



PROMOTED BY  RGM

IWF'24
SPORTING REGULATIONS

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(120724)

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IWF'24 SPORTING REGULATIONS 2024

ART. 1 – ORGANIZATION.

1.1 – General Undertakings

RGMMC GmbH with the approval of the RFEdA organizes for the 2024 season the IWF'24.

The IWF'24 is held in one single Competition.

All Drivers, Competitor, 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 CIK FIA General Prescriptions 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, 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.iame-motorsport.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 it's 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 it's 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 – Organizing Committee for the Competition

The Organizing Committee for the Competition will be formed by:

James Geidel

Roland Geidel

Lynn Geidel

Christian Mir

Gonzalo Planter

Organisation Office:

RGMMC GmbH,

Städelistrasse 5, 7317 Valens, Switzerland

Tel: +41 (0)81 302 74 48

Mob: +41 78 665 65 22

Email: events@iamekarting.com

Web: www.iame-motorsport.com

Reception Office:

Tel: +41 78 665 65 22

Contact: Director Administration Office

Email: events@iamekarting.com

Web: www.iame-motorsport.com

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 – Competitor responsibilities

It is the responsibility of the competitors to ensure that all persons concerned by his entry observe and respect the regulations applicable for this competition.

If a competitor is unable to attend a competition in person, he must nominate his representative in writing.

The person having charge of an entered kart during any part of a Competition is responsible jointly and severally with the competitor for the respect of all provisions of the applicable regulations.

Competitors must ensure that their karts comply with the conditions of eligibility and safety throughout practice and the race.

The presentation of a kart for Scrutineering will be deemed an implicit statement of conformity.

All persons concerned in any way by an entered kart or present in any other capacity whatsoever at the Paddock, Servicing Parks or on the track must respect the regulations applicable to the competition and wear the appropriate ID passes.

2.2 – Application of the Regulations

Any clarification of any of the Competition regulations must be requested to the Organizing 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 Organizing Committee will be the only competent to clarify the matter.

ART. 3 – CATEGORIES, LICENSES AND WEIGHT

3.1 – Categories

For the IWF'24 the following categories will be proposed:

X30 Master

X30 Senior

X30 Junior

X30 Mini

3.2 – Eligible drivers

In order to participate in a Competition, any driver must be holder of a valid ASN national license valid for karting and for the current year, issued by the ASN affiliated to the FIA, as well as of the authorisation previously granted by that ASN if it is not the Organiser.

Competitors' licenses may not be delivered to persons who are still under age and do not have full legal capacity.

3.2 – IAME X30 Mini licenses

Minimum Weight: 110 Kg

License: Drivers entering the Competition in the X30 Mini class must be holders of a National Karting Licence issued by an ASN affiliated to the FIA. Minimum age: 9 years old, reaching their 9th birthday in 2024, Drivers can take part in the Mini class in the years of their 9, 10, 11 and 12 years old birthday (You cannot race in your 13th year).

Competitors and Drivers who wish to take part in a competition organized 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 Junior licenses

Minimum Weight: 145 Kg

License: Drivers entering the Competition in the X30 Junior class must be holders of a national junior Licence or 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 2024.

Competitors and Drivers who wish to take part in a competition organized 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 X30 Senior licenses

Minimum Weight 158 Kg

License: Drivers entering the Competition in the X30 Senior class must be holders of a national senior Licence or 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 2024.

Competitors and Drivers who wish to take part in a 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.

3.5 – IAME X30 Master licenses

Minimum Weight 167 Kg

License: Drivers entering the Competition in the X30 Master class must be holders of a national senior Licence or CIK-FIA International E Karting License issued by their ASN affiliated to the FIA in compliance Minimum Age: 30 years. A Driver has to reach his/hers 30th birthday during the calendar year 2024.

Competitors and Drivers who wish to take part in a 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 – Only karts complying with the CIK-FIA Karting Technical Regulations, the Competition Technical Regulations and the ASN regulations may be accepted in a Competition. The safety prescriptions of the CIK-FIA must always be applied (Article 7 of the Technical Regulations of the CIK-FIA, Safety Karts and Equipment).

