



IAME Series Italy 2024 SPORT REGULATIONS

(conforming to original ACI Sport Approval No. 20/2024 dated 30/01/2024)

1. FOREWORD

1.1 The Automobile Club of Italy (ACI) approves, upon presentation by the Promoter V.A.L.M. S.r.l. ACI licence No. 460130, the "IAME Series Italy 2024" Brand Trophy.

1.2 The IAME Series Italy 2024 is governed by the provisions contained in the FIA International Sporting Code, the General Prescriptions and the annexes thereto (the "Code") and in the alternative:

- in the National Sporting Regulations (RSN) and its Appendices, the relevant Sector Regulations (RDS) Karting and subsequent amendments and additions, issued by the National Sporting Authority (ASN) of the country where an IAME Series Italy 2024 event takes place
- in these Sporting Regulations (the Sporting Regulations)
- in the Technical Regulations (the Technical Regulations)
- in the Supplementary Regulations (RPG)
- in any further rules contained in the application for the TdM IAME Series Italy 2024

V.A.L.M. S.r.l., subject to the approval of ACI, reserves the right to disclose, at any time, by means of bulletins, dated, numbered and displayed on the Notice Board, as well as published on the dedicated website www.iame-motorsport.com the modifications and instructions, both of a sporting and technical nature, that it deems appropriate to impart for the best application of the Regulations, of which they are considered an integral part.

1.3 The presentation of the application for entry to the TdM IAME Series Italy 2024 is considered as an implicit declaration of the Competitor/Driver to know, accept and undertake to respect and to enforce, the provisions of the Code, of the RSN and its RDS, of these Sporting Regulations and of the Technical Regulations; to recognise the local ASN and the FIA as the only competent jurisdictions, without prejudice to the right of appeal provided for by the Code and the RSN.

1.4 V.A.L.M. S.r.l. reserves the right to exclude from the IAME Series Italy 2024 and/or to cancel the registration to one or more events of the TdM, with consequent loss of accumulated points, at any time and at its sole discretion, to anyone who proves not to respect the applicable rules, the opponents, the vehicles, or otherwise acts in such a way as to damage the good name and reputation of IAME or IAME Series Italy 2024.

1.5 The terms defined in these Sporting Regulations shall have the meaning given to them by the Code, the RSN (and the relevant RDS) and the Sporting Regulations themselves.

2. GENERAL PRINCIPLES

2.1 V.A.L.M. S.r.l. for the organisation of the events makes use of Organisers in possession of an ACI licence and circuits with valid ACI Federation homologation.

2.2 Races valid for the IAME Series Italy 2024 are entered in the ACI National Sporting Calendar and provide for authorised foreign participation (ENPEA).

2.2 The IAME Series Italy 2024 consists of a calendar of sporting events as set out in the Calendar in Article 13.

2.3 Only IAME powered karts conforming to the homologations of the RDS Karting Technical Regulations 2022 and to the specifications reported in these Technical Regulations are admitted to the IAME Series Italy 2024 events. Chassis and related bodies of new homologation are also admitted for all the categories foreseen in the TdM.

V.A.L.M. s.r.l. may adopt additional safety systems if they are made mandatory by the National Sporting Authority during the course of the year.

2.4 Each round of IAME Series Italy 2024 contributes to the score for the title. In order to access the final classification, it is necessary to participate in at least 5 rounds (see Appendix 1 art. 2)



2.4.1 The final classification is drawn up on the basis of the best 5 results obtained out of the total number of races constituting the IAME Series Italy 2024 (see Appendix 1 Art. 2).

For the purposes of the final classification of the IAME Series Italy 2024, no race(s) in which drivers have been excluded from the event for any reason whatsoever may be taken into account.

Unconstituted categories are awarded 50% of the score, even if they have been combined with other categories.

