

IAME  **2017**
INTERNATIONAL OPEN

IAME  **2017**
INTERNATIONAL FINAL

**X30 CHALLENGE INTERNATIONAL
SPORTING REGULATIONS 2017**

X30 CHALLENGE INTERNATIONAL - SPORTING REGULATIONS 2017

Any competitor, manufacturer or affiliated third party advertising the results of a competition or record attempt shall state the exact conditions of the performance referred to, the nature of the competition or record, the category, class, etc. of the vehicle and the position or the result obtained. A winner of an international series may only and exclusively refer to himself / herself as "winner of" followed by the full and official title of the international series at issue. The titles "European Champion" and "World Champion" have been exclusively reserved for the winners of European Championships and World Championships respectively, which have been organised and sanctioned by the CIK-FIA and/or the FIA, and may in no event be used for winners of international series. The FIA is monitoring statements with regards to the results obtained in any of its international series closely. We remind that any misrepresentation, omission or alteration of a title may be penalised in accordance with article 131 of the International Sporting Code.

1. SPORTING REGULATIONS

Victory Concept organizes the "X30 CHALLENGE International". The Series is property of IAME S.p.A. The titles of "IAME International Open Champion" and "IAME International Final Champion" will be awarded to the winning drivers in each category. All the parties concerned (ASNs, promoters, manufacturers, organisers, Entrants and Circuits) undertake to apply and respect the rules governing CIK-FIA and the Series

2. REGULATIONS

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

3. ORGANISATION

The Series shall be run in accordance with the FIA International Sporting Code (The Code) and its appendices, the FIA and CIK-FIA official Bulletins, the CIK-FIA Technical Regulations, the General Prescriptions applicable to CIK-FIA Karting International Events, Article 3 International Karting Regulations (International Karting Licences for Drivers & Code of Driving Conduct), the Series Technical Regulations 2017, the Series Sporting Regulations 2017 and the Supplementary Regulations of each Event.

4. SPECIFIC INFORMATION OF THE SERIES

4.1 Organization Office

Victory Concept
43, Rue Clément Ader
77230 Dammartin en Goële- France
Tél : +33 (0)1 60 54 06 18
Fax : +33 (0)1 60 54 10 05
Email : victoryconcept@hotmail.com
Web: www.x30world.com

4.2 Reception Office

Victory Concept
14, Rue Albert Camus
81000 Albi - France
Tél : +33 (0)5 63 54 86 74
Email: victoryconcept@hotmail.com
Web: www.x30world.com



4.3 Dates and Place of the Events

Event 1: IAME INTERNATIONAL OPEN 7 Laghi Kart – Castelletto Di Branduzzo (ITA) 13th/16th April - 2017

Event 2: IAME INTERNATIONAL FINAL Le Mans Karting International (FRA) 9th/15th October - 2016

4.4 Proposing and authorizing ASN

The Series is proposed by the French ASN (FFSA) and its events are authorized by the following ASNs:

Event 1: IAME INTERNATIONAL OPEN - ACI - Italian ASN

Event 2: IAME INTERNATIONAL FINAL - FFSA - French ASN

4.5 Dates of Entry and Closing of Entry

4.5.1 Event 1: open date for entries march 1st - 2017 / Close date for entries march 13th - 2017

4.5.2 Event 2: open date for entries September 1st - 2017 / Close date for entries September 11th - 2017

4.6 Eligible Drivers & Equipment

4.6.1 In order to participate in a Competition, any Driver must be the holder of an International Entrant's/Driver's Licence (Article 9.1 of the Code) 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 (Article 3.9 of the Code). Entrants' licences may not be delivered to persons who are still under age and do not have full legal capacity.

4.6.2 Each Driver is entitled to submit to the Technical verifications the following equipment:

Chassis: 1 CIK-FIA homologated 2006 or newer.

Engine: 2 of the same type per driver and per category for the Event.

4.7 Entries Restrictions

4.7.1 Entries are taken on a first come first served basis, only the effective payment of the entry fee is valid as entry definitive confirmation. Being the event on invitation, the organizer reserves the right to first accept the Drivers who have won the free access to the events, then those who have participated in the current year into national or international X30 events (Junior, Senior, Master, Super, Super Shifter). A fixed number of seats available will be allocated for each country in all classes. The definitive list of drivers eligible to access the seats reserved for their country, in each class, will be determined by the criteria (Qualifiers) specified for each country. Drivers must have the approval from the IAME importer of their license's nationality.

