CEE. IT 01254850165  
Tel. +39 035 883022 - Fax +39 035 885744 - E-mail: info@iame.it - www.iame.it



## SPORTING REGULATIONS 2015

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 article 131 of the International Sporting Code.

### 1. SPORTING REGULATIONS

The "Karting Club du Pays d'Olmes-Mirepoix (KCPOM)" organizes the "X30 Challenge Europa". The Event is property of IAME S.p.A. The title will be awarded to the winning driver's in each category. All the parties concerned (ASNs, promoters, manufacturers, organisers, Entrants and Circuits) undertake to apply and respect the rules governing CIK-FIA and the Series.

### 2. REGULATIONS

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

### 3. ORGANISATION

The event shall be run in accordance with the FIA International Sporting Code (The Code) and its appendices, the FIA and CIK-FIA official Bulletins, the CIK-FIA Technical Regulations, the General Prescriptions applicable to CIK-FIA Karting International Events, the X30 Challenge Europa Technical Regulations 2015, the X30 Challenge Europa Sporting Regulations 2015 and the Supplementary Regulations of the event.

### 4. SPECIFIC INFORMATION OF THE SERIES

#### 4.1 Organization Office

KCPOM

Circuit de Karting La Plano

09600 Aigues-Vives - France

Tél : +33 (0)5 61 64 57 83

Fax : +33 (0)5 61 64 21 47

Email : [sanchez.jean-claude@wanadoo.fr](mailto:sanchez.jean-claude@wanadoo.fr)

Web: [www.x30world.eu](http://www.x30world.eu)

#### 4.2 Reception Office

Victory Concept

14, Rue Albert Camus

81000 Albi - France

Tél : +33 (0)5 63 54 86 74

Fax : + 33 (0)5 63 49 79 09

Email: [victoryconcept@hotmail.com](mailto:victoryconcept@hotmail.com)

Web: [www.x30world.eu](http://www.x30world.eu)

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### 4.3 Date and Place:

"X30 Challenge Europa" – 7 Laghi International Circuit (ITA) – Castelletto di Branduzzo April 2<sup>nd</sup>/5<sup>th</sup> - 2015

### 4.4 Proposing and authorizing ASN

The event is proposed by the FFSA (French ASN) and authorized by the ACI-CSAI - Italy

### 4.5 Dates of Entry and Closing of Entry

4.5.1) "X30 Challenge Europa" - Open date for entries: February 15<sup>th</sup> 2015 - Close date of entries: March 15<sup>th</sup> 2015

### 4.6 Entrant's Application

#### 4.6.1 Mandatory Entrant Licence

Applicant Drivers and Entrant must hold valid International Licences respectively for Drivers and Entrants and the necessary authorisations (visas) issued by their ASN affiliated to the CIK-FIA.

#### 4.6.2 Mandatory Visa

Articles 2.3.8 and 3.9.4 of the FIA International Sporting Code.

Entrants and Drivers who wish to take part in an international competition organized abroad can only do so with the approval of their own ASN. This authorisation shall be given by the ASN concerned in such form, as they might deem convenient.

#### 4.6.3 Mandatory Driver Licences

Minimum Driver Licenses: article 3.3 Licenses Grades of the CIK-FIA International Karting Regulations

#### 4.6.4 The Entrants

The Entrant can under no circumstances be a person under 13 years old, and who does not have full legal capacity.

### 4.7 Entrants Restrictions

4.7.1 Entries are taken on a first come first served basis, only the effective payment of the entry fee is valid as entry definitive confirmation.

4.7.2 Entries are only accepted once full payment has been received.

4.7.3 Applications to participate in the event must be submitted by entrants to the office of the KCPOM through the entry form available on the [www.x30world.eu](http://www.x30world.eu) website.

4.7.4 Maximum Entries. The number of entries in the X30 Challenge Europa will be limited in each category. The organizer reserves the right to accept more drivers according to the entries received.

4.7.5 Drivers are not allowed to enter more than one class / category per event.

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### 4.8 Entry fees

**4.8.1** The entry fee of the "X30 Challenge Europa" are indicated on the official "Entry form" of the Event. No entry fee will be reimbursed after the entries closing date. The entry fee includes the access to the track from Thursday to Sunday and 1 litre of Wlodoil K-2T.