2.4. A special final prize reserved to the best "X30 LADY IAME Series Italy 2024" is established. The prize is awarded to the Driver who achieves the highest score (participation, qualifying heat and/or pre-final and/or final) in the IAME Series Italy 2024 (see Enclosure 1 art. 2) in which at least three (3) Drivers in their category have taken the start in each round.

3. REQUIREMENTS FOR COMPETITORS AND DRIVERS

3.1 Competitors and Drivers holding a valid national and/or international Karting Competitor's/Conductor's licence valid for the class and category in which the entry is required, as well as holders of an equivalent licence issued by the competent ASN (National Sporting Authority) are admitted to the competitions.

3.2 Foreign Competitors and Drivers wishing to take part in a national or international event organised in Italy must have a valid Competitor's/Conductor's licence issued by the relevant ASN and obtain from the respective ASN of appearance an Authorisation to compete and to enter the Event. The authorisation must be presented to the organiser who is obliged to request it. The absence of this document, if brought to the attention of ACI or the FIA constitutes a breach of Articles 2.3.7b and 3.9.4 of the International Sporting Code and will lead to the adoption of the sanctions provided for.

3.3 Car driver's licences are not permitted.

4. ADMISSION OF COMPETITORS/DRIVERS

4.1 The Promoter of IAME Series Italy 2024 reserves the right to accept the entry of the Competitor/Driver on the basis of his/her driving ability (in case his/her driving is critical or inappropriate for the safe running of the event).

4.2 Any driver with an appropriate licence is allowed and eligible to take points.

4.3 Drivers must scrupulously comply with all the rules of conduct laid down in the texts referred to in Article 1.2, which are deemed to be reproduced in full here, and with all the instructions issued by the Clerk of the Course and the Stewards. All competitors and drivers must remain at the disposal of the stewards until the final classification is declared.

5. OBLIGATIONS OF DRIVERS

5.1 Any Competitor/Driver (or any holder of an ACI sporting licence) who, in the course of a sporting event, transgresses, in any form whatsoever, the regulations governing, directly or indirectly, Karting sporting activity or is responsible for indiscipline towards Officials, Organisers and other Drivers, shall be liable to disciplinary sanctions.

Any competitor or driver whose accompanying ACI licensed drivers or mechanics cause disturbances to the smooth running of an event shall also be subject to disciplinary sanction.

5.2 At the time of entry, competitors must declare the name of the mechanic and the accompanying person licensed by ACI; family members not licensed by ACI are considered as accompanying persons even if they are not declared; in the case of a non-licensed person, the Competitor is liable (RSN art. 223 - Competitor's/Conductor's Liability) even for facts not directly attributable to him.

6. SAFETY APPAREL

6.1 At all stages of the competition, Drivers must wear the prescribed clothing: full overalls with valid CIK-FIA homologation, protective helmet complying with the CIK-FIA specifications https://www.fiakarting.com/sites/default/files/2023-08/Appendix_standards_for_karting_helmets.pdf, full gloves, high shoes with ankle protection.

The protective waistcoat may be used, in which case it must comply with the CIK-FIA specifications set out in Technical List No. 87.

6.2 It is compulsory to fill in the special clothing form, i.e. a declaration signed by the Competitor and Driver, that they undertake to wear safety clothing and an homologated helmet and to avail themselves of the collaboration of ACI licensed personnel for starting on the starting grid.



6.3 Articles of clothing likely to get caught in the various parts of the kart are prohibited. The wearing of metal piercings, bracelets and necklaces during races is prohibited and may be subject to a special check before the start.

Where equipment is found to be non-compliant and/or the presence of such jewellery which has not been removed, the driver concerned is not allowed on the track.

7. BRIEFING

7.1 Each event, before the start of the official qualifying rounds, includes a Briefing.

7.2 During the briefing, the Clerk of the Course will inform the Drivers about the starting procedures, the meaning of the main signal flags, the organisation of the event, the race behaviour, the section or zone of the track where repairs may be carried out during the race and anything else he deems appropriate to bring to the Drivers' attention.

