



2022 IAME INTERNATIONAL GAMES SPORTING REGULATIONS JUNIOR / SENIOR / MASTER CAMPILLOS, MALAGA (SPAIN) (060922)

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. In all Competitions registered on the FIA Karting International Sporting Calendar (except Superkart), it is mandatory to use the following equipment with a valid CIK-FIA homologation.

A. Chassis. (It is not mandatory to use the rear shaft with the CIK-FIA identification sticker).

B. Bodywork elements (front panels, front fairings, front fairing mounting kits, side bodywork and rear wheel protections).

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

GENERAL UNDERTAKINGS

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

ORGANISATION

The event shall be run in accordance with the FIA International Sporting Code "ISC" (The Code) and its appendices the FIA and CIK-FIA official Bulletins the CIK-FIA Technical Regulations, the General Prescriptions applicable to CIK-FIA International Karting Events Article 3 International Karting Regulations and International Karting Licenses for Drivers & Code of Driving Conduct these Sporting Regulations and the Supplementary Regulations of each Event.

ARTICLE: 1. INFORMATION SPECIFIC TO THE EVENT

1.1. ORGANISATION/PROMOTOR

RGMMC GmbH
Stadelstrasse 5 7317 Valens Switzerland

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

1.2 RECEPTION OFFICE/ENTRY

Contact: Director Administration Office
Tel: +41 78 665 65 22
Email: info@x30euro.com
Web: www.iameeuroseries.com

1.3. EVENT DATES AND CIRCUITS

09-13 November 2022, Campillos karting, Malaga

1.4. EVENT PROPOSED BY THE ASN

1.4.1 These details are found on each individual Supplementary regulation

1.5. DATES OPEN & CLOSE OF ENTRIES

Open / Close: 12.09.2022 - 10.10.2022

1.6. ENTRANTS APPLICATION

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

1.7. ENTRY RESTRICTION & LICENCE

1.7.1. Maximum and Minimum Entries in all classes

- A.** Junior - Maximum 108, Minimum 26
- B.** Senior - Maximum 108, Minimum 26
- C.** Master - Maximum 72, Minimum 26

1.7.2 Acceptation of entries, a minimum of 78 Drivers are accepted per event in all classes together.

1.7.3. JUNIOR

- A.** License: Drivers entering the event in the OK-Junior class drivers must be a holder of a Grade **G** International Karting License issued by an ASN affiliated to the FIA. Age between 12 - 14 years, the driver has to reach his/hers 12th birthday during the calendar year 2022.
- B.** Minimum weight 145 kg

1.7.4. SENIOR

- A.** License: CIK-FIA International **F** or **E** Karting License issued by their ASN affiliated to the FIA in compliance minimum age: 14 years old, a driver has to reach his/hers 14th birthday during the calendar year 2022.
- B.** Minimum weight 158 kg

1.7.5. MASTER

- A.** License: CIK-FIA International **F** or **E** Karting

License issued by their ASN affiliated to the FIA in compliance minimum age: 30 years old, drivers has to reach his/hers 30th birthday during the calendar year 2022.

B. Minimum weight 165 kg

1.8. AMOUNT OF FEES

1.8.1 1075.00 € Payment of event paying registration and driver pack* in advance

1.8.2 495.00 € Payment by registration and 580.00 € driver pack* arriving to the event, total price of 1075.00 €

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.

1.8.4 Should for any reason RGMMC add an additional day of free practice on the Wednesday the fee will be set at 85.00 €

1.9. PRICES AND AWARDS

1.9.1 Trophies in each class for the first 3 finishing Drivers in the final in each event.

ARTICLE: 2 ORGANISERS SUPPLEMENTARY PROVISIONS

2.1. TIRES JUNIOR

A. Dry tires: MG SH

B. Wet tires: MG

C. In the event of rain Drivers can use a maximum of 2 sets of wet tires (4 front and 4 rear).

2.1.1. TIRES SENIOR

A. Dry tires: MG SM

B. Wet tires: MG

C. In the event of rain Drivers can use a maximum of 2 sets of wet tires (4 front and 4 rear).

2.1.2. TIRES MASTER

A. Dry tires: MG SM

B. Wet tires: MG

C. In the event of rain Drivers can use a maximum of 2 sets of wet tires (4 front and 4 rear).

2.1.3. Tires for free practice

Tires for free practice can be ordered on the web: www.iameeuroseries.com or info@x30euro.com

2.1.4. Running in of wet tires on dry track is prohibited, wet tires may only be used if Clerk of the Course has declared wet race/ practice.