### 4.8.2 Late Entry

Late Entries administration fee: € 500,00 if entry is accepted

### 4.9 Prices and Awards

**4.9.1** Trophies in each class for the first three (3) classified drivers

**4.9.2** The overall winner of each category of the event will be awarded with the title: "X30 Challenge Europa Champion" and a Trophy.

**4.9.3** The second placed driver in each category of the event will be awarded with the title: "X30 Challenge Europa 2<sup>nd</sup> Overall Classified" and a Trophy.

**4.9.4** The third placed driver in each category of the event will be awarded with the title: "X30 Challenge Europa 3<sup>rd</sup> Overall Classified" and a Trophy.

**4.9.5** Further prices will be announced

## 5 CATEGORIES

### 5.1 X30 Challenge Europa - X30 Junior

Maximum inscription: 72 Drivers

Minimum inscription: 20 Driver

Minimum age: article 3.3 Licenses Grades of the CIK-FIA International Karting Regulations - licenses for Drivers Junior

Maximum age: article 3.3 Licenses Grades of the CIK-FIA International Karting Regulations - licenses for Drivers Junior

License: article 3.4.2 Licenses Grades of the CIK-FIA International Karting Regulations - licenses for Drivers Junior

Engine: IAME - X30 125cc RL TaG (125cc-direct drive-liquid cooled-TaG) Junior version

Minimum weight 145Kg

Numbers: Article 2.24 of the CIK-FIA Technical Regulations

### 5.2 X30 Challenge Europa - X30 Senior

Maximum inscription: 72 Drivers.

Minimum inscriptions: 20 Drivers.

Minimum age: article 3.3 Licenses Grades of the CIK-FIA International Karting Regulations - licenses for Drivers Senior

License: article 3.3 Licenses Grades of the CIK-FIA International Karting Regulations - licenses for Drivers Senior

Engine: IAME - X30 125cc RL TaG (125cc-direct drive-liquid cooled-TaG)

Minimum weight: 162Kg

Numbers: Article 2.24 of the CIK-FIA Technical Regulations

### 5.3 X30 Challenge Europa - X30 Master

Maximum inscription: 34 Drivers.

Minimum inscriptions: 15 Drivers.

License: article 3.3 Licenses Grades of the CIK-FIA International Karting Regulations - licences for Drivers Senior

Minimum age: 30 years old, must have his/hers 30<sup>th</sup> birthday in 2014 at a minimum.

Minimum weight: 170Kg

Engine: IAME - X30 125cc RL TaG (125cc-direct drive-liquid cooled-TaG)

Numbers: Article 2.24 of the CIK-FIA Technical Regulations





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### 5.4 X30 Challenge Europa - X30 Super Shifter

Maximum inscription: 34 Drivers.  
Minimum inscriptions: 15 Drivers.  
Minimum age: article 3.3 Licenses Grades of the CIK-FIA International Karting Regulations - licenses for Drivers Senior  
License: article 3.3 Licenses Grades of the CIK-FIA International Karting Regulations - licenses for Drivers Senior  
Engine: IAME - X30 175cc RL Shifter (175cc-6 speed gearbox-liquid cooled-TaG)  
Minimum weight: 180Kg  
Numbers: Article 2.24 of the CIK-FIA Technical Regulations

### 5.5 X30 Challenge Europa - X30 Lady

Maximum inscription: 34 Drivers  
Minimum inscription: 15 Driver  
Minimum age: article 3.3 Licenses Grades of the CIK-FIA International Karting Regulations - licenses for Drivers Junior and Senior  
License: article 3.3 Licenses Grades of the CIK-FIA International Karting Regulations - licenses for Drivers Junior and article 3.3 Licenses Grades of the CIK-FIA International Karting Regulations - licenses for Drivers Senior  
Engine: IAME - X30 125cc RL TaG (125cc-direct drive-liquid cooled-TaG) Junior version  
Minimum weight: 145Kg  
Numbers: Article 2.24 of the CIK-FIA Technical Regulations  
Restrictions: category reserved to ladies only

## 6 ORGANAISER'S SUPPLEMENTARY PROVISIONS

**Starting from the first day of free practice sessions, only KOMET Racing Tyres are allowed in the IAME International Final.**

### 6.1 X30 Challenge Europa dry tyres for X30 Junior – X30 Lady: KOMET Racing Tyres mod. K1H

Front 4.6 x 10.0 – 5

Rear 7.1 x 11.0 – 5

**(4 front and 4 rear tyres) - Starting from the Qualifying Practice.**

The tyres will be placed in a tyre-pool, raffled and handed out accordingly in the "Servicing Park".