4.7.2 Entries are only accepted upon full payment.

4.7.3 Applications to participate in the event must be submitted by the Entrants to the office of Victory Concept through the entry forms available on the www.x30world.com website.

4.7.4 Maximum Entries

The number of entries in the X30 Challenge International will be limited in each category for each Event. The organizer reserves the right to accept more drivers according to the entries received.

4.8 Entry fees

4.8.1 The entry fee of the Events composing the X30 CHALLENGE International is indicated on the official "Entry form" of each Event. No entry fee will be reimbursed. The entry fee includes the access to the track from the first day of free practice to the Finals (as per specific timing of each Event) and 1 litre of Wladoil K-2T.

4.8.2 Late Entry

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

4.9 Prices and Awards Event 1/Event 2

4.9.1 Trophies in each class for the first five (5) classified drivers.

4.9.2 The overall winner of each category of each Event will be awarded with the title: "Event's name Champion"

4.9.3 The second placed driver in each category of each Event will be awarded with the title: "Event's name 2nd Overall Classified"

4.9.4 The third placed driver in each category of each Event will be awarded with the title: "Event's name 3rd Overall Classified"

4.9.5 The fourth placed driver in each category of each Event will be awarded with the title: "Event's name 4th Overall Classified"

4.9.6 The fifth placed driver in each category of each Event will be awarded with the title: "Event's name 5th Overall Classified"

4.9.7 The best overall Lady among all categories (in proportion to the number of entries in each category) will be awarded with the X30 Lady trophy in each Event.

4.9.8 Within the X30 Master class final classification, the best over 45 years old driver (in the calendar year) will be awarded with the X30 Veteran trophy in each Event.

5. CATEGORIES

5.1 X30 Junior

Maximum inscription: 126 Drivers

Minimum inscription: 20 Driver

Minimum age: article 3.4.2 License Grades of the CIK-FIA International Karting Regulations - licences for Drivers Junior

Maximum age: article 3.4.2 License Grades of the CIK-FIA International Karting Regulations - licences for Drivers Junior

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

Engine: IAME - X30 125cc RL TaG – Junior restricted version

Minimum weight: 145Kg

Restrictions: -

5.2 X30 Senior

Maximum inscription: 126 Drivers.

Minimum inscriptions: 20 Drivers.

Minimum age: article 3.4.2 License Grades of the CIK-FIA International Karting Regulations - licences for Drivers Senior

Maximum age: -

License: article 3.4.2 License Grades of the CIK-FIA International Karting Regulations - licences for Drivers Senior

Engine: IAME - X30 125cc RL TaG

Minimum weight: 158 Kg

Restrictions: Drivers classified in the first three positions of the overall X30 Senior classification of X30 French Championship 2016, RACB Belgian Championship 2015/2016, X30 Challenge International 2016 events, X30 Euro Series 2016 and Drivers holding a B or A license or taking part in X30 Super competitions in 2016, are not allowed to enter X30 Senior

5.3 X30 Master

Maximum inscription: 72 Drivers.

Minimum inscriptions: 20 Drivers.

Minimum age: 30 years old, must have his/hers 30th birthday in the year

Maximum age: -

License: articles 3.4.2 License Grades of the CIK-FIA International Karting Regulations - licences for Drivers Senior

Minimum weight: 170 Kg

Engine: IAME - X30 125cc RL TaG

Restrictions: -

5.4 X30 Super

Maximum inscription: 54 Drivers.

Minimum inscriptions: 20 Drivers.

Minimum age: articles 3.4.2/3.4.3/3.4.4 License Grades of the CIK-FIA International Karting Regulations - licences for Drivers Senior

Maximum age: -

License: articles 3.4.2/3.4.3/3.4.4 License Grades of the CIK-FIA International Karting Regulations - licences for Drivers Senior

Engine: IAME - X30 Super 175cc RL TaG

Minimum weight: 165 Kg

Restrictions: License C-Restricted not allowed

5.5 X30 Super Shifter

Maximum inscription: 36 Drivers.

Minimum inscriptions: 20 Drivers.