4.2 – 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) for the qualifying practice, heats, super heat and final.
- E. Numbers of Practice Tires – Unlimited

4.3 – X30 Mini

Mini IAME X30 according to technical regulations and fiche.

4.4 – X30 Junior

Junior IAME X30 according to technical regulations and fiche.

4.5 – X30 Senior

Senior IAME X30 according to technical regulations and fiche.

4.6 – X30 Master

Senior IAME X30 according to technical regulations and fiche.

ART. 5 – ENTRY OF COMPETITIONS

5.1 – Competitions may be held only on circuits homologated by the ASN or CIK-FIA and holding a circuit license, appropriate to the types of karts used in these competitions.

5.2 – Dates open & close of entries

29th June – 1st October

5.3 – Entries for the Competition

5.2.1 – Mini

5.2.1.1 – Entry fee of 1150.00 €, including 2 sets of slick tires and free practice ticket.

5.2.2 – Junior, Senior and Master

5.2.2.1 – Entry fee of 1250.00 €, including 2 sets of slick tires and free practice ticket.

5.4 – Competitors applications

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

5.5 – Entry restrictions

As stipulated below, the promoter and organizer have the right to cancel the competition if the minimum number of kart are not reached.

5.5.1 – Maximum entries in Mini class are 108 drivers. Minimum entry are 54 drivers.

5.5.2 – Maximum entries in Junior class are 108 drivers. Minimum entry are 54 drivers.

5.5.3 – Maximum entries in Senior class are 144 drivers. Minimum entry are 72 drivers.

5.5.4 – Maximum entries in Master class are 36 drivers. Minimum entry are 26 drivers.

5.5.5 – A minimum of 206 drivers are accepted in all classes together.

5.5.6 – Should the driver fail to attend there will be no reimbursement of entry fees, the tires 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.

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

5.5.7 – Entries of each driver and competitor 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.

IWF'24 will include one race to be held in one single round.

6.2 – Dates

Kartodromo Internacional Lucas Guerrero (SPAIN) 3 November – 9 November

6.3 – Calendar modifications

The Organizing Committee reserves the right to modify the date and place of the Competition, with the authorization of 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 Supplementary Regulations and official timetable.

7.3 – Distance to cover for Qualifying Heats

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

7.4 – Distance to cover for Superheats and Consolation Heats

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

7.5 – Distance to cover for the Finals

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

7.6 – Laps

Laps will be stated in the Supplementary Regulations for the Competition.

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

8.1 – Number of tires for each competition

8.1.1 - Mini

It is compulsory for each driver to use 8 dry tires (4-front and 4 rears) for the competition of the make KOMET during Time Qualifying, Qualifying Heats, Superheats and final.

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

8.1.2 - Junior

It is compulsory for each driver to use 8 dry tires (4-front and 4 rears) for the competition of the make KOMET during Time Qualifying, Qualifying Heats, Superheats and final.

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

8.1.3 – Senior and Master

It is compulsory for each driver to use 8 dry tires (4-front and 4 rears) for the competition of the make KOMET during Time Qualifying, Qualifying Heats, Superheats and final.

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

8.1.4 – Tires distribution

The KOMET tires will be shipped by RGMMC to the competition, and they will be placed in a tire-pool, raffled and handed out accordingly in the Servicing Park. Tires for time-qualifying, qualifying heats, super heats and final will be barcode scanned and controlled before each session and are compulsory to use according to these regulations.

8.2 –Tires for MINI

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.

The price of a set of tires will be 185€ for dry tires and 205€ for wet tires.

8.3 –Tires for JUNIOR

KOMET Tyres is the exclusive supplier of the tyres. The tyres supplied will be as follows: K3H 4.60 x 10.0 - 4 (front) and K3H 7.10 x 11.0 - 7 (rear) for slick tyres, K3W 10x4.20 - 5 (front) and K3W 11x6.00 - 5 (rear) for «wet weather» tyres.

