



2025 IAME EURO SERIES

SPORTING REGULATIONS

IAME EURO SERIES SPORTING REGULATIONS 2025

(280225)

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IAME EURO SERIES SPORTING REGULATIONS* 2025

ART. 1 – ORGANIZATION.

1.1 – General Undertakings

RGMMC GmbH with the approval of the CIK-FIA and the RFEdA organises for the 2025 season the IAME EURO SERIES.

All Drivers, Competitors, Mechanics and Officials participating in the competition 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, this Sporting Regulations and all other relevant regulations applicable within this series.

1.2 – Organization

The Series and its competitions 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 Competitions, Article 3 International Karting Regulations and International Karting Licenses for Drivers & Code of Driving Conduct the Series Technical Regulations, this Sporting Regulations, the Supplementary Regulations of the Competition Concerned and all other relevant regulations applicable within this series.

The Series website www.iameeuroseries.com will be considered, for information purposes, as the Official Notice Board, where the Competitors should see the modifications and / or updates and / or clarifications. For each competition an specific Digital Official Notice Board with results and information related to the competition will be established.

1.3 – Applicable regulations

The Series and its competitions shall be run in accordance with the:

- FIA International Sporting Code (ISC) and it’s appendices.
- The CIK-FIA General Prescriptions, in what does not contravene the specific series regulations.
- International Karting Licenses for Drivers & Code of Driving Conduct.
- This Series Sporting Regulations.
- The Series Technical Regulations and it’s appendices.
- The RFEdA Prescriptions, in what does not contravene the specific series regulations.
- The Supplementary Regulations of the competition concerned.

The final text of the Series 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 the Series

Regulations. The language written and spoken shall be English.

1.4 – Organising Committee for the Series

The Organising Committee for the Series will be formed by:

James Geidel

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1.5 – Supplementary Regulations

For each competition a Supplementary Regulations will be published on the organisation's website with the form approved by the Organisation.

ART. 2 – GENERAL CONDITIONS

2.1 – Competitors responsibilities

Competitors will be responsible for ensuring that the team members respect the regulations applicable in the Regulations of this Series.

Article 2.9 of the CIK-FIA General Prescriptions will apply.

2.2 – Application of the Regulations

Any clarification of any of the Series regulations must be requested to the Organising Committee, to whom it concerns to solve the arisen doubts.

In case of any doubt arising while applying the Series regulations in the framework of a competition, the Organising Committee will be the only competent to clarify the matter.

ART. 3 – CATEGORIES, LICENSES AND WEIGHT

3.1 – Categories

For the IAME EURO SERIES the following categories will be proposed:

IAME S125S

IAME X30 Senior

IAME X30 Junior

3.2 – IAME X30 Junior licenses

Minimum Weight: 145 Kg

License: Drivers entering the Competition in the junior class must be holders of a Grade G International Karting License issued by an ASN affiliated to the FIA. Age: 12 – 14 years, A driver has to reach his / hers 12th birthday during the calendar year 2025.

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

3.3 – IAME X30 Senior licenses

Minimum Weight 158 Kg

License: CIK-FIA International F or E Karting License issued by their ASN affiliated to the FIA in compliance Minimum Age: 14 years A Driver has to reach his/hers 14th birthday during the calendar year 2025.

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

3.4 – IAME S125S licenses

Minimum Weight 158 Kg

License: CIK-FIA International F or E Karting License issued by their ASN affiliated to the FIA in compliance Minimum Age: 14 years A Driver has to reach his/hers 14th birthday during the calendar year 2025.

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

ART. 4 – ELEGIBLE KARTS

4.1 – X30 Junior

Junior IAME X30 according to technical regulations and fiche.

4.2 – X30 Senior

Senior IAME X30 according to technical regulations and fiche.

4.3 – S125S

S125S IAME according to technical regulations and fiche.

ART. 5 – ENTRY OF COMPETITIONS

5.1 – Dates open & close of entries for each round

Round 1 – 8th of January – 14th February

Round 2 – 17th March – 20th April

Round 3 – 1st of May – 27th of May

Round 4 – 20th June – 21st July

5.2 – Entries for the Series in advance and fee

5.2.1 -

15th of November 2024 – 10th of January 2025

5.2.2 –

Entry fee for the whole series is set at 4300.00 €.

