



# 2026 IAME WINTER CUP MINI

## SPORTING REGULATIONS

**IAME WINTER CUP SPORTING REGULATIONS MINI 2026**

**(191225)**

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# IAME WINTER CUP SPORTING REGULATIONS 2026

## ART. 1 – ORGANIZATION.

### 1.1 – General Undertakings

RGMMC GmbH with the approval the RFEdA organises for the 2026 season the IAME WINTER CUP.

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 competition.

### 1.2 – Organization

The competition 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 Competition Technical Regulations, this Sporting Regulations, the Supplementary Regulations of the Competition Concerned and all other relevant regulations applicable within this Competition.

The competition website [www.iameeuroseries.com](http://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. Also, a specific Digital Official Notice Board with results and information related to the competition will be established.

### 1.3 – Applicable regulations

The competition shall be run in accordance with the:

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

The final text of the 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 Regulations. The language written and spoken shall be English.

### 1.4 – Organising Committee for the Competition

The Organising Committee for the Competition will be formed by:

James Geidel

Gonzalo Planter

Christian Mir

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#### Organisation Office:

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### 1.5 – Supplementary Regulations

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 Competition.

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

### 2.2 – Application of the Regulations

Any clarification of any of the Competition 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 regulations in the framework of the 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 WINTER CUP the following categories will be proposed:

IAME X30 Mini

### **3.2 – IAME X30 Mini licenses**

Minimum Weight: 110 Kg

License: Drivers entering the Competition in the mini class must be holders of a National Karting License issued by an ASN affiliated to the FIA, with the approval (visa) from the driver ASN affiliated to FIA. Age: Minimum 9 years old, reaching their 9<sup>th</sup> birthday in 2026. Drivers can take part in mini class in the years of their 9, 10, 11 and 12 years old. Drivers reaching their 13<sup>th</sup> birthday during 2026 cannot participate in the competition.

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.

Mechanics are obliged to obtain an accident insurance policy at the track costing 20 – 50 euros per mechanic and valid for the duration of 3 days.

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

## **ART. 4 – ELEGIBLE KARTS**

### **4.1 – X30 Mini**

Mini IAME X30 MINI WATER SWIFT COOLED according to technical regulations and fiche.

## **ART. 5 – ENTRY OF COMPETITIONS**

### **5.1 – Dates open & close of entries**

1<sup>st</sup> of December 2025 – 15 January 2026

### **5.2 – Entries for the competition**

5.2.1.1 – 1200.00 € Payment of competition paying registration and driver pack\* in advance.

5.2.1.2 – 650.00 € Payment by registration and 550.00 € driver pack\* arriving to the competition.

5.2.1.3 – 180.00 € Payment for late entry if accepted.

\* Driver pack includes – Free practice ticket for Wednesday, 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 are 72 drivers. Minimum entry is 28 drivers.

5.5.2 – 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.

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

5.5.4 – 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**

### **6.1 – Number of competitions.**

IAME WINTER CUP will include one race to be held in one single round.

### **6.2 – Dates**

Kartodromo Internacional Lucas Guerrero (SPAIN) 11 – 14 February

### **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 5 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 9km approximately.

### **7.4 – Distance to cover for Superheats and Consolation Heats**

The distance to cover for the Superheats and Consolation Heats will be 14km approximately.

### **7.5 – Distance to cover for the Finals**

The distance to cover for the Finals will be 20km approximately.

### **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 KOMET. Included in Driver packet.

It is compulsory for each driver to use 8 wet tyres (4-front and 4 rears) for each competition of the make KOMET, in case of WET RACE declared by the Race Director.

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

### **8.2 –Tyres specifications**

KOMET Tyres is the exclusive supplier of the tyres. The tyres supplied will be as follows: KOMET K1D - M 4.00 x 10.0 (front) and 5.00 x 11.0 (rear) for slick tyres, KOMET K1D - W 10x4.00 (front) and 11x5.00 (rear) for «wet weather» tyres.

### **8.3 – Free Practice tyres**

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

### **8.4 – 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 205.00€ 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 205.00€ 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.

### **8.5 – 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.

### **8.6 – Warm Up tyres**

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

### **8.7 – Collection of dry race tires**

Each competitor will take one set of race tires from the tire park as per the timetable. The other set will be collected in the servicing park at the entrance before their Time Qualifying session and it will be mounted inside the servicing park area before the start of the session. It is mandatory to mount the allocated set of tires given at the entrance of the servicing park before the Time Qualifying session.