The price of a set of tires will be 210€ for dry tires and 220€ for wet tires.

8.4 – Tires for SENIOR/MASTER

KOMET is the exclusive supplier of the tyres. The tyres supplied will be as follows: K3M 4.60 x 10.0 - 4 (front) and K3M 7.10 x 11.0 - 7 (rear) for slick tyres, K3W 10x4.20 - 5 (front) and K3W 11x6.00 - 5 (rear) for «wet weather» tyres.

The price of a set of tires will be 210€ for dry tires and 220€ for wet tires.

8.5 – Free Practice, Non-Qualifying Practice and Warm Up tires

For dry and wet tires to be used for free practice, non-qualifying practice and warm up tires must be from the same make and model as the official race tires, scanned in tires are not allowed.

Tires (same production time-frame as race tires) can be ordered on events@iamekarting.com

8.6 – Wet tires regulation

In case of “WET RACE” declared as per article 9 of this Sporting Regulations, drivers who choose to use wet tires must use official race wet tires for time qualifying, qualifying heats, super heats and final.

RGMMC will ship two (2) set of wet tires 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 tires (maximum 2 sets).

If any Competitor/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/Competitor and must have been collected after the competition.

Competitor/Driver who have purchased vouchers with cash but not collected the tires 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.

Tires that have left Tire-Park cannot be returned.

Wet tires for free practice can be ordered on the entry bulletin or by email.

8.7 – Petrol and oil

It will be each competitor’s responsibility to purchase their own petrol from free practice until the end of the race week. Competitors must pre order fuel via the online form 2 weeks before the competition.

The official fuel supplier of the competition is Panta Fuel.

The oil for the competition must be CIK-FIA approved/homologated 2- stroke oil, make Wladoil, type K2T. 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 organizer.

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.

8.8 – 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. 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 RGMCC. 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.

ART. 9 – WET RACE/PRACTICE REGULATIONS

9.1 – Wet race/practice

Wet practice or race will be declared by the Race Director with a “WET RACE” board, for that moment the choice of dry/wet tires is at the driver’s discretion.

If the practice or race has not been declared “WET” the use of slick tires is therefore mandatory at all times.

9.2 – Running on wet/dry tires on a wet/dry track.

The Race Director, upon Steward’s approval, has 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.

ART. 10 – SPORTING CHECKS AND SCRUTINEERING

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

Scrutineering will be done at the entrance to the servicing park before the first session of Non-Qualifying Practice. Not attending this scrutineering will result in refusal to take part from Non-Qualifying Practice onward unless authorised by the Stewards, who may impose a penalty under the scale of penalties of Article 12.4 International Sporting Code.

ART. 11 – RACING NUMBERS AND NAME OF THE DRIVER

11.1 – 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 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).

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

11.3 – Driver is responsible at all times for ensuring that the required numbers and I.D are clearly visible to all officials.

11.4 – Karts not compliant with the prescriptions of these articles may be refused entry to any session, this decision will be not subject to protest or appeal.

ART. 12 – 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.

ART. 13 – TRANSPONDER AND ON BOARD CAMERAS

13.1 – Each Competitor/Driver must provide his/her own transponder of the make MyLaps, of the following specification:

Kart Flex Transponder X2.

Transponder can be rented at the RGMCC awning for a price of 50,00€ each. Number of transponder are limited, please order by sending an email to info@rgmmc.com

13.2 - Transponders have to be fitted according to art. 3.11 of the CIK-FIA Technical Regulations.

13.3 – Timetable will indicate from which session is mandatory the use of the transponder, in case of no indication on the timetable, transponder is mandatory from the first Non-Qualifying Practice. It has to be fixed on the lower part of the back of the kart seat, 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.

13.4 – Any infringement to the use of the transponder will result in a penalty applied by the Stewards. The first time that a 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.

13.5- 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 Non-Qualifying Practice, Free Practice and Warm-Ups, only an additional fine of 100 euros will be imposed.

13.6 – 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 competition, no cameras are allowed on any part of the helmet at any time.