### 6.2 X30 Challenge Europa dry tyres for X30 Senior & X30 Master: KOMET Racing Tyres mod. K1H

Front 4.6 x 10.0 – 5

Rear 7.1 x 11.0 – 5

**(4 front and 4 rear tyres) - Starting from the Qualifying Practice.**

The tyres will be placed in a tyre-pool, raffled and handed out accordingly in the "Servicing Park".

### 6.3 X30 Challenge Europa dry tyres for X30 Super Shifter: KOMET Racing Tyres mod. K1H

Front 4.6 x 10.0 - 5

Rear 7.1 x 11.0 – 5

**(4 front and 4 rear tyres) - Starting from the Qualifying Practice.**

The tyres will be placed in a tyre-pool, raffled and handed out accordingly in the "Servicing Park".

### 6.4 X30 Challenge Europa wet tyres for all Classes: KOMET Racing Tyres mod. K1W

Front 4.2 x 10.0 – 5

Rear 6.0 x 11.0 – 5

**(4 front and 4 rear tyres) - Starting from the Qualifying Practice.**

The tyres will be placed in a tyre-pool, raffled and handed out accordingly in the "Servicing Park".

## 6.5 TYRES DISTRIBUTION

Distribution of tyres in the X30 Challenge Europa: see **APPENDIX 6.**

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### 6.6 TYRES, RUNNING IN OF WET TYRES.

Running in of wet tyres on a dry track is prohibited.

### 6.7 PETROL

It will be each competitor's responsibility to purchase their own petrol from Friday free practice until the end of the race on Sunday. The station to purchase the petrol from will be stated in the Supplementary Regulations of each round and is compulsory, the pump will be marked with an I.D sticker "X30 Challenge Europa"

6.8 Petrol will be unleaded, commercial pump fuel, 98 octane.

6.9 The recommended oil mixture ratio is 4%/6%

6.10 The official oil for the X30 Challenge Europa (CIK-FIA approved semi-synthetic 2-stroke oil) is the Wladoil Racing K-2T and is the only one allowed.

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

6.12 At any time the volume of the fuel in the tank must be over or equal to 1.5 litres.

6.13 The Scrutineers, following a decision of the Stewards, have the right to change/replace any drivers petrol at their discretion, at any time during the official heats.

**Case 1** - In such a case, the drivers will be asked to enter servicing park without petrol in his/hers fuel tank and the fuel from the organization will be provided, at no cost for the driver. 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 no cost for the driver.

6.14 Evaluation of the fuel at the racetrack will be made with one or all of the following test devices:

- 1) Digatron DT- 47 Fuel Meter Test
- 2) Specific Gravity Test
- 3) Water Solubility Test

6.15 Further tests will be at the cost of the Entrant/Driver, if a non conformity is ascertained the cost will be invoiced to the Driver/Entrant. The cost will be stated in the supplementary regulations of the event.

### 6.16 Clutch and RPM Analyzer

If electronic and/or manual clutch and RPM analyzer is used, it is the Entrant/Drivers responsibility to assure the unit is working perfectly, the unit will be on loan for the event and could be used in all the classes.

The fitting bracket and the cables to the unit will have to be purchased by the Entrant/Driver. The fitting of the bracket will be stated in the Supplementary Regulations.

## 7 GENERAL UNDERTAKINGS

7.1 All drivers, Entrants and Officials participating in the X30 Challenge Europa undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code (« the Code »), the Karting Technical Regulations (« the Technical Regulations »), the General Prescriptions applicable to the CIK-FIA Karting international Events and Championships, Cups and Trophies (« the General Prescriptions »), the Supplementary Regulations of the Event concerned and these Sporting Regulations.





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7.2 KCPOM reserves the right(s) to issue additional statement(s) 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 (email) indicated on the series registration form, or reported on the official website of the event.

### 8. GENERAL CONDITIONS

Entrants, Drivers, assistants and guests must at all times wear the appropriate identification credentials which have been handed to them in accordance with those sporting regulations.

#### 8.1 Paddock Service Vehicles

The Entrants' attention is drawn to the exiguity of the space reserved for servicing vehicles. No private cars shall be authorised there. Before they enter the Paddock, it will be mandatory for all servicing vehicles to report to the organizer's office. They will be given 1 Paddock vehicle pass.