The choice of tires in a declared wet race will be left to the appreciation of the Driver.

CIK-FIA International karting Regulations General Prescriptions article 2.22. Drivers must go into time qualifying in case of wet on new tires.

2.1.5. During warm up Saturday and Sunday morning the choice of tires is free. This includes the use of tires scanned in for racing.

2.1.7 WET TIRE REGULATION IN ALL CLASSES

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

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

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

2.1.7.4. If Entrant/Driver wish to pay with credit card 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.

2.1.7.5. 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 any other event.

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

2.1.7.7. Tires that have left Tire-Park cannot be returned.

2.1.7.8. RUNNING IN OF WET TYRES

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

2.2 ALLOWED EQUIPMENT

Each Driver must complete their technical passport with the following equipment.

A. Number of chassis - 1

B. Numbers of Engines - 2

C. Numbers of racing slick Tires – 2 sets (4 front, 4 Rear) for the qualifying practice, heats, super heat and final.

D. Numbers of racing wet Tires - 2 Sets (4 Front, 4 Rear

E. Numbers of Practice Tires – Unlimited

2.2. PETROL & LUBRICANT

CIK-FIA International karting Regulations Technical Regulations General Prescriptions Article 2.21.

A. The official fuel supplier will be Panta. Entrants must order the fuel via the Panta order form which can be found on the website www.iameeuroseries.com.

B. The 2-stroke mixing oil must be CIK-FIA Homologated/Approved

2.3. RACING NUMBERS

CIK-FIA International karting Regulations Technical Regulations General Prescriptions Article 2.24.

2.4. CAMERAS

No private cameras are allowed on any part of karts and/or Drivers from first Non-Qualifying practice to

the end of the race event, no cameras are allowed on any part of the helmet at any time.

2.5. TRANSPONDER

A. Each Entrant / Driver must provide his/her own transponder of make MyLaps 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 My Laps Kart X2 Transponder

D. 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)

E. Transponders can also be ordered from My Laps direct

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

B. Kart Flex

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

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

9.6 Already for the free practice (see timetable) and for all race activities onwards the transponder is mandatory and must 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. It is the Entrant / Drivers responsibility to ensure the transponder is fully functional and battery always charged.

2.6. CLUTCH AND RPM ANALYZER

7.1 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 in all the classes or one only

7.2 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 for technical control (Scrutineering).

7.3 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.

2.7. SCRUTINEERING AND SPORTING CHECKS

CIK-FIA International Karting Regulations General

Prescription Article 2.10

2.8. CIK-FIA FRONT FARIING MOUNTING KIT

CIK-FIA International Karting Regulations General Prescription Article 2.3.3

A. The use of a homologated front fairing and the homologated front fairing mounting kit is mandatory as from the qualifying heats until the final, each Driver must enter the "Start" Servicing Park area with the front fairing detached from their kart. The Mechanic or the Driver himself must mount the front fairing in the Start Servicing Park under the supervision of a Scrutineer. During Qualifying Heats and Final, it is only allowed to install the front fairing to the correct position in the Repair Area

B. Correct installation of the "Front Fairing" the front fairing (using the front fairing mounting kit) must be in the correct position at all times during a competition (see technical drawing No. ad)

C. The black flag with an orange disc will not be shown to a driver if his front fairing is no longer in the correct position. If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the "black and white chequered flag" was waved and the kart(s) concerned crossed the finish line, in all situations a time penalty of 5 seconds will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal.

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

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

2.9. GENERAL SAFETY

CIK-FIA International Karting Regulations General Prescription Article 2.14

2.10. PADDOCK

A. It is forbidden to circulate with motorbikes, scooters or any other motorized devices in the Paddock.

B. It is forbidden to drive into the Paddock with any Car, Van, Lorry or Motorhome without a proven pass from the event, even when the gates are open and not manually guarded, A fine will be inflicted by the Stewards on any person not respecting this rule.

C. The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Arias (Article 20 of the international Sporting Code) is strictly prohibited offenders will be panelized 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.