### **8.8 – 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 Competition 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.

### **8.9 – 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 by all drivers or only selected drivers.

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 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 background, and they shall be at least 14 -15 cm high and have a 2 cm thick stroke and represented with an Arial type or similar font. The competition number shall be bordered by a yellow background of 1 cm minimum. They must be fitted before free practice and must be clearly visible during the whole race 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.iameeuroseries.com](http://www.iameeuroseries.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.
- 2<sup>nd</sup> International Steward.
- Race Director.
- Deputy Race Director, if nominated.
- Chief Timekeeper.
- A 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 by drawing lots at the entrance of the "Pre-Grid" with the "Pre-Grid" officials acting as judges of fact

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 RGMMC 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.

The only exception to article above mentioned will be the following:

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 repair window time of 15 minutes. Once these 15 minutes window ends all mechanics/drivers must have completed any work on the kart and have the kart ready on the ground in their grid position. After this time has been completed, the Race Director will announce with the grid boards the time remaining for the restart (in any case, it will be no more than 5 minutes). Karts must be ready to race on the ground when the one-minute board is 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.

The only exception to article above mentioned will be the following:

The Stewards shall inflict any penalty of the ones stated on the scale of penalties under Article 12.4 of the ISC on any Driver having caused an Incident.

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 penalize the Driver involved will receive the black and white warning flag and or Light which means a report to the Stewards for a time penalty of 5 seconds for the Heat or Race concerned will be sent. If the Stewards finds that no penalty should be applied then no decision will be issue, therefore no penalty will be applied. However, if they find that a penalty different or higher from 5 seconds shall be applied, they will do so according to the power given to the Stewards under the ISC.

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 race 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.

The only exception to article above mentioned will be the following:

25.1 – At any time from Qualifying Heats until the final phase, including after the «black and white chequered flag» has been waved, or when the race has been stopped under Article 2.21 of the General Prescriptions, except if less than two laps have been done, and until the weighing of the kart, if it is found / proven that a Driver or a third party has attempted to refit or has successfully refitted, outside the repair area, a front fairing that was not correctly positioned, the Driver concerned will be disqualified from the session concerned. This decision is not subject to appeal.

#### **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 RGMMC.

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. RGMMC office must be notified immediately of loss of passes. The pass shall be

presented whenever requested. Any misuse of the pass shall result in its immediate withdrawal.

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 - Refueling 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 shall be delivered to the chair of the panel of the stewards 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 chair of the panel of the stewards, such protests should shall be delivered to one of the other stewards, or in their absence, to the race director or assistant if such exists, or the clerk of the Course or assistant if such exists.

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 aforementioned 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**

Article 18.C of the FIA Karting Specific Prescriptions will apply.

### **28.2 – Superheats**

Article 18.D of the FIA Karting Specific Prescriptions will apply.

### **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 – Classifications**

Article 18.D of the FIA Karting Specific Prescriptions will apply.

### **29.2 – Retained results**

The classification of a IAME WINTER CUP will be established as follows with the result of the final of each class.

## **ART. 30 – PRIZE AND AWARDS**

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

30.2 – The overall winner of the competition will be awarded with a trophy and the title “RGMMC MINI IAME Winter Cup Winner”. In addition to the prize to all rounds of the IAME Euro series 2026 entry fees and driver packs Included (4 competitions). The Winner will additionally receive a prize of 1000 EURO which will be transferred via bank transfer either to the driver or guardian’s bank account and IBAN number after the competition.

30.3 – The second-best driver overall in the competition will be awarded with a trophy and the title “2nd Place RGMMC MINI IAME Winter Cup”. In addition to the prize to the first two (2) rounds of the IAME Euro series 2026 entry fees and driver packs Included. The 2nd place will additionally receive a prize of 500 EURO which will be transferred via bank transfer after the competition.

30.4 - The third-best driver overall in the competition will be awarded with a trophy and the title “2rd Place RGMMC MINI IAME Winter Cup”. In addition to the prize to the first round of the IAME Euro series 2026 entry fees and driver packs Included. The 3rd place will additionally receive a prize of 250 EURO which will be transferred via bank transfer after the competition.

30.5 - Prizes of race entries and driver packs to competitions cannot be transferred to other drivers and/or competitions 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 Competition and the CIK-FIA concerning the Rules and Regulations (previously approved by the ASN proposing the competition 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 Competition Registration Form.