#### 8.2 Entrants & Drivers

As soon as they arrive, Entrants and Drivers shall go to the reception office, to be identified, and receive the passes:

- a) 1 "PADDOCK " Vehicle pass per entered Entrant
- b) 1 Driver pass (per Driver entered).
- c) 1 Mechanic pass (per Driver entered) giving access to the Servicing Parks.
- d) 1 Private car ID PASS for the «NON PADDOCK CAR PARK» per Driver entered.

8.2.1 Personal passes that are not worn by their allocated holders will be confiscated

#### 8.3 Paddock

8.3.1 It is strictly forbidden to erect or unload any equipment until you have been allocated your place in the paddock.

8.3.2 Entrant, Drivers and Mechanic 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. Personal passes that are not worn by their holders will be confiscated.

8.3.3 No driver may enter the track for official heats, before having passed the Sporting Verifications.

8.3.4 All karts must display the official race numbers from the first non-qualifying practice session.  
(In compliance with Article 2.24 of the CIK/FIA Technical Regulations).

8.3.5 Only vehicles with authorised passes are allowed in the Paddock.

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

8.3.7 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.

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

8.3.9 It is forbidden to use motorised vehicles such as mini-motors, etc in the Paddock under risk of exclusion.

8.3.10 Ground carpets are compulsory to be used during the whole race week.





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**8.3.11** Refuelling is only allowed in your allocated paddock space, and only with the use of ground sheet.

### 9 SERVICING PARK AND PARC FERME'

Only one (1) driver per kart and one (1) mechanic is allowed in "Servicing Park" and only with the provided pass.

### 10 THE EVENT - PRINCIPLE AND RUNNING

The "X30 Challenge Europa" is run over one (1) single event.

**10.1** The X30 Challenge Europa will comprise two races in the final phase named «Race 1» and «Race 2». The distance of the Race 1 and Race 2, from the starting signal to the chequered flag, will be equal to the minimum number of full laps necessary for reaching the respective distances of 20 Km (X30 Junior/X30 Lady) / 25 Km (all other categories). The chequered flag will be shown to the leading kart when it crosses the finishing line («the Line») at the end of the lap during which that distance is reached. The Line consists in a single line across the track. The final classification of the X30 Challenge Europa will be the addition of Race 1 and Race 2, so two (2) races in total.

**10.2** The X30 Challenge Europa shall comprise free practice, non-qualifying practice, Qualifying Practice, Qualification Heats (if necessary), Race 1 and Race 2. Race distances will be stated in the event's Supplementary Regulations.

Time Qualifying Practice:	10 minutes in all classes.
Qualification Heats:	Approximately 10 Km (X30 Junior/X30 Lady) - 15 km (all other categories)
Race Distance in Race 1 and Race 2:	Approximately 20 Km (X30 Junior/X30 Lady) - 25 km (all other categories)

#### 10.3 Free Practice

Free Practice sessions are on Thursday and Friday before the race: the daily fee is included in the entry fee. All Drivers must have passed the sporting checks and have numbers and names on the Karts before taking part in free practice.

**a)** The numbers shall be black (without shadow and colour stripes) on a clear Yellow Back-Ground, and they shall be at least 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).

**b)** Driver's name as well as the flag of his nationality (Origin of Licence) shall be in the fore part of the lateral bodywork. The minimum height of the flag and the letters of the name shall be 3 cm.

**c)** The Driver is responsible at all times to make sure that the required numbers and I.D are clearly visible to Officials, Timekeepers and Marshals.

**d)** Karts not in conformity with article 10.4 (a and b) may be not allowed to join Free-Practice, Time-Qualifying, Semi Finals, Race 1/2.

#### 10.4 Non-qualifying practice

The transponder is mandatory starting from the 2<sup>nd</sup> session of Non-qualifying practice on Friday and for all official heats. It has to be fixed on the lower part of the back of the kart seat. Every group will have their practice according to the timetable; all drivers and karts must have passed the Sporting Checks and Scrutineering.





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### 10.5 Warm Up

Only tyres of the same brand and model assigned to each category are allowed.

### 10.6 Qualifying Practice Session: 10 Minutes Timed

#### 10.6.1 Qualifying inscriptions:

X30 Junior	two groups
X30 Senior	two groups
X30 Master	one group
X30 Shifter	one group
X30 Lady	one group

The composition of the groups for classes running more than one group will be composed randomly by Lap Timing System.