7.3 All verified drivers are obliged to attend the Briefing by signing the "attendance sheet".

7.4 Drivers absent at the Briefing shall be sanctioned by the Stewards with fines amounting to € 125.00.

7.5 Il Briefing in attendance can be replaced by:

- written communication to be delivered to the Tenants, who sign for acknowledgement of receipt;
- e-mail and/or multimedia tools (video, etc.)

8. CATEGORIES, PERMITTED DRIVERS AND LICENCES

8.1 X30 MINI U10	
Licence	Naz. K Mini (born 1.1.2014)
Chassis	Chassis with valid or expired ACI/FIA Karting homologation for the MINI category and complying with Articles 1 and 2 of the X30 MINI Technical Regulations
Overall minimum mass	110 kg (total mass of the kart complete with driver in racing trim)
Race No.	01-199
8.2 X30 MINI	
Licence	Naz. K Mini (11 years) - Naz. G - Int. G
Chassis	Chassis with valid or expired ACI/FIA Karting homologation for the MINI category and complying with Articles 1 and 2 of the X30 MINI Technical Regulations
Overall minimum mass	110 kg (total mass of the complete kart with driver in racing trim)
Race No.	01-199
8.3 X30 JUNIOR	
Licence	National K Mini (from 11 years of age) - National G - Int. G - National F - Int. F
Chassis	with valid or expired CIK/FIA Karting homologation and complying with Articles 1 and 2 of the Technical Regulations X30 JUNIOR - X30 SENIOR - X30 MASTER - KA100
Overall minimum mass	145 kg (total mass of the complete kart with driver in racing trim)
Race No.	200-399
8.4 X30 SENIOR	
Licence	Naz. F - Int. F - Naz. E - Int. E
Chassis	with valid or expired CIK/FIA Karting homologation and complying with Articles 1 and 2 of the Technical Regulations X30 JUNIOR - X30 SENIOR - X30 MASTER - KA100
Overall minimum mass	155 kg (total mass of the complete kart with driver in racing trim)
Race No.	400-599
8.5 S125S	
Licence	Naz. F - Int. F - Naz. E - Int. E
Chassis	with valid or expired CIK/FIA Karting homologation and complying with articles 1 and 2 of Technical Reg. S125S - S125M
Overall minimum mass	155 kg (total mass of the complete kart with driver in racing trim)
Race No.	400-599
8.6 S125M	
8.6.1 S125M PRO	
Licence	Naz. F - Int. F - Naz. E - Int. E
Chassis	with valid or expired CIK-FIA Karting homologation and complying with articles 1 and 2 of Technical Reg. S125S - S125M
Overall minimum mass	167 kg (total mass of the complete kart with driver in racing trim)
Age	between 14 and 39 years of age during the year
Race No.	600-699
8.6.2 S125M GENTLEMAN	
Licence	Nat. E - Int. E
Chassis	with valid or expired CIK-FIA Karting homologation and complying with articles 1 and 2 of Technical Reg. S125S - S125M
Overall minimum mass	167 kg (total mass of the complete kart with driver in racing trim)
Age	from 40 years of age during the year
Race No.	600-699
8.7 X30 MASTER	
8.7.1 X30 MASTER PRO	
Licence	Naz. F - Int. F - Naz. E - Int. E
Chassis	with valid or expired CIK-FIA Karting homologation and articles 1 and 2 of the Technical Regulations X30 JUNIOR - X30 SENIOR - X30 MASTER - KA100
Overall minimum mass	167 kg (total mass of the complete kart with driver in racing trim)
Age	between 14 and 39 years of age during the year
Race No.	700-799
8.7.2 X30 MASTER GENTLEMAN	
Licence	Nat. E - Int. E
Chassis	with valid or expired CIK-FIA Karting homologation and articles 1 and 2 of the Technical Regulations X30 JUNIOR - X30 SENIOR - X30 MASTER - KA100
Overall minimum mass	167 kg (total mass of the complete kart with driver in racing trim)
Age	from 40 years of age during the year
Race No.	700-799
8.8 KA100	
8.8.1 KA100 Jr.	
Licence	Naz. K Mini (from 11 years of age) - Naz. G - Int. G - Naz. F - Int. F - Naz. E - Int. E
Chassis	with valid or expired CIK/FIA Karting homologation and compliant with Articles 1 and 2 of the Technical Regulations X30 JUNIOR - X30 SENIOR - X30 MASTER - KA100
Overall minimum mass	140 kg (total mass of the kart complete with driver in racing trim)
Race No.	800-899
8.8.2 KA100 Sr.	
Licence	Naz. G - Int. G - Naz. F - Int. F - Naz. E - Int. E
Chassis	with valid or expired CIK/FIA Karting homologation and compliant with Articles 1 and 2 of the Technical Regulations X30 JUNIOR - X30 SENIOR - X30 MASTER - KA100
Minimum overall mass	155 kg (total mass of the complete kart with driver in racing trim)
Race No.	800-899
8.9 Z-I	
8.9.1 Z-I PRO	
Licence	Naz. E - Int. E
Chassis	with valid or expired CIK-FIA Karting homologation and complying with articles 1 and 2 of the IAME Z-I Technical Reg.
Overall minimum mass	175 kg (overall mass of the kart complete with driver in racing trim)
Age	between 15 and 39 years of age during the year
Race No.	900-999
8.9.2 Z-I GENTLEMAN	
Licence	Naz. E - Int. E
Chassis	with valid or expired CIK-FIA Karting homologation and complying with articles 1 and 2 of the IAME Z-I Technical Reg.
Overall minimum mass	175 kg (overall mass of the kart complete with driver in racing trim)
Age	Age from 40 years old during the year
Race No.	900-999