Minimum age: articles 3.4.2/3.4.3/3.4.4 License Grades of the CIK-FIA International Karting Regulations - licences for Drivers Senior

Maximum age: -

License: articles 3.4.2/3.4.3/3.4.4 License Grades of the CIK-FIA International Karting Regulations - licences for Drivers Senior

Engine: IAME - X30 Super Shifter 175cc RL

Minimum weight: 183 Kg

Restrictions: License C-Restricted not allowed

6. TYRES

Starting from the first day of free practice sessions included in the entry fee, only KOMET Racing Tyres are allowed in the Events composing the X30 CHALLENGE International.

6.1 X30 CHALLENGE International dry tyres for X30 Junior/X30 Senior/X30 Master: KOMET Racing Tyres mod. K1H

6.2 X30 CHALLENGE International dry tyres for X30 Super and X30 Super Shifter: KOMET Racing Tyres mod. K1M

6.3 X30 CHALLENGE International wet tyres for all Classes: KOMET Racing Tyres mod. K1W

6.4 Free practice tyres are available through the KOMET Racing Tyres dealer net or at the organizer's office

6.5 Distribution of official phase tyres in the X30 Challenge International Events: see APPENDIX 8 and APPENDIX 9

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

7. PETROL

7.1 It's the competitors responsibility to purchase their own petrol from free practice until the end of the Event. The station to purchase the petrol from will be stated in the Supplementary Regulations of the Event and is compulsory, the pump will be marked with a sticker "IAME"

7.2 The petrol must be unleaded available from the fuel pump designated by the Organizer.

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

7.4 The only mix oil allowed for the X30 CHALLENGE International (CIK-FIA approved semi-synthetic 2-stroke oil), is the Wladoil Racing K-2T.

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

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

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

Case 1 - In such a case, the drivers will be asked to enter servicing park without petrol in his/hers fuel tank and the fuel from the organization will be provided, at no cost for the driver. The added petrol will be the petrol as stated in the supplementary regulations of the event.

Case 2 - Petrol will be changed without warning, at no cost for the driver.

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

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

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

8. CLUTCH AND RPM ANALYZER

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

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

9. GENERAL UNDERTAKINGS

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

9.2 Victory Concept reserves the right(s) to issue additional statement(s) following the agreement of the ASN presenting the Series and the CIK-FIA, concerning the rules and regulations (previously approved by the ASN proposing the series and the CIK-FIA) from time to time, and all such statements will be issued to all registered competitors by way of competitors' bulletins at the race meeting, or posted to the address (email) detailed on the series registration form, or written on the official website of the series www.x30world.com.

10. GENERAL PRESCRIPTIONS

Entrants, Drivers, assistants and guests must at all times wear the appropriate identification credentials previously handed to them in compliance with the sporting regulations.

10.1 Paddock Service Vehicles

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

1 Paddock vehicle pass.

10.2 Entrants & Drivers

At arrival, Entrants and Drivers shall go to the reception office for registration and collection of the passes:

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

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

10.3 Paddock

10.3.1 It is strictly forbidden to erect or unload any equipment until the allocated place in the paddock has not been identified.

10.3.2 Entrant, Drivers and Mechanic passes will be issued at the sporting check. All passes must be presented at any time and no one will be readmitted without a pass. Personal passes that are not worn by their holders will be confiscated.

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

10.3.4 All karts must display the official race numbers from the first non-qualifying practice session.

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

10.3.6 Paddock space shall be equipped with at least one 5 Kg fire extinguisher every each 8x6 meter

10.3.7 It is strictly forbidden to smoke or to use any device risking provoking fire in the Paddock area, it is forbidden to cook in the Paddock, except with a special authorisation from the Organiser. In all cases, these installations shall be electrical, isolated and equipped with at least one (1) 5 kg fire extinguisher.

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

10.3.9 It is forbidden to use combustion or electric motorised vehicles such as mini-motos, etc... in the Paddock under risk of exclusion.

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

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

10.3.12 In order to respect the environment and reduce noise pollution, according to the time schedule for each event day, it is forbidden to start the engines in the paddock before 8 a.m., during the break scheduled for each day and after the last session of each day.

11. SERVICING PARK - PARC FERME - PRE-GRID

11.1 General Dispositions

Starting of the engines is forbidden in the Assistance Parks.

Starting of the engine is forbidden on the Pre-Grid until the "Engine" panel is shown.

Starting of the engines in such areas is allowed only prior and under supervision of a Technical Steward.

11.2 Only one (1) driver per kart and one (1) mechanic is allowed in Servicing Parks, on the Pre-Grid and in Parc Fermé, and only with the provided pass.