#### 10.6.2 Classification (Qualifying Practice)

a) Each group will be allowed out for a 10 minute Qualifying Practice, each lap is timed. The fastest time during this session will determine the grid position in the qualifying heats. Any ties will be decided by the second best time and so on.

**10.6.3** In the Qualifying Practice, if a driver stops in the Repair Area or in the Servicing Park, the stop will be definitive. He/She will not be allowed to restart during qualifying practice.

**10.6.4** After Qualifying Practice all drivers immediately go over the scale for checking the weight. All drivers must leave only through the "Servicing Park".

**10.6.5** If a driver returns to "Servicing Park" before the end of the Qualifying Practice (for whatever reason), he/she must immediately go over the scale for checking the weight. All drivers must leave only through the "Servicing Park".

#### 10.7 Classification (Qualifying Heats)

**10.7.1** The 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.

**10.7.2** 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 amount 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:

1 Place =	0 points
2 Place =	2 points
3 Place =	3 points
4 Place =	4 points
5 Place =	5 points
34 Place =	34 points

The first 34 drivers will access to Race 1. Other not qualified drivers will access to the Race 1B dedicated to not qualified drivers.

**10.7.3** 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 plus 1. If a Driver has been black-flagged or excluded, he/she will receive a number of points equal to the number of participants plus 2.





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**10.7.4 X30 Junior:** 34 drivers are qualified for the Race 1. Possible ties between two or more Drivers will be settled according to their classification in the Qualifying Practice.

**10.7.5 X30 Senior:** 34 drivers are qualified for the Race 1. Possible ties between two or more Drivers will be settled according to their classification in the Qualifying Practice.

**10.7.6 X30 Master:** 34 drivers are qualified for the Race 1. Possible ties between two or more Drivers will be settled according to their classification in the Qualifying Practice.

**10.7.7 X30 Super Shifter:** 34 drivers are qualified for the Race 1. Possible ties between two or more Drivers will be settled according to their classification in the Qualifying Practice.

**10.7.8 X30 Lady:** 34 drivers are qualified for the Race 1. Possible ties between two or more Drivers will be settled according to their classification in the Qualifying Practice.

**10.7.9** The start grid position for starting in Race 1 is determined according to the rating of points of the heats. The Race 1 finishing order determines the start position for Race 2.

### **10.8 Classification (Race 1/2)**

**10.8.1** All points achieved in Race 1/2 count towards the final classification of the X30 Challenge Europa. A total of 2 races will be raced for the final standings of the X30 Challenge Europa.

**10.8.2** Both Race 1/2 count for the overall championship standings. It is mandatory to take part at the 2 (two) races of the series to be included in the final classification of the X30 Challenge Europa.

**10.8.3** In case of Race 1/2 cancellation because of « Force Majeure », no points will be given.

**10.8.4** In the event of exclusion from the event by scrutinizing or Juridical Action, no points are given.

**10.8.5** Drivers who are excluded by a black flag and/or misbehaved in the servicing park during/after a Race will be authorized to participate in following Race at the discretion of the Stewards. Drivers excluded for technical non-compliance will be admitted to the following Race at the discretion of the Stewards upon advice of the Technical Stewards, all other qualified Drivers will be allowed to take the start.

**10.8.6** Race 1: starting grid of maximum 34 drivers. Score points: 88, 83, 79, 76, 74, 73...to the last classified driver.

**10.8.7** Race 2: starting grid of maximum 34 drivers. Score points: 88, 83, 79, 76, 74, 73...to the last classified driver.

**10.8.8** Possible ties between two or more Drivers will be settled according to their result in Race 2

### **11 STARTING GRIDS**

Article 2.19 of the General Prescriptions

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

**11.2** Only these Drivers will be allowed to take the start of the Qualifying Heats and/or of the final phase.





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**11.3** 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.

**11.4** 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.

**11.5** The pole position Driver of each grid will have the choice of the starting side (left or right of the grid), giving advise to the Clerk of the Course as soon as he reaches the Pre-Grid. This choice will only modify the first row. 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.

**11.6** Access to the Pre-Grid will end three (3) minutes before the time scheduled for the start of the Race. Any kart which has not taken its position on the Pre-Grid within the three minutes, shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the Clerk of the Course. Karts on the Pre-Grid must be ready to race, all further work and/or adjustment (with the exception of tyre pressures) to the kart on the Pre-Grid is strictly forbidden. Karts on the Pre-Grid are prohibited to return to servicing park, except under exceptional circumstances left to the appreciation of the Clerk of the Course. It is prohibited to bring a second set of tyres to the Pre-Grid. The Mechanics will have to clear the Pre-Grid 30 seconds before the time scheduled for the start of the Race. If a Driver is unable to start from the Pre-Grid after the display of the green flag and if he requests the intervention of a Mechanic, he will be authorised to leave the Pre-Grid only on the orders of a Marshal and he will take the start from the back of the formation, irrespective of the number of formation laps.