9. MATERIAL ALLOWED

9.1 A maximum of two (2) engines and one (1) chassis of the same make and model per driver is allowed at each trial. The engines and chassis are checked by means of barcodes provided by the Promoter.

It is possible to punch a second chassis, exclusively in case the previously punched chassis is damaged and cannot be repaired. The Competitor/Driver, before leaving the "Finish Service Park", after the end of the official qualifying practice, qualifying heats, pre-final, must inform and have the ACI Technical Delegate check the current state of the chassis, who will inform the Stewards of the outcome of the check and request, if necessary, authorisation to replace the damaged chassis. The replaced chassis must be of the same make and model as the one previously punched in the same event.

9.2 The exchange of chassis and/or engines and/or i between Competitors/Conductors is prohibited.

9.3 Only tyres that comply with the regulations may be used, without any treatment and/or modification.

9.4 Tyres for the official phase are distributed by drawing lots, directly by the Promoter, at the competition. Each tyre has a bar code. Upon delivery, the barcodes are registered in the computerised management system and a physical copy of the registration is given to the Competitor/Conductor as confirmation of registration.

9.5 The registration of the tyres for the official phase is carried out by scanning the barcodes before the start of the official qualifying session.

9.6 The tyres are checked by reading the barcode at all sessions of the race, official qualifying, qualifying heats, pre-final and final.

9.7 It is compulsory to use new, never used 'Slick' tyres from the official qualifying practice.

9.7.1 Categories X30 Mini U10/X30 Mini/X30 Junior/S125M/X30 Master/Z-I: maximum number of tyres allowed for each event is n. 1 set of 'Slick' tyres (2 front + 2 rear) for official Qualifying Practice, Qualifying Heats, Pre Final, Final. The warm up is considered free for the use of tyres.

9.7.2 X30 Senior/S125S category: maximum number of tyres allowed for each event is no. 3 front and no. 3 rear 'Slick' tyres for the official qualifying, heats, pre-final, final. The warm up is considered free for the purpose of tyre use.

9.7.3 Category KA100: maximum number of tyres allowed for each event, from the official qualifying session to the final round, is no. 2 front and no. 2 rear 'Slicks'. The warm up is considered free for the purpose of tyre use. It is the competitor's right to use 'used' tyres as long as they are registered.