5.3 – Entries for each round and fees

5.3.1 Junior, Senior and S125

5.3.1.1 - 1200.00 € Payment of competition paying registration and driver pack* in advance.

5.3.1.2 - 570.00 € Payment by registration and 630.00 € driver pack* arriving to the competition, total price of 1200.00 €

5.3.1.3 - 180.00 € Payment for late entry if entry is accepted.

5.3.1.4 - Should for any reason RGMMC add an additional day of free practice on the Wednesday the fee will be set at 110.00 €

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

5.4 – Competitors applications

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

5.5 – Entry restrictions

5.5.1 – Maximum entries in Junior class are 108 drivers. Minimum entry is 28 drivers.

5.5.2 – Maximum entries in Senior class are 126 drivers. Minimum entry is 28 drivers.

5.5.3 – Maximum entries in S125S class are 36 drivers. Minimum entry is 20 drivers.

5.5.4 – A minimum of 130 drivers are accepted in all classes together.

5.5.5 – Should the driver fail to attend there will be no reimbursement of entry fees, the tyres and other products ordered are the belongings and responsibility of the Competitor and cannot be reimbursed or carry forward to any other competitions. Material no collected after the competition within the specific regulations to collect it is not and will not be responsibility of RGMMC.

5.5.6 – Entries are only accepted once registration fee has been received.

5.5.7 – Competitors will be entered on a first come first served basis by date of payment and not the date of entry form.

ART. 6 – ELIGIBLE RACES IN THE SERIES

6.1 – Number of competitions.

IAME Euro Series will include four races to be held in four rounds.

6.2 – Dates

Round 1 – Cremona Karting – 12 – 16 of March 2025

Round 2 – Circuito Internacional de Zuera – 21 – 25 May 2025

Round 3 – Pro Kart Race Land Wackersdorf – 25 – 29 June 2025

Round 4 – Mariembourg – 27 – 31 August 2025

6.3 – Calendar modifications

The Organising Committee reserves the right to modify the date and place of one or more calendar competitions, with the authorization of the FIA and the RFEdeA.

ART. 7 – COMPETITION FORMAT

7.1 – Duration of the Free Practice and non-qualifying practice

Free Practice and non-qualifying practice sessions will last at least 10 minutes, final duration will be stated on the official timetable.

7.2 – Duration of the Time Qualifying

Time Qualifying sessions will last at least 4 minutes, final duration will be stated on the official timetable.

7.3 – Distance to cover for Qualifying Heats

The distance to cover for the Qualifying Heats will be approximately 10km for Juniors and 15km for Seniors.

7.4 – Distance to cover for Superheats and Consolation Heats

The distance to cover for the Superheats and Consolation Heats will be approximately 15km for Juniors and 20km for Seniors.

7.5 – Distance to cover for the Finals

The distance to cover for the Finals will be approximately 25km for Juniors and 30km for Seniors.

7.6 – Laps

Laps will be stated in the Supplementary Regulations for each competition.

ART. 8 – TYRES REGULATIONS, PETROL AND CLUTCH AND RPM ANALYZER

8.1 – Number of tyres for each competition

It is compulsory for each driver to use 8 dry tyres (4-front and 4 rears) for each competition of the make MG. Included in Driver packet.

For Senior category, drivers must use an extra set not included in the Driver packet- of dry tires to be used in the final. This set must be brand new for the final. These tires must be of the make MG and must be buy in the RGMMC tent.*

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

The MG 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, super heats and final will be barcode scanned and controlled before each session and are compulsory to use.

**This article was modified the 26/02/25, please refer to bulletin number 2.*

8.2 –Tyres for JUNIOR

MG Tyres is the exclusive supplier of the tyres. The tyres supplied will be as follows: SH2 4.60 x 10.0 - 4 (front) and SH2 7.10 x 11.0 - 7 (rear) for slick tyres, SW2 10x4.20 - 5 (front) and SW2 11x6.00 - 5 (rear) for «wet weather» tyres.

8.3 – Tyres for SENIOR

MG Tyres is the exclusive supplier of the tyres. The tyres supplied will be as follows: SM2 4.60 x 10.0 - 4 (front) and SM2 7.10 x 11.0 - 7 (rear) for slick tyres, SW2 10x4.20 - 5 (front) and SW2 11x6.00 - 5 (rear) for «wet weather» tyres.