11.2.1 Team Managers are allowed to enter the restricted areas only upon presentation of the official pass previously released at the Organizer's Office. Team Managers can't, in any case, operate on a go-kart.

11.3 Start Servicing Park

11.3.1 The Start Servicing Park is the area comprised between the Paddock and the Pre-Grid.

11.3.2 Only the following operations are allowed :

- Tyres mounting
- Tyre pressure adjustment
- Track width

Any intervention related to security issues must be carried prior to approval and with the supervision of a Technical Steward

11.4 Arrival Servicing Park

11.4.1 The Arrival Servicing Park is the area comprised between the track and the Paddock.

11.4.2 Only the following operations are allowed :

- Tyre pressure adjustment

Any intervention related with security issues must be carried prior to approval and with the supervision of a Technical Steward

11.5 Pre-Grid

11.5.1 It's the area where the Go-Karts are posed on the ground in order to access the track.

11.5.2 Only the following operations are allowed:

- Tyre pressure adjustment

11.5.3 Access to the Pre-Grid will end three (3) minutes before the time scheduled for the start of the Race. The 3 minutes limit is notified through a siren sound. Any kart which has not taken its position on the Pre-Grid within the three minutes, shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the Clerk of the Course. Karts on the Pre-Grid must be ready to race, all further work and/or adjustment (with the exception of tyre pressures) to the kart is strictly forbidden. Drivers delaying their entry in the Pre-Grid will not be allowed to access. Karts on the Pre-Grid are prohibited to return to servicing park, except under exceptional circumstances left to the appreciation of the Clerk of the Course.

If a Driver is unable to start from the Pre-Grid after the display of the green flag and if he requests the intervention of a Mechanic, he will be authorised to leave the Pre-Grid only on the orders of a Marshal and will take the start from the back of the formation, irrespective of the number of formation laps. The disrespect of such indication will lead to a black flag and exclusion from the race. It is prohibited to bring a second set of tyres into the Pre-Grid.

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

11.5.4 The Mechanics have to clear the Pre-Grid 30 seconds before the time scheduled for the start of the Race.

11.6 Parc Fermé

11.6.1 The area is located between the Start and the Arrival Parks and it's the restricted area of the Assistance Park where the equipment is parked in the time lapse before Scrutineering or before it can be released after the regulatory official delay has finished. Only the Technical Stewards in charge of the Technical Scrutineering, the Mechanic and the Driver can access.

11.6.2 Any intervention is strictly forbidden unless previously approved by a Technical Steward

11.7 Exceptional Conditions

11.7.1 Start delayed, if the Clerk of the Course considers that for safety reasons the start must be delayed, the following procedure can be adopted:

11.7.2 A lapse of 10 minutes when changes can be made is given.

11.7.3 Drivers off the given lapse will not be allowed to enter the Pre-Grid

11.7.4 Drivers will be allowed to return to the Start Assistance Park and will only be allowed the following interventions, under the surveillance of the Technical Stewards :

- Tyres change
- Tyre pressure
- Front and rear track width regulation
- Spark plug substitution
- Inlet silencer protection installation or rotation of the inlet direction

Any other intervention is strictly forbidden. All intervention must be exclusively carried by the Driver or his Mechanic.

The disrespect of such indications will cause the interdiction of the Driver to the Pre-Grid or the exclusion from the race through a black flag.

12. THE EVENTS - PRINCIPLE AND RUNNING

The "X30 CHALLENGE International" is run over two (2) Events.

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

12.1.1 Event 2 will comprise two races in the final phase named «Pre-Final» and «Final». The distance of the Pre-Final and Final, from the starting signal to the chequered flag, will be equal to the minimum number of full laps necessary for reaching the respective distances of 15 Km (X30 Junior) / 20 Km (all other categories) and 25 Km (X30 Junior) / 30 km (all other categories). The chequered flag will be shown to the leading kart when it crosses the finishing line («the Line») at the end of the lap during which that distance is reached. The Line consists in a single line across the track. The final classification of the Event will be the classification of the Final.

12.2 The X30 CHALLENGE International shall comprise, Non-qualifying practice, Qualifying Practice, eventual Qualifying Heats, Race 1 and Race 2 or Pre-Final and Final. Definitive race distances will be stated in the event Supplementary Regulation.

Time Qualifying Practice: 10 minutes in all classes.