9.7.4 For categories X30 Mini U10/X30 Mini/X30 Junior/X30 Senior/S125S/S125M/X30 Master/KA100/Z-I: a maximum of no. 4 front + 4 rear 'Rain' tyres are allowed per event

9.8 In the event of a track being declared wet and/or for safety reasons, the Stewards of the Meeting may order changes to the pre-established restrictions on the use of tyres, authorising the use of additional tyres.

9.9 It is compulsory to use new, never used 'Rain' tyres. 'Rain' tyres may be obtained from the Promoter at the competition or be the property of the Competitor/Conductor. The distribution of 'Rain' tyres is not guaranteed on the competition field. The registration of 'Rain' tyres only can be made no later than the start of the first official practice of the day, as scheduled, and/or no later than two hours after the declaration of a wet track.

9.10 In the event of a damaged tyre which is deemed unrepairable, the Competitor/Driver may request a replacement with a used tyre of the same specification for the category, subject to authorisation from the Stewards. In any case, the tyre may only be replaced if the damage has prevented the Competitor from completing the previous heat to which the damage was reported.

9.11 In the event of a defective tyre, the Competitor/Conductor may request a replacement with a new tyre of the same specifications for the category, subject to authorisation from the Stewards of the Meeting after hearing the opinion of the Delegated Scrutineer and/or the person in charge of the tyre supplying company present on the competition field.



9.12 In both cases, the decision to agree to the substitution is subject to the authorisation of the Stewards of the Meeting after hearing the opinion of the Delegated Scrutineer and/or the person in charge of the tyre supplying company present on the course.

10. VIDEO RECORDING DEVICES

10.1 The recognised video recording devices are only the official V.A.L.M. S.r.l./IAME Series Italy 2024. Any other devices are prohibited, as is the mounting of cameras or similar on the karts. Violation is sanctioned by the Stewards.

11. APPLICATIONS - ENTRY FEES

11.1 Participation in the IAME Series Italy 2024 is reserved for Competitors and Drivers entered in the TdM in application of the provisions of this Article 11.

11.2 Individual Event Registration

The entry application must be made using the entry form published on www.iame-motorsport.com, enclosing the required documents, which **must reach the organiser no later than the Friday of the week preceding the race** accompanied by a copy of the transfer of the entry fee:

CATEGORIES:

X30 MINI U10, X30 MINI, X30 JUNIOR, X30 SENIOR, S125S

Euro 271,00 + VAT

X30 MASTER, S125M, KA100, Z-I

Euro 205,00 + VAT

The entry fee includes the waste disposal fee, any Live Web TV services and the distribution of rankings.

11.3.1 Applications received after the deadline (Friday of the week preceding the competition) are increased by 20%.

11.3.2 Applications received after the Monday preceding the competition are not accepted.

11.3.3 Following registration, non-participation in the competition does not entitle the participant to a refund, partial or total, of the entry fee paid.

11.3.4 Competitors/drivers implicitly undertake to comply with all the regulations governing the individual events. Competitors/drivers confirm that they have read and accept the regulations, and certify the conformity of their vehicles, by means of the entry form.

The competitor must declare the serial numbers of engines and chassis as well as the name and relevant ACI licence of the assistant mechanic delegated to represent him in the Parc Fermé.

11.4 With reference to the number of drivers entered, categories may be merged with categories of the same Brand Trophy with similar characteristics, with separate classifications.

11.5 Race Numbers

11.5.1 Competition numbers are allocated by the Promoter, who coordinates the sporting activity, according to the category they belong to.

The number is valid annually and must remain the same at all official IAME Series Italy 2024 competitions.

11.5.2 The competition number must be

- applied on the front and rear number plates and on the outer side of both side fairings;
- in 'Arial' font with the following dimensions: minimum height 150 mm and minimum width 20 mm;
- black with yellow background.