Definition of Pre-Grid:

- 1: The area between the track and Start Servicing Park.
- 2: The area/walk way to Starting line.
- 3: Starting line if used.

**11.7** Any Driver who is present, with his/her kart, on the grid within the time limit will be considered as a starter.

**11.8** Start delayed, if the Clerk of the Course considers that for safety reasons, the start must be delayed, the following procedure will take place:

**11.8.1** A time will be given where changes can be made.

**11.8.2** Entrants/Drivers outside this time will not be able to enter the race

**11.8.3** If tyre change is applicable for safety reasons:

- a) The setting of the rear and front wheels may be adjusted but must be always conform to Technical Drawing no. 2 of CIK-FIA Technical Regulations.
- b) No other modifications and /or changes are permitted.





## The heart of kart

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### **12 STARTING PROCEDURE: X30 Junior-X30 Senior-X30 Master-X30 Lady**

Article 2.20 of the General Prescriptions. (Rolling Start)

**12.1** Rolling starts for direct drive karts with clutches: at the end of the Formation Lap, Drivers will proceed forward at a reduced speed of 30 kph minimum to 50 kph maximum towards the Starting Line, lined up in two lines of karts. 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. A Driver over speeding during the approach to the start line is liable to be sanctioned by the stewards, on the basis of a time penalty of 1 second per extra km/h, with a maximum penalty of 10 seconds. When the karts approach, the red lights will be on. Karts must maintain their position until the start signal is given. A reasonable distance must be kept between karts in the same line. If the Clerk of the Course is satisfied with the formation, he himself, or his Deputy, will give the start by switching off the red lights. If he/she is not satisfied with the procedure, he will switch on the orange light, which means that another Formation Lap must be covered.

**12.2** 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 exclusion of the Driver concerned from the Event.

### **13 STARTING PROCEDURE X30 Super Shifter**

Article 2.20 of the General Prescriptions - Standing starts for karts with gearbox (short Circuits)

**13.1** Standing starts for karts with gearbox: at the end of their formation lap, drivers will take their starting positions and the Clerk of the Course, or his Deputy will be on the Starting Line raising a red flag. All lights will remain switched off until the last kart has taken its position on the grid. When all karts are standing still on the grid, a Marshal will display a green flag at the end of the grid. The Clerk of the Course, his deputy and the Marshal will evacuate the track together and the Drivers will then be at the orders of the Clerk of the Course. The Clerk of the Course or his Deputy will launch the automated 4-red-light switching on sequence (which lasts 4 seconds). The start will be considered as given at the switching off of the red lights manually operated by the Clerk of the Course or his Deputy within the next 2 seconds. If he is not satisfied with the procedure, he will switch on the orange light, which means that an extra Formation Lap must be covered. If a Driver is unable to start, he must remain in his kart and notify this situation by raising his arm. In this case, an additional Formation Lap may be granted; any Driver who has been unable to start will be allowed to get out of the kart 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 Driver will be allowed to occupy the place which remain vacant. During the Formation Lap(s), it is forbidden to practise start simulations.

**13.2** 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 exclusion of the Driver concerned from the Event.

### **14 CODE OF DRIVING CONDUCT ON KARTING CIRCUITS**

#### **14.1 Observance of signals**

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

#### **14.2 Overtaking**

a) During a race, a kart alone on the track may use the full width of the track. However, as soon as it is caught up by a kart which is about to lap it, the Driver must allow the faster driver pass at the first possible opportunity.





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**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 exclusion 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, manoeuvres 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 exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.

**d)** Any obstructive manoeuvre 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, ranging from a fine to the exclusion 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 exclusion of the Drivers concerned.

**g)** Only the race track 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.

### 15 NEUTRALISATION OF A QUALIFYING HEAT OR A RACE

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

**15.2** When the order is given to neutralise Qualifying Heat or Race, all observers' posts will display waved yellow flags and a "SLOW" board (yellow board with the word "SLOW" written in black), which shall be maintained until the neutralisation is over.