D. As soon as the Driver/Entrant arrives to the Circuit and before being able to have access to the paddock all Entrants and Drivers entered must present themselves to the Organizer Secretary for identification.

E. No Catering awnings/units are allowed in the Paddock, it is strictly forbidden to smoke or to use any device risking or provoking fire in the Paddock area, it is forbidden to cook in the Paddock.

F. All Driver/Entrants are required to have a fully serviceable fire extinguisher to the minimum recommended standard, minimum 5 kilo suitable for oil and petrol fires briefing and fill out the form.

2.11. SERVICING PARK

A. Only One (1) Driver per Kart and One (1) mechanic is allowed in " Servicing Park" and only with proven pass/ID supplied by RGMMC organization.

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

C. Engine builders are only allowed in the servicing park's scrutineering area and only while scrutineering of a Drivers 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.

2.11. BRIEFING

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

B. All drivers and entrants must attend the briefing and have their passes scanned. Drivers / Entrants not attending 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: 3. THE EVENT- PRINCIPLE AND RUNNING

3.1. PRACTICE

CIK-FIA International Karting Regulations General Prescription Article 2.17

3.2 TIME QUALIFYING

A. Drivers who have passed Scrutineering are divided into equal series if possible, by drawing lots in the presence of at least one Steward. One 6 minute session per series is provided for. Each series will comprise a maximum number of 36 Drivers.

B. The Drivers will be able to start moving their karts from the "Start Servicing Park" to the "Pre-Grid" from five minutes before the time scheduled for the start of the Qualifying Practice concerned until the end of the same Qualifying Practice period.

Each Driver has to take his chassis to the "Pre-Grid" and this choice will be final. The karts placed on the "Pre-Grid" must be ready to race. As soon as the signal indicating the end of the Qualifying Practice is given, access to the "Pre-Grid" is forbidden.

C. During the session, Drivers will take the start when they choose. Any Driver having crossed the line drawn at the exit of the "Pre-Grid" will be considered as having started, and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is counted. The time retained is that of the best lap covered during the session. Any ties will be decided by the 2nd best time set by each Driver, and so on in the case of further ties.

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

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

- If there are two 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.

- If there are three series: 1st place 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 fastest time of the 3rd series, 4th place to the 2nd fastest time of the 1st series, 5th place to the 2nd fastest time of the 2nd series, and so on.

- And so on according to the same principle if there are further series.

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 positions shall be decided by drawing lots. If a Driver stops in the "Repair Area" or in the "Finish Park", it will be final. He/she will not be allowed to restart.

ARTICLE: 3.3. STARTING GRIDS

CIK-FIA International Karting Regulations General Prescription Article 2.19

A. 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)

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

- C. Karts not ready to race (whatever reason) will be removed from Servicing Park without taking part in the heat.
- D. 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 authorized 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.

ARTICLE: 3.4. STARTING PROCEDURE

CIK-FIA International Karting Regulations General Prescription Article 2.20a

ARTICLE 3.5. NEUTRALISATION OF A QUALIFYING HEAT OR A RACE

CIK-FIA International Karting Regulations General Prescription Article 2.20b

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

CIK-FIA International Karting Regulations General Prescription Article 2.20c

ARTICLE: 3.7. SUSPENDING A PRACTICE OR RACE

CIK-FIA International Karting Regulations General Prescription Article 2.21

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

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

CIK-FIA International Karting Regulations General Prescription Article 2.22

ARTICLE: 3.10. FINISH

CIK-FIA International karting Regulations General Prescriptions article 2.23

ARTICLE: 3.11. INCIDENTS

CIK-FIA International Karting Regulations General Prescription Article 2.24

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

ARTICLE: 4. QUALIFYING HEATS

- Each Qualifying Heat will have a distance of approximately 10 or 15 km according to the age bracket of Drivers (Juniors/Seniors).

- For the Qualifying Heats, points will be awarded as follows: 0 point to the 1st, 2 points to the 2nd, 3 points to the 3rd and so on according to an increasing progression of one point per place. If a Driver does not take the start in a Qualifying Heat, he will receive a number of points equal to the number of participants plus 1 (in Case A: 36 participants or less) or equal to the number of participants of groups A and B plus 1 (in Case B: 37 participants and more).