8.4 – Tyres for SENIOR S125

MG Tyres is the exclusive supplier of the tyres. The tyres supplied will be as follows: SM2 4.60 x 10.0 - 4 (front) and SM2 7.10 x 11.0 - 7 (rear) for slick tyres, SW2 10x4.20 - 5 (front) and SW2 11x6.00 - 5 (rear) for «wet weather» tyres.

8.5 – Free Practice tyres

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

8.6 – Wet tyres regulation

It is compulsory for each Driver to use wet tyres from the organization in the case of rain declared by the Race Director with a board with the inscription “WET RACE” in time-qualifying, qualifying heats, super heats and final of each competition.

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

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

At any time during the competition Driver/Competitor can purchase vouchers for wet tyres (maximum 2 sets) for a price of 220.00€ each this voucher must be paid in cash with correct money (no credit card) (only for race tyres not free practice).

If any Competitor/Driver wish to pay with credit card the price is 220.00€ per set and the vouchers can NOT be returned even if the tyres are not collected, the tyres are the belongings of Driver/Competitor and must have been collected after the competition.

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

Only vouchers of present date and competition will be accepted.

Tyres that have left Tyre-Park cannot be returned.

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

8.7 – Running on wet tyres

Running in of wet tyres on a dry track is prohibited. Wet tyres may only be used if the Race Director has declared Wet Race / Practice. The choice of tyres in a declared wet race will be left to the appreciation of the Driver. The Race Director or Clerk of the Course reserving the right to use the black flag if he deems that a Driver's kart is fitted with the wrong set of tyres and that the Driver is too slow and dangerous for other Drivers. The use of «slick» tyres is therefore mandatory in any other case.

8.8 – Warm Up tyres

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

8.9 – Collection of dry race tires

Each competitor will take **two** set of race tires from the tire park as per the timetable, **one of them will be mounted on the rims and will be kept in the tire serving park, it is mandatory to use this set in the Time Qualifying session.***

**This article was modified the 26/02/25, please refer to bulletin number 1.*

8.10 – Petrol and oil

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 competition.

The official fuel supplier of the competitions will be Panta Fuel.

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/Competitor must provide 1 Liter un-opened bottle of oil, the same make as used by driver to the organiser.

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

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

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.

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.

8.11 – Clutch and RPM analyzer

If the use of electronic and or manual clutch and RPM analyser is used, it is the Competitor/Drivers responsibility to assure the unit is working to perfection the unit will be on loan for the competition and could be used in all the classes or one only.

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

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 Competitor / Driver at a cost of 395.00€.

ART. 9 – SPORTING CHECKS AND SCRUTINEERING

Art. 2.10 of the CIK-FIA General Prescriptions will apply.

ART. 10 – RACING NUMBERS AND NAME OF THE DRIVER

10.1 – The numbers on the karts shall be black (without shadow and/or color stripes) on a clear Yellow Back-Ground, 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 competition (damaged numbers and ID 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).

10.2 – Driver's name shall be in the fore part of the lateral bodywork. The minimum height of the name shall be 2 cm.

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

10.4 – Karts not compliant with the prescriptions of these articles may be refused entry to any session.

ART. 11 – BRIEFING

Art. 2.18 of the CIK-FIA General Prescriptions will apply.

All drivers and competitors must attend the briefing and fill out the attendance form. Drivers / Competitors not filling out the form by the time stated on the timetable will be liable to incur in a fine of 125 Euros to be paid to the ASN hosting the competition via the Stewards.

ART. 12 – TRANSPONDER AND ON BOARD CAMERAS

12.1 - Each Competitor / Driver has to provide his/her own transponder with compatibility with the official timekeeping system. (Kart Classic Transponder, Kart Flex Transponder... of My Laps)

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

12.3 - 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. It is the Competitor / Drivers responsibility to ensure the transponder is fully functional and battery charged at all times.

12.4 - The use of transponders is mandatory at all times. The first time that an Competitor/Driver does not respect the mandatory use of transponders at a Competition, a fine of 100 euros will be imposed, which must be paid to the Stewards of the competition.