**15.3** 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.

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

**15.5** The karts may enter the repair zone during the neutralisation, but they may rejoin the track only when authorised to do so by a marshal. A kart rejoining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart.

**15.6** 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.





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**15.7** 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 waved by the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line proceeding 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.

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

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

### **16 STOPPING A RACE OR PRACTICE**

Article 2.21 of the General Prescriptions.

### **17 RESTARTING A RACE (QUALIFYING HEAT OR RACE OF THE FINAL PHASE)**

Article 2.22 of the CIK-FIA General Prescriptions.

### **18 FINISH**

Articles 2.23 of the CIK-FIA General Prescriptions.

### **19. INCIDENTS**

Article 2.24 of the General Prescriptions.

### **20 ENTRANCE TO THE PIT, REPAIR AREA OR SERVICING PARK**

**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 exclusion from the race.

**c)** Any driver intending to leave the track or to enter the pits, 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.

**e)** Except in cases of force majeure (accepted as such by the Stewards of the meeting), any line painted on the track at the pit exit or the repair area for the purpose of separating karts leaving the pits or the repair area from those on the track must not be crossed by any part of a kart leaving the pits.

### **21 SCALE, WEIGHING PROCEDURE**

The scale of the day will be located in "Servicing Park". This scale is the only one which will be officially used and counted. The scale will be available from Friday morning.

**21.1** After Qualifying Practice, the Semi Finals and the Races of the final phase, each kart crossing the line will be weighed. If the kart is unable to reach the Weighing Area by its own means it will be placed under the exclusive control of the Marshals, who will take it there or have it taken there, and the Driver shall report to the Weighing Area as soon as he returns to the pits so that his weight may be established.





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**21.2** At the end of Qualifying Practice the Driver and his kart will be weighed simultaneously then separately. Should for reasons of "Force Majeure" the Driver be unable to go to the scales at the end of a Qualifying Heat or of a race of the final phase, his kart would be weighed on its own and the Driver's weight registered after Qualifying Practice would be added to that of the kart.

**21.3** No solid, liquid or gaseous matter or substance of any nature whatsoever may be added to a kart, placed on it or removed from it before weighing (except by a Scrutineer within the framework of his official duties).

**21.4** Only Scrutineers and Officials may penetrate in the weighing area. No intervention whatsoever is allowed in that area unless it has been authorized by these Officials.

**21.5** A kart or a driver are not allowed to leave the weighing area without the authorization of the Scrutineer.

**21.6** Any infringement to these provisions relating to the weighing or karts may entail the exclusion of the driver and kart concerned.

**21.7** The Organiser shall place the scales under a shelter at the entrance to the "Finish" Servicing Park and must provide for sufficient personnel to ensure the placing of the kart on the scales. Mechanics will be kept away from the karts until the weighing procedure of their karts is over.

**21.8** If the weight of a Driver and of his kart is under that specified in the Technical Regulations, the result will be communicated in writing to the Entrant, and the kart and its Driver will be excluded from Qualifying Practice, the Semi Final or the Race concerned.

**21.9** The Organiser must provide for certified weights for the calibration of the scales

**21.10** It is absolutely forbidden to drink, pour water on the suit, and introduce any kind of liquid inside the Parc Fermé.

### **22 ELIGIBLE KARTS AND EQUIPMENT**

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

Number of chassis : 1 CIK-FIA homologated 2006 or newer - Number of engines: 2 of the same model

### **23 GENERAL SAFETY**

Article 2.14 of the CIK-FIA General Prescription

### **24 KART SAFETY**

Article 3.1 of the CIK-FIA Technical Regulations

### **25 DRIVER'S SAFETY**

**25.1** Article 3.2 of the CIK-FIA Technical Regulations

### **26 BRIEFING**

Article 2.18 General Prescription CIK-FIA International Karting Regulation.

Drivers & Entrants Briefing is mandatory for all Drivers and Entrants , exact time will be stated on the timetable for the event and is mandatory for all Drivers and Entrants to attend. A further Drivers briefing may also be mandatory on Saturday and Sunday under the discretion of the Clerk of the Course. It is the Drivers / Entrants duty to enquire about any further Driver's Briefing. This information will be posted on the official posting board and available at the Reception office. Drivers / Entrants not attending the briefing will be liable to incur a fine to be paid to the ASN hosting the event, via the Stewards and according to the official fee indicated by the ASN. Signing of the attendance list is mandatory.