12. INSURANCE

12.1 The Organiser of each event insures the competition in the manner and terms provided for by the ACI Federation regulations. In this context, the third party liability policy mentioned in the RSN, responds to the canons foreseen by art. 124 of the Insurance Code, with the minimums foreseen by law and does not relieve Competitors and Drivers from any liability they may incur outside the object of the insurance and further general and special policy conditions as published on the federal website. It is understood that Competitors and Drivers are free to insure themselves against their own risks.



13. COMPETITION CALENDAR

13.1 The IAME Series Italy 2024 events take place according to the National Sporting Calendar approved by ACI (see Appendix 1).

13.2 Should the organisers, at the Promoter's request, cancel one (or more) event(s), these shall be made up where possible. Such variations, for which the Promoter is not responsible, shall still constitute the composition of the calendar valid for the award of the title. The recovered races are valid for all purposes for the final classifications.

14. ARTICULATION OF THE EVENT

14.1 Categories X30 Mini U10, X30 Mini, X30 Junior, X30 Senior, S125S

14.2 Official Free Practice

During free practice, the Clerk of the Course is entitled to admit a number of karts not exceeding 50% of the maximum capacity provided for by the homologation of the track at the same time and in any case on permanent Grade A tracks the maximum capacity allowed is 51 karts.

14.3 Official Qualifying Trials

For each category there is one official qualifying session of 6' (six minutes) and a minimum of 3 laps. Drivers who have passed scrutineering must take part in official free practice in order to take part in official qualifying and, if necessary, are divided by the stewards into two or more series. In each round, a number of Drivers not exceeding the capacity of the track is allowed on the track at the same time. Each driver chooses when to start in his/her turn and the start is considered valid if the driver has crossed the no-return line drawn at the exit of the pre-grid; the lap is considered valid if it is completed. The valid qualifying time is the best time acquired within one's own round. In case of ex-aequo, the 2nd best time is taken and so on.

The final classification of the official qualifying rounds is determined as follows:

- In the case of a single series, the grid is determined by the classification of the official qualifying practice, carried out in ascending order of the best lap time achieved by each driver.

- In case of two or more series the ranking is determined as follows: (in case of two series) 1st place goes to the first classified of the 1st series (fastest time overall); 2nd place goes to the first classified of the 2nd series; 3rd place goes to the second classified of the 1st series; 4th place goes to the second classified of the 2nd series; 5th place goes to the third classified of the 1st series; and so on. The driver who has not completed the minimum number of laps envisaged and/or has no valid time shall be assigned the last position in the classification. In the case of several Drivers who have not completed the minimum number of laps scheduled and/or have no valid time, the positions are determined by drawing lots.

Mechanics are not permitted to help their drivers if they have crossed the no-return line drawn at the exit of the pre-grid. No driver may leave the repair area without the authorisation of the marshals. In the event of two or more categories being combined, the line-up follows the ascending order of the best times achieved in each category. The overall best time determines the first classified category and then, always in ascending order, the second classified category is lined up, and so on, always following the ascending order of the fastest category.

14.4 Qualifying Heats

The qualifying heats are held:

a) Number verified drivers equal to or less than the track capacity

Drivers run two qualifying heats. The starting order for the first heat is determined by the classification after the official qualifying practice. The starting order for the second heat is determined by the finishing order of the first heat. For each heat, at the end of which the drivers are classified according to the number of laps completed, the following penalties are awarded:

0 to 1st place;

2 to 2nd place;

3 to 3rd place;

and so on with increasing progression of one penalty. All Drivers who, after the start, have not completed all the laps scheduled and even if they have not finished the heats, must be classified according to the number of laps actually completed. A driver who does not take the start in one of the heats (no matter for what reason) shall receive a number of penalties equal to the number of starting drivers, plus one. A driver who has been black-flagged or excluded shall receive a number of penalties equal to the number of starting drivers, plus two. In the event of ex-aequo of one or more drivers, the best time recorded in the official qualifying practice shall be decisive. Drivers classified after the qualifying heats are admitted to the Final.