Race Distance in Qualifying Heats: Approximately 10 Km (X30 Junior) - 15 km (all other categories)

Race Distance in Race 1: Approximately 20 Km (X30 Junior) - 25 km (all other categories)

Race Distance in Race 2: Approximately 20 Km (X30 Junior) - 25 km (all other categories)

Race Distance in Pre-Final: Approximately 15 Km (X30 Junior) - 20 km (all other categories)

Race Distance in Final: Approximately 25 Km (X30 Junior) - 30 km (all other categories)

12.3 Free Practice

All Drivers must have passed the sporting checks and have numbers and names on the Karts before taking part in free practice.

a) The numbers shall be black (without shadow and colour stripes) on a clear Yellow Back-Ground, and they shall be at least 15 cm high and have a 2 cm thick stroke and represented with an Arial type or similar font. The competition number shall be bordered by a yellow background of 1 cm minimum. They must be fitted before free practice and must be clearly visible during the whole race event (damaged numbers and I.D must be replaced regularly) on both front and rear and on both sides towards the rear of the bodywork. The number plates fitted at the back of the kart shall be plane and have rounded corners (diameter of rounded corners 15 to 25 mm) with 22 cm sides. The plates shall be flexible and made of opaque plastic, and they shall always be visible (fixation without a possible displacement).

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

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

d) Karts not in conformity with article 12.3 (a and b) may be not allowed to join Free-Practice, Time-Qualifying, Qualifying Heats, Pre-Final or Final Race.

12.4 Official non-qualifying practice

The transponder is mandatory starting from the 1st session of the official non-qualifying practice and for all official heats. It has to be fixed on the lower part of the back of the kart seat. Drivers are responsible for their transponder (charge, functioning...) even if provided by the organization. Each group will have its practice according to the timetable; all drivers and karts must have passed the Sporting Checks and Scrutineering.

12.5 Warm up

only KOMET Racing Tyres specific model assigned to each category are allowed.

12.6 Qualifying Practice

12.6.1 Qualifying inscriptions, in all events

X30 Junior: defined for each Event according to the limit of entries

X30 Senior: defined for each Event according to the limit of entries

X30 Master: defined for each Event according to the limit of entries

X30 Super Shifter: one group

X30 Super: one group

The composition of the groups for classes running more than one group, will be randomly determined by Lap Timing system.

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

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

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

12.6.5 Classification

The fastest time during this session will determine the grid position in the qualifying heats. Any ties will be decided by the second best time and so on.

12.7 Qualifying Heats - Event 1 - IAME INTERNATIONAL OPEN

12.7.1 Classification

The winner of each race is the driver with the stipulated quantity of laps in the shortest time. All drivers behind him have finished the

race without taking into consideration the numbers of laps completed.

12.7.2 The classification of the heats is determined by the quantity of the completed laps as well for the drivers, which have not finished. Driver with the same amount of laps will be classified as passing the finish line. The classification of every heat will be counted in points added to the total sum for the final as below:

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

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

12.7.3 If a Driver does not take the start in a Qualifying Heat, he/she will receive a number of points equal to the numbers of participants of plus 1. If a Driver has been black-flagged or excluded, he/she will receive a number of points equal to the number of participants plus 2.

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

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

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

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

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

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

12.8 Qualifying Heats Event 2 – IAME INTERNATIONAL FINAL

12.8.1 Classification

The winner of each race is the driver with the stipulated quantity of laps in the shortest time. All drivers behind him have finished the race without taking into consideration the numbers of laps completed.

12.8.2 The classification of the heats is determined by the quantity of completed laps as well for the drivers whom have not finished. Drivers with the same amount of laps will be classified as passing the finish line. The classification of each heat will be counted in points added to the total sum for the final as below:

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

12.8.3 If a Driver does not take the start in a Qualifying Heat, he/she will receive a number of points equal to the numbers of

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

12.8.4 X30 Junior: 33 drivers are qualified for the Pre Final A. Possible ties between two or more Drivers will be settled according to their classification in the Qualifying Practice. 33 drivers are qualified for the Final B. The 1st driver in Final B will occupy the last place in Pre Final A. 34 drivers are qualified for the Final C. The 1st driver in Final C will occupy the last place in Final B.