12.5- Subsequent infringements of this rule by the same Competitor/Driver at the same Competition will result in a disqualification from the Qualifying Practice, Qualifying Heat or final phase concerned. In the case of Free Practice and Warm-Ups, only an additional fine of 100 euros will be imposed.

12.6 – Cameras on board

No private cameras are allowed on any part of karts and/or Drivers from first Time Qualifying practice to the end of the race competition, no cameras are allowed on any part of the helmet at any time.

ART. 13 – GENERAL SAFETY

Art. 2.14 of the CIK-FIA General Prescriptions will apply.

ART. 14 – INSTRUCTIONS AND COMMUNICATIONS TO DRIVERS AND COMPETITORS

Art. 2.15 and 2.16 of the CIK-FIA General Prescriptions will apply.

ART. 15 – OFFICIALS

The following Officials will be appointed by the Organising Committee:

- Chairperson of the Panel.
- 2nd International Steward.
- Race Director.

-Deputy Race Director, if nominated.

-Chief Timekeeper.

-Timekeeper.

-Chief Scrutineer.

-At least one Scrutineer.

-Judge of Facts in charge of Race Control.

-Judge of Facts in charge of Pre Grid, Assembly Area and Tyre park.

The following Officials will be appointed by the ASN/Organiser hosting the Competition or delivering the permit to organise the Competition, and their names will be stated at the same time as the Supplementary Regulations of the Competition:

- one Steward from among the ASN's licence-holders,
- a Clerk of the Course from among the ASN's licence-holders,
- the rest of the scrutineers.
- a Secretary of the meeting,
- a Chief Medical Officer and a second doctor,
- the rest of the officials.

The Clerk of the Course must stay at the orders of the Race Director and be in contact with all Marshals' posts whenever karts are allowed to drive on the track. The Chairperson of the Panel of Stewards, the Race Director, the Clerk of the Course and the Chief Scrutineer, must be in permanent radio contact.

ART. 16 – FREE PRACTICE AND NON QUALIFYING PRACTICE

Art. 2.17 of the CIK-FIA General Prescriptions will apply.

16.1 - It will be reserved for drivers who have entered the Competition. Those drivers must have passed the Sporting Checks and have their race numbers and names on the kart. Transponder is mandatory since the first free practice. For Non-Qualifying practice drivers will not be able to take part on the session if they have not passed the Scrutineering.

16.2 - Drivers can be divided in groups depending on the number of drivers in each class. In this case, the practice will commence in groups of even and odd numbers, or by organisers to choose.

ART. 17 – TIME QUALIFYING

Art. 2.17 of the CIK-FIA General Prescriptions will apply.

17.1 - Drivers who have passed Scrutineering are divided into equal series, if possible, by drawing lots in the presence of at least one Steward. One 4-minute session per series is provided for. Each series will comprise a maximum number of 36 Drivers.

17.2 - 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. **“Pre-Grid” positions will be allocated for the first round of the championship by drawing lots at the entrance of the “Pre-Grid” with the “Pre-Grid” officials acting as judges of fact. For the second round and so on positions will be allocated based on the championship standings of the day when the session takes place. This process is not subject to protest and any decision concerning this will not be appealable.***

**This article was modified the 26/02/25, please refer to bulletin number 1.*

17.3 - 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.

17.4 - 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.

ART. 18 – STARTING GRID FOR QUALIFYING HEATS, SUPERHEATS & FINAL RACES

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

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

18.3 - Any Competitor 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 Pre-Grid, who will advise the Clerk of the Course or the Race Director as soon as he has the opportunity.

18.4 - The grids will be drawn up in accordance with the fastest time achieved by each Driver, taking into account the Qualifying Practice session(s). 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.

18.5 - 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 or the Race Director as soon as he reaches the Pre-Grid. This choice will only modify the first row, to the exclusion of the others. Failing this, the pole position Driver of each grid will take the start of the Race from the grid position designated in the Supplementary Regulations of the Competition.

18.6 - Access to the Start Servicing Park for each session during the competition will be stated in the official timetable, only the driver and his mechanic (one only) are allowed to enter the Servicing Park (in) and only with ID-Pass supplied from the RGMCC organization, the closing time of the Servicing Park will be stated in the official timetable.

18.7 - Access to the Pre-Grid area from the Start Servicing Park 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.