b) Number of verified persons exceeding the runway capacity

After the official qualifying, the Drivers must be divided into groups (A, B, C, etc.) taking into account the track capacity and the number of Drivers tested (Drivers per group up to a maximum of half the track capacity). Drivers are assigned to these groups according to the classification of the official qualifying practice: for example, in the case of 4 groups, the first classified Driver starts in group A, the second in group B, the third in group C, the fourth in group D, the fifth in group A, the sixth in group B, the seventh in group C, etc. Each group must compete against each of the other groups. In the case of 4 groups, the group matches (elimination heats) are as follows:

1st - B versus C



2nd - A versus D
3rd - B versus D
4th - A versus C
5th - C versus D
6th - A versus B

The starting order for each heat is always determined according to the classification of the official qualifying practice. For each heat, the following penalties are allocated according to the order of arrival:

to 1st: 0 penalties;

to the 2nd: 2 penalties;

to the 3rd: 3 penalties;

and so on, progressively increasing by one penalty. A driver who after the start has not completed all the laps scheduled, and/or has not finished the heats, shall be classified according to the number of laps actually completed. A driver who does not take the start in one of the heats (no matter for what reason) will receive a number of penalties equal to the number of starting drivers in groups A and B plus one (A+B+1). A driver, who has been black-flagged or excluded, receives a number of penalties equal to the number of starting drivers in groups A and B plus two (A+B+2).

At the end of the qualifying heats, a ranking is drawn up by adding up all the penalties scored by each driver. In the event of ex-aequo between two or more Drivers, the best time recorded in the official qualifying heats shall be decisive. Drivers classified after the qualifying heats, up to the capacity of the track, are admitted to the Final.

In the case of categories with 60 or more verified Drivers, two pre-finals will be held: Pre-Final A and Pre-Final B.

14.5 Pre-Final A - Pre-Final B

The starting grid for the pre-finals A and B, foreseen in categories with 60 or more verified Drivers, is established according to the classification positions of the qualifying heats and, in case of a tie, according to the classification after the official qualifying practice.

The first classified driver after the qualifying heats starts in pre-final A, the second in pre-final B, the third in pre-final A, the fourth in pre-final B, the fifth in pre-final A, the sixth in pre-final B and so on until the capacity of the track for each of the two pre-finals is reached.

In the event of ex-aequo between two or more Drivers, the tie-breaker must be made on the basis of the best time achieved in official qualifying.

In each pre-final, the following penalties are awarded according to the order of arrival:

to 1st: 0 penalties;

to the 2nd: 2 penalties;

to the 3rd: 3 penalties;

and so on, progressively increasing by one penalty. A driver who has not completed all the laps scheduled after the start and/or has not finished the pre-final shall be classified according to the number of laps actually completed.

A driver who does not take the start in one of the pre-finals (no matter for what reason) receives a number of penalties equal to the number of starting drivers plus 1. A driver who has been shown the black flag or has been excluded receives a number of penalties equal to the number of starting drivers plus 2.

At the end of the pre-finals, a ranking is drawn up by adding up all the penalties achieved by each driver in the qualifying heats and in the pre-finals. In case of ex-aequo between two or more Drivers, the run-off shall be made on the basis of the best time achieved in the official qualifying practice. This classification determines the starting grid for the Final.

14.6 Final

The starting grid for the Final is determined by the overall ranking after the pre-finals, up to the capacity of the track.

14.6.1 Final not preceded by pre-final:

The starting grid for the Final is determined by the general classification after the qualifying heats.

14.7 Categories S125M, X30 Master, KA100, Z-I

14.8 Official Free Practice

During free practice, the Clerk of the Course is entitled to admit a number of karts not exceeding 50% of the maximum capacity provided for by the homologation of the track at the same time and in any case on permanent Grade A tracks the maximum capacity allowed is 51 karts.