10.8.5 X30 Senior: 33 drivers are qualified for the Pre Final A. Possible ties between two or more Drivers will be settled according to their classification in the Qualifying Practice. 33 drivers are qualified for the Final B. The 1st Driver qualified in Final B will occupy the last place in the Pre Final A. 34 drivers are qualified for the Final C. The 1st driver in Final C will occupy the last place in Final B.

12.8.6 X30 Master: 33 drivers are qualified for the Pre Final A. Possible ties between two or more Drivers will be settled according to their classification in the Qualifying Practice. 34 drivers are qualified for the Final B. The 1st Driver qualified in Final B will occupy the last place in Pre Final A.

12.8.7 X30 Super: 33 drivers are qualified for the Pre Final. Possible ties between two or more Drivers will be settled according to their classification in the Qualifying Practice. 18 drivers are qualified for the Final B. The 1st Driver qualified in Final B will occupy the last place in Pre Final A.

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

12.8.9 The start grid position for starting in the Pre Final is determined according to the rating of points of the heats. The Pre Final finishing order determines the start position for the Final.

12.9 Classification Event 1 (Race 1/2) – IAME INTERNATIONAL OPEN

12.9.1 All points achieved in Race 1/2 count towards the final classification of Event 1. A total of 2 races will be raced for the final standings of Event 1.

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

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

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

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

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

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

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

12.10 Classification Event 2 (Pre-Final/Final) - IAME INTERNATIONAL FINAL

12.10.1 Only the results of the Final will count towards the final classification.

12.10.2 If the final is stopped and cannot be re-started, and if less than 75% of the scheduled distance has been covered, accor-

ding to the Article 2.21 of the General Prescriptions, the title of Event's Winner will not be awarded.

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

12.10.4 Drivers who are excluded by a black flag and/or misbehaved in the servicing park during/after the Pre Final, will be allowed to join the Final at the discretion of the Stewards. Drivers excluded for technical non-compliance will be admitted to the Final at the discretion of the Stewards, all other qualified Drivers will be allowed to take the start.

12.10.5 Pre-Final starting grid of maximum 34 drivers.

12.10.6 Final starting grid of maximum 34 drivers.

13. STARTING GRIDS

Article 2.19 of the General Prescriptions

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

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

13.3 Any Entrant whose kart(s) is (are) unable to take the start for any reason whatsoever or who has good reasons to believe that his/her kart(s) will not be ready to take the start must inform the Official in charge of the Assembly Area, who will advise the Clerk of the Course as soon as he has the opportunity.

13.4 The grids will be drawn up in accordance with the fastest time achieved by each Driver, taking into account the qualifying practice session. Should one or several Drivers achieve the same time, the tie will be settled on the basis of their second best time, and so on.

13.5 The pole position Driver of each grid will have the choice of the starting side (left or right of the grid), and has to tell the Clerk of the Course as soon as he reaches the Pre-Grid. This choice will only modify the first row. Failing this, the pole position Driver of each grid will take the start of the race from the grid position which was the pole position the previous year or, if it is a new circuit, on that which was designated as such by the CIK-FIA, or designated in the Supplementary Regulations of the Event.

14. STARTING PROCEDURE: X30 Junior - X30 Senior - X30 Master - X30 Super

Article 2.20 of the General Prescriptions. (Rolling Start)

14.1 Rolling starts for direct drive karts with clutches: at the end of the Formation Lap, Drivers will proceed forward at a reduced speed of 30 km/h minimum to 50 km/h maximum towards the Starting Line, lined up in two lines of karts. Each line shall remain within the lanes marked on the track. A Driver crossing the lanes is liable to be sanctioned by the Stewards, on the basis of a time penalty of 3 seconds for partly crossing the lanes and of 10 seconds for completely getting out of the corridor. A Driver over speeding during the approach to the start line is liable to be sanctioned by the stewards, on the basis of a time penalty of 1 second per extra km/h, with a maximum penalty of 10 seconds. When the karts approach, the red lights will be on. Karts must maintain their position until the start signal is given. A reasonable distance must be kept between karts in the same line. If the Clerk of the Course is satisfied with the formation, he himself, or the Starter, will give the start by switching off the red lights. If he/she is not satisfied with the procedure, he will switch on the orange light, which means that another Formation Lap must be covered.

14.2 The Stewards may use any video or electronic system likely to help them to take a decision. The Stewards' decisions may supersede those taken by Judges of Fact. Any infringement to the provisions of the Code or of these Sporting Regulations relating to the starting procedure may entail the exclusion of the Driver concerned from the Event.