18.8 - The karts placed on the Pre-grid must be ready to race; it is strictly forbidden to carry out any work and/or set-up on the kart on the Pre-Grid, with the exception of tyre pressures, which can be adjusted by the Driver or his/her Mechanic using his/her own tyre pressure gauge by letting air out only.

18.9 - If, for whatever reason, a kart is present on the Pre-Grid and is found not to be “ready to race” within a specified time window before access to the Pre-Grid is closed (time stated in the timetable), the kart is permitted to be returned to the Start Servicing Park so that repairs can be carried out by the Driver’s Mechanic. In all cases, any kart that has not taken its position on the Pre-Grid before the time stated in the timetable for the closing of the access of the Pre-Grid will have its access to it denied.

18.10 - If a Driver is unable to start from the Pre-Grid after the display of the green light or flag and if he requests the intervention of a Mechanic, he will be authorised. After assistance from the Mechanic he will be authorized to leave the Pre-Grid only at the orders of a Marshal, the driver may recover his/her position until the red line.

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

18.12 – For races when the Pre-Grid is located on the start/finish line grid this grid will have the same meaning as the Pre-Grid. This condition will be stated on the timetable.

18.13 - If the Race Director or the Clerk of the Course considers of safety reasons that the start must be delayed, the START DELAYED board will be shown at the front of the Pre-Grid. A new time will be announced as soon as possible. Boards will be shown from 5 minutes at least.

ART. 19 – STARTING PROCEDURE

Art. 2.20.a of the CIK-FIA General Prescriptions will apply.

ART. 20 – NEUTRALISATION AND RESUMING OF A HEAT OR RACE

Art. 2.20.b and c and Article 2.22 of the CIK-FIA General Prescriptions will apply.

ART. 21 – SUSPENDING A PRACTICE, HEAT OR RACE

Art. 2.21 of the CIK-FIA General Prescriptions will apply.

21.1 - Should a Red Flag be shown during a race in the cases LESS THAN TWO LAPS, AND MORE THAN TWO LAPS BUT LESS THAN 75% OF THE RACE DISTANCE of Article 2.21 CIK-FIA General Prescriptions, drivers must, when possible, return to the start-finish line on track. No mechanics or outside assistance is allowed until directed by the Race Director/Chief Scrutineer.

Once permission is given, spare parts may be brought onto the track via the official service parc entrance gate, or the designated passing area selected by the Race Director – no equipment is to enter Parc Ferme or the designated repair area via any other route. (eg: over fences, exit gates etc).

The material being passed has to be handed to the official mechanic designated to the driver in question. No outside help is allowed to enter Parc Ferme, at any time during the procedure. Failure to comply will be reported to the Stewards.

The Race Director will announce a restart time (normally + 15 min) and all mechanics/drivers must have completed any work on the kart and have the kart ready on the ground in their grid position ready to race at the moment when the green flag/light it's shown.

Failure to be ready to race means that kart/driver cannot restart the race.

21.2 –The race will be resumed according to Article 20 of this Sporting Regulations.

ART. 22 – FINISH

Art. 2.23 of the CIK-FIA General Prescriptions will apply.

ART. 23 – PARC FERME

Art. 2.13 of the CIK-FIA General Prescriptions will apply.

ART. 24 – INCIDENTS AND CODE OF DRIVING CONDUCT

Art. 2.24 of the CIK-FIA General Prescriptions will apply.

Art. 3.6 of the CIK-FIA International Drivers Licences for Karting Drivers & Code Of Driving Conduct will apply.

24.1 - In addition to the CIK-FIA General Prescriptions and Code of Driving Conduct the Race Director will ask the Judge of Facts in Race Control to investigate any on-track incident and, if the incident is susceptible to be penalize the Driver involved will receive the black and white warning flag and or Light which means a time penalty of 5 seconds for the Heat or Race concerned will be apply. Following this penalty one or more offenses of the same driver in this Heat or Race, the Race Director, via Judge of Facts in Race Control, will report this to the Stewards for possible further punishment.

24.2 - This penalty is similar to a drive-through-penalty in circuit car racing. In accordance with Article 12.3.4 of the

International Sporting Code, this time penalties shall not be subject to protest or appeal.

24.3 – This penalty shall be inflicted by a decision taken by the Stewards, who can also be inflicted after the session if the heat or race was finished at the moment of the investigation was concluded.