If a Driver has been black-flagged or disqualified, he will receive a number of points equal to the number of participants plus 2 (in Case A: 36 participants or less) or equal to the number of participants of groups A and B plus 2 (in Case B: 37 participants and more).

- Any Driver who has not covered all the laps scheduled, even if he has not finished the Qualifying Heat, will be classified according to the number of laps he has actually completed.

At the end of the Qualifying Heats, an intermediate classification will be established. Possible ties between two or more Drivers will be settled according to their classification in the Qualifying Practice.

The first 36 classified Drivers will be qualified for the final phase.

Case A: 36 participants or less - At least three Qualifying Heats will be run with all the Drivers. The starting grids of each of the Heats will be established on the basis of the results of Qualifying Practice.

Case B: 37 participants and more - At the end of Qualifying Practice, Drivers will be separated into at

least four groups for the Qualifying Heats. The number of Drivers per group will be 18 maximum. Each group must compete versus all the other groups.

- As an example, in the case of a separation of Drivers into 4 groups, the Driver classified 1st in Qualifying Practice will be in group A, the 2nd in group B, the 3rd in group C, the 4th in group D, the 5th in group A, the 6th in group B, the 7th in group C, the 8th in group D, and so on.

- Each of the four above-mentioned groups will compete against the other groups, i.e.: A versus B, A versus C, A versus D, B versus C, B versus D and C versus D, namely a total of six Qualifying Heats.

18D - Super Heat

The distance of the Super Heat will be approximately 15 or 20 km according to the age category of the Drivers (Juniors/Seniors).

After the execution of all the Qualifying Heats, one or two Super Heats will take place depending on the number of participants (Case A- Case B).

For the Super Heat(s), points will be awarded as follows: 0 points to the 1st, 2 points to the 2nd, 3 points to the 3rd and so on according to an increasing progression of one point per place. If a Driver does not take the start in a Super Heat, he will receive a number of points equal to the number of participants plus 1 in his or her respective Super heat.

If a Driver has been black-flagged or disqualified, he will be credited with a number of points equal to the number of participants plus 2 in his or her respective Super heat.

The points from the Super Heat(s) will be added to those of the Intermediate Classification of the Qualifying Heats. The cumulated total of these points will serve to establish a Final Intermediate Classification.

The first 36 Drivers in the Final Intermediate Classification will be qualified for the final phase.

Two or more Drivers who have the same points total will be split according to their classification in Qualifying Practice.

- Case A: 36 participants or fewer

The starting grid for the Super Heat will be

established on the basis of the Intermediate Classification of the minimum three Qualifying Heats.

- Case B: 37 participants or more

After the Qualifying Heats, the first 72 Drivers in the Intermediate Classification of the Qualifying Heats will be divided into a maximum of 2 groups for the Super Heats.

The maximum number of Drivers in each group will be 36.

The Driver in first position of the Intermediate Classification of the Qualifying Heats will start in first position in Super Heat A, the second Driver in the Intermediate Classification of the Qualifying Heats will start in first position in Super Heat B, the third Driver in the Intermediate Classification of the Qualifying Heats will start in second position in Super Heat A, the fourth Driver in the Intermediate Classification of the Qualifying Heats will start in second position in Super Heat B, the fifth Driver in the Intermediate Classification of the Qualifying Heats will start in third position in Super Heat A, the sixth Driver in the Intermediate Classification of the Qualifying Heats will start in third position in Super Heat B, and so on, until the final grid of 36 Drivers per Super Heat is assembled/constituted.

18E - Final phase

(according to the regulations of the championships concerned):

Final, 36 Drivers will take part in it (25 or 30 km according to the age categories). Starting positions will be determined according to the Final Intermediate Classification established after the Qualifying Heats and the Super Heat(s).

During the Final, any Driver about to be overtaken or who has been overtaken by the race leader for any reason whatsoever will be shown the blue and red flag (double diagonal) with his number. He shall compulsorily go to the scales in the Parc Fermé and will be classified according to the number of laps that he has actually completed.

ARTICLE: 5. JURISDICTION

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

ARTICLE: 5. ANNEX Circuit Plan

ARTICLE: 6. ANNEXE Technical Zone

ARTICLE: 7. ANNEXE Timetable

ARTICLE: 8. ANNEX Photographer's Access Zone