15. STARTING PROCEDURE: X30 Super Shifter

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

15.1 Standing starts for karts with gearbox: at the end of their formation lap, drivers will take their starting positions and the Clerk of the Course, or his Deputy will be on the Starting Line raising a red flag. All lights will remain switched off until the last kart has taken its position on the grid. When all karts are standing still on the grid, a Marshal will display a green flag at the end of the grid. The Clerk of the Course, his deputy and the Marshal will evacuate the track together and the Drivers will then be at the orders of the Clerk of the Course. The Clerk of the Course or his Deputy will launch the automated 4-red-light switching on sequence (which lasts 4 seconds). The start will be considered as given at the switching off of the red lights manually operated by the Clerk of the Course or his Deputy within the next 2 seconds. If he is not satisfied with the procedure, he will switch on the orange light, which means that an extra Formation Lap must be covered. If a Driver is unable to start, he must remain in his kart and notify this situation by raising his arm. In this case, an additional Formation Lap may be granted; any Driver who has been unable to start will be allowed to get out of the kart and restart only by their own means and once the whole field has passed them. They will not be authorised to regain their original position in the formation and will take the start from the back of it. No other Driver will be allowed to occupy the place which remain vacant. During the Formation Lap(s), it is forbidden to practise start simulations.

15.2 The Stewards may use any video or electronic system likely to help them to take a decision. The Stewards' decisions may supersede those taken by Judges of Fact. Any infringement to the provisions of the Code or of these Sporting Regulations relating to the starting procedure may entail the exclusion of the Driver concerned from the Event.

16. CODE OF DRIVING CONDUCT ON KARTING CIRCUITS

16.1 Observance of signals

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

16.2 Overtaking

- a) During a race, a kart alone on the track may use the full width of the track. However, as soon as it is caught up by a kart which is about to lap it, the Driver must allow the faster driver pass at the first possible opportunity.
- b) If the Driver who has been caught does not seem to notice that another driver wants to overtake him, the flag Marshal(s) will give a warning by waving the blue flag to indicate that another Competitor wants to overtake. Any Driver who does not take notice of the blue flag may be penalised by the Stewards. Systematic or repeated offences may result in the exclusion of the offender from the race.
- c) Curves, as well as the approach and exit zones thereof, may be negotiated by the Drivers in any way they wish, within the limits of the track. Overtaking, according to the circumstances, may be done either on the right or on the left. However, manoeuvres liable to hinder other Drivers such as premature or dangerous changes of direction, more than one change of direction, deliberate crowding of karts towards the inside or the outside of the curve or any other dangerous change of direction, are strictly prohibited and shall be penalised, according to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.
- d) Any obstructive manoeuvre carried out by one or several Drivers, either having common interests or not, is prohibited. The persistent driving abreast of several karts, as well as fan-shaped arrangement, is authorised only if there is not another kart trying to overtake. Otherwise the blue flag will be waved.
- e) The penalty inflicted for ignoring the blue flag will also be applied to the Drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, ranging from a fine to the exclusion from the race. The same penalty shall be applied to Drivers who swing from one side of the track to the other in order to prevent other Competitors from overtaking.
- f) The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the exclusion of the Drivers concerned.
- g) Only the race track shall be used by the Drivers during the race.
- h) Contacts / collisions (during the race, deceleration lap included): sanctions may be imposed on a Driver who pushes another Driver.

17. NAUTRALISATION OF QUALIFYING HEAT OR A RACE

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

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

17.3 All the competing karts must then line up behind the leading kart, and overtaking is strictly forbidden. Overtaking will be permitted only if a kart slows down because of a serious problem.

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

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

17.6 When the Clerk of the Course decides to end the neutralisation, he will have the flashing orange lights switched off, this will be the signal to the Drivers that the Race is to resume next time the Line is crossed. In the last neutralisation lap, the "SLOW" boards will be maintained and the yellow flags will be shown immobile.

17.7 At that moment, the leading kart will continue to set the pace, at a moderate speed. The Clerk of the Course, or his Deputy will signal the resumption of the Race by means of a waved green flag at the Line. Overtaking will remain prohibited until the karts have crossed the Line at the end of the neutralisation of the Qualifying Heat or Race. On approaching the Line, where a green flag will be wave by the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line proceeding the Line. The yellow flags and the "SLOW" boards at the observers' posts will then be withdrawn and replaced with waved green flags. These flags will be displayed for a maximum of one lap.