24.4 - In accordance with Article 12.3.4 of the International Sporting Code, disallowance or deletion of a Driver's race, qualifying and practice lap time(s); drop of grid position(s); obligation for a Driver to start a race from the pit lane; time penalties and penalty lap(s) imposed by the Panel of Stewards are not susceptible to appeal.

ART. 25 – FRONT FAIRING & FRONT FAIRING MOUNTING KIT

Art. 2.3.3 of the CIK-FIA General Prescriptions will apply.

ART. 26 – PADDOCK AND SERVICING PARKS REGULATIONS AND SAFETY

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

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

26.3 - It is forbidden to drive into 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.

26.4 - 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 competition 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, for the total of the competition including free practice.

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

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

26.7 - Competitor, 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.

26.8 - Personal passes are non-transferable and must not be given to unauthorized persons. RGMCM 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.

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

26.10 - 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 authorization 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.

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

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

26.13 - Refuelling is only allowed in your allocated paddock space, and only with the use of groundsheet.

26.14 - Only ONE driver per kart and ONE mechanic is allowed in "Servicing Park" and only with proven pass and/or proven identification supplied by the RGMMC organization.

26.15 - 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 in be banned to enter servicing park and scrutineering area in future.

ART. 27 – PROTESTS AND APPEALS

27.1 - Any protest must be made in accordance with the provisions of Art. 13 of the ISC, accompanied by a caution established by the ASN.

The right to protest lies only with Competitors. They must be presented in writing to the Clerk of the Course or to his deputy within 10 minutes after the posting of the results of the Qualifying Practice and Qualifying Heats and within 30 minutes after the posting of the classification of the Races of the final phase. In the absence of the Clerk of the Course or of his deputy, they shall be presented to the Stewards of the Competition or to one of them.

The deposit will be refunded if the protest is judged founded. It will be possible to appeal against the Stewards' judgement, pursuant to Article 13 of the Code, in accordance with the provisions laid down in the Code (Article 15).

27.2 - As established in the art. 15 of the CDI, all competitors have the right to appeal the decisions of the Stewards of the competition, in the manner and deadlines established in the article, accompanied by the caution established by the ASN, such caution shall be made firm by a payment method, which identifies the appealing party.

27.3 - Certain decisions are not subject to appeal (see article 12.3.4 of the ISC and article 24.4 on this Sporting Regulations)

ART. 28 – RESULTS

28.1 – Qualifying heats

- 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.

28.2 – Superheats

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.

28.3 – Final phase

Final, 36 Drivers will take part in it. 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.

ART. 29 – CHAMPIONSHIP POINTS

29.1 – Points for the intermediate classification after the Superheats

At each Competition, for the intermediate classification (established after the Superheats), there will be an awarding of points to the top 10 classified Drivers, according to the following scale: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

29.2 – Points for the final

At each Competition, for the Final, points will be awarded to the top 15 classified Drivers according to the following scale: 25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

29.3 – Points for races not finished

In application of Article 2.21 of the CIK-FIA General Prescriptions if a race is stopped and cannot be restarted no

points will be awarded if less than two laps have been completed; half of the scheduled points will be awarded if more than two laps but less than 75% of the scheduled distance have been covered and full points if more than 75% of the scheduled distance have been covered.

29.4 – Retained results

The 4 after super heat rankings and 4 finals results will be calculated combined removing the worst after super heat ranking and final result. Disqualifications cannot be discounted and no points will be given.

ART. 30 – PRIZE AND AWARDS

30.1 – Trophies in each class for the first 3 finishing drivers in the final in each competition.

30.2 – The title of IAME EURO SERIES driver of the year will be awarded to the top 3 drivers in each class that competed at the IAME Euro Series competitions in 2025.

30.3 – The top 3 in the championship in each class will be awarded a ticket to the IWF 2025. The ticket consists of entry fee and 2 sets of race slicks. Prizes of race entries and driver packs to competitions cannot be transferred to other drivers and/or competitions or traded for cash.

ART. 31 – APPLICATION AND INTERPRETATION OF THE REGULATION

31.1 - Any clarification of these regulations must be requested to the Organising Committee, to whom it concerns to solve the arisen doubts.

31.2 – The Organising Committee 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.