ART. 14 – GENERAL SAFETY

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

ART. 15 – INSTRUCTIONS AND COMMUNICATIONS TO DRIVERS AND COMPETITORS

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

ART. 16 – OFFICIALS

The following Officials will be appointed by the Organizing Committee:

- Chairperson of the Panel.
- One 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, Servicing Parc and Tire park.

The following Officials will be appointed by the ASN/Organizer 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 chosen 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. 17 – FREE PRACTICE AND NON-QUALIFYING PRACTICE

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

17.1 - 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 in the sessions referred in the timetable. For non-qualifying practice drivers will not be able to take part on the session if they have not passed the Scrutineering, as per article 10 of this Sporting Regulations.

17.2 - 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 organizers to choose.

ART. 18 – TIME QUALIFYING

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

18.1 - Drivers who have passed Scrutineering are divided into equal series if possible, by drawing lots in the presence of at

least one Steward. One session per series is provided for. Each series will comprise a maximum number of 36 Drivers.

18.2 - 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.

18.3 - 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.

18.4 - 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. 19 – STARTING GRID FOR QUALIFYING HEATS, SUPERHEATS & FINAL RACES

19.1 – 10 minutes after the posting of the provisional results at the end of the final Qualifying Practice session, the list of qualified Drivers as well as the starting grids will be officially published.

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

19.3 - 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.

19.4 - 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.

19.5 - 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.

19.6 - 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.

19.7 - 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.

19.8 - 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.

19.9 - 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.

19.10 - 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.

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

19.12 - 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.

19.13 - 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. 20 – STARTING PROCEDURE

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

ART. 21 – 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. 22 – SUSPENDING A PRACTICE, HEAT OR RACE

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

22.1 - 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.

22.2 – The race will be resumed according to Article 21 of this Sporting Regulations.

ART. 23 – FINISH

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

ART. 24 – PARC FERME

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

ART. 25 – 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.

25.1 - 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 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.

25.2 - 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.

25.3 – 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.

25.4 - 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. 26 – FRONT FAIRING & FRONT FAIRING MOUNTING KIT

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

ART. 27 – PADDOCK AND SERVICING PARKS REGULATIONS AND SAFETY

27.1 - 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.

27.2 - It is forbidden to use motorbikes, scooters or any other motorized devices in the Paddock, except where RGMMC officials have given special permission.

27.3 - It is forbidden to drive into the Paddock with any Car, Van or Lorry without a proven organizers 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.

27.4 - The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Areas (see Article 20 of the international Sporting Code) is strictly prohibited. Offenders will be penalized by a fine of minimum 250€. In the event of repeated breach, the stewards may disqualify the driver concerned of the competition.

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

27.6 - 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 Organizer's Secretary for Identification.

27.7 - 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.

27.8 - 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.

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

27.10 - 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 Organizer. 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.

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

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

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

27.14 - 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.

27.15 - 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. 28 – PROTESTS AND APPEALS

28.1 - 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).

28.2 - 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 parent ASN, such caution shall be made firm by a payment method, which identifies the appealing party.

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

28.4 - 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.

ART. 29 – RESULTS

29.1 – 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.

29.2 – 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.

29.3 – 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.

29.4 – Points for the final

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.

29.5 – 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.

29.6 – Trophies for each class

Trophies in each class for the first 3 finishing drivers in the final of the Competition.

29.7 – Winner

The overall winner of the Competition will be awarded with a trophy and the title "IWF'24 Winner" in all categories.

29.8 – Driver classified in second position

The second-best driver overall in the Competition will be awarded with a trophy and the title "2nd Place IWF'24" in all categories.

29.9 – Driver classified in third position

The third-best driver overall in the Competition will be awarded with a trophy and the title "3rd Place IWF'24" in all categories.

29.10 - Prizes of race entries and driver packs to Competitions cannot be transferred to other drivers and/or competitions traded for cash.

ART. 30 – APPLICATION AND INTERPRETATION OF THE REGULATION

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

30.2 – The Organizing 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.