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

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

18. STOPPING A RACE OR PRACTICE

Article 2.21 of the General Prescriptions.

19. RESTARTING A RACE (QUALIFYING HEAT OR RACE OF THE FINAL PHASE)

Article 2.22 of the CIK-FIA General Prescriptions.

20. FINISH

Articles 2.23 of the CIK-FIA General Prescriptions.

21. INCIDENTS

Article 2.24 of the General Prescriptions.

22. ENTRANCE TO THE PIT, REPAIR AREA OR SERVICING PARK

a) The so-called «deceleration zone» is a part of the pits area.

- b) During the practice sessions and the race, access to the pits or to the repairs area is allowed only through the deceleration zone. The penalty for a breach of this rule shall be exclusion from the race.
- c) Any driver intending to leave the track or to enter the pits, the servicing park or the repairs area shall signal his intention in good time by raising the arm and make sure that it is safe to do so.
- d) Except in cases of force majeure (accepted as such by the Stewards of the meeting), the crossing, in any direction, of the line separating the deceleration zone and the track is prohibited.
- e) Except in cases of force majeure (accepted as such by the Stewards of the meeting), any line painted on the track at the pit exit or the repair area for the purpose of separating karts leaving the pits or the repair area from those on the track must not be crossed by any part of a kart leaving the pits.

23. SCALE, WEIGHUNG PROCEDURE

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

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

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

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

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

23.5 Vehicles and Drivers are not allowed to leave the weighing area without the authorization of the Scrutineer.

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

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

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

23.9 The Organiser must provide for certified weights for the calibration of the scales

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

24. PENALTY APPLICATION FOR FRONT FAIRING UNCONFORMITY

The black flag with orange disc + race n° (technical problem) is not systematically shown to drivers whose front fairing is no longer in the correct position.

A 10 seconds penalty is applicable on ascertainment of the officials (Clerk, Judge of Fact, Sporting Stewards and Technical

stewards) when passing the finish line or through the report drafted during re-entry to the park, before passing on the scale.

The penalty is unquestionable and final. The penalty is notified to the Driver at the arrival park and each Driver is asked to sign the report sheet. The report sheet is sent to the Sporting Commission and penalties are instantly applied. Drivers/Entrants affected by a penalty will not be called by the Sporting Commission. The penalty is applied only in the event the front fairing is completely unhooked from the retaining system.

A driver intentionally causing the detachment of another Driver's front fairing (ascertained by an official or a judge of facts), will be punished by exclusion (time qualifying, qualifying heats, race 1 or 2).

Prohibition is made to all drivers to re-attach the front fairing, either on the track, on the recover vehicle or in the finish area, the breach of such prescription is subject to the exclusion of the Driver from the qualifying, the qualifying heats or races 1 and 2.

Any modification noted and ascertained on the fixing system CIK / FIA or on one of its components, is subject to disqualification of the driver from the event, without possibility for appeal.

25. GENERAL SAFETY

Article 2.14 of the CIK-FIA General Prescription

26. KART SAFETY

Article 3.1 of the CIK-FIA Technical Regulations

27. EQUIPMENT SAFETY

27.1 Article 3.2 of the CIK-FIA Technical Regulations

28. BRIEFING

Article 2.18 General Prescription CIK-FIA International Karting Regulation.

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

29. SUPPLEMENTARY INSPECTIONS

The Organizer has the right to withdraw any engine after the final races scrutineering is completed and submit it to IAME S.p.A. for further inspections. Any unconformity ascertained by IAME S.p.A. on such engines does not affect the decisions taken by the Scrutineers nor the results of the event, but it is reported through a written declaration to the Organizer, whom has the full right to refuse future entries in its events, submitted by the Driver and/or the Entrant affected by the unconformity. Once IAME S.p.A. has completed the inspections, the engines are returned to their owners, with the shortest delay possible, and in the same conditions as they have been withdrawn after the event, no matter what the result of the inspection. Any Driver or Entrant refusing to deliver his/hers engine, will not be allowed to enter in any Event organized by Victory Concept. Such decisions are final and unappealable.

30. RESPONSABILITY

The Promoter and the Organizer of the events as well as the owners of the circuits decline any responsibility in case of any equipment stolen or lost during the events of the series. Each Driver, Concurrent and Team is responsible for their own equipment in the paddock, on the track or in any private area.