14.9 Qualifying Practices

An official qualifying session of 6' (six minutes) and a minimum of 3 laps is scheduled. Drivers who have passed scrutineering must take part in the official qualifying session and, if necessary, are divided by the stewards into two or three series. In each round, a number of Drivers not exceeding the capacity of the track is allowed on the track at the same time. Each driver chooses when to start in his/her turn and the start is considered valid if the driver has crossed the no-return line drawn at the exit of the pre-grid; the lap is considered valid if it is completed. The valid qualifying time is the best time acquired within one's own round. In case of ex-aequo, the 2nd best time is taken and so on.

The final classification of the official qualifying session is determined by the ranking in ascending order of the best lap time achieved by each driver.



Mechanics are not permitted to help their drivers if they have crossed the no-return line drawn at the exit of the pre-grid. No driver may leave the repair area without the authorisation of the marshals.

14.10 Pre-Final

The starting grid for the pre-final is determined by the ranking after the official qualifying practice.

14.11 Final

Drivers are admitted to the Final on the basis of their pre-Final standings and, in the event of a tie, on the basis of best times or laps completed. The starting grid of the Final is determined by the pre-Final classifications.

14.12 Should the opportunity arise, it is possible to organise events with two rounds, both of which are valid for the final classification. Each event shall take place in accordance with the procedure laid down in Article 14 "Organisation of the Event".

14.13 The race procedure as well as the number of laps are laid down in the Supplementary Regulations of each individual event and the RDS Karting Regulations 2024.

14.14 Signals, complying with the prescriptions of the RDS Karting Sporting Regulations 2024 art. 14, are used in all phases of the event. Drivers must observe, in practice and in the race, all the rules of conduct dictated by the texts referred to in article 1.2 of these Regulations, which are understood to be reproduced here in full, and all the provisions issued by the Officials. The use of the blue and red flag (double diagonal) displayed together with a panel bearing the race number of the driver of the kart marked with the same number: it indicates to the Driver that he is about to be lapped or that he has been lapped and must therefore return to the pits. This signalling is the sole responsibility of the Race Director.

15. START

15.1 The start of the qualifying, pre-final and final heats takes place as follows:

- classes without gear shift rolling start (moving kart)
- classes with gear shift standing start with engine running

15.2 The personnel helping the drivers to start the karts on the starting grid must hold an ACI licence as assistant mechanic.

15.3 The starting signal may be given with a tricolour flag or by the green light of the semaphore or the red lights going out. The Supplementary Regulations must specify which type of signal is used.

15.4 Interruption of a competition and starting procedures

Please refer to d to the RDS Karting Sporting Regulations 2024.

15.5 Wet Race

Please refer to the provisions of the RDS Karting Sporting Regulations 2024.

16. PARC FERME'

16.1 Access to the Parc Fermé is allowed only to the driver, his kart, the assistant mechanic in possession of an ACI licence declared on the entry form and the Scrutineering Form.

16.2 If, having crossed the 'finish line', the Scrutineer and/or Official of Merit (Judge of Fact) indicates that the front spoiler of one or more karts is not in the correct position (see RDSTk 2022 Art. 4.14, 4.14.1, 4.14.2, 4.14.3, 4.14.4 a/b/c/d/e/f/g and Appendices) a time penalty of 3" (three seconds) shall be inflicted on the Driver concerned by the Stewards of the Meeting (or the Official Judge).

Pursuant to Articles 215a and 228 of the RSN in force, this penalty is not appealable.

Incorrect fitting of the front spoiler and/or alteration of its attachment to the frame will result in exclusion from the competition.

Attempting to remount the front spoiler and/or reposition it to the chassis shall result in exclusion from the event and a fine of EUR 260.00 (two hundred and sixty euros).



17. PASS

17.1 Each driver is allocated a maximum number of 5 passes.

1 pass Competitor, if the Competitor is not also the Driver

1 pass Conductor

1 Mechanic pass with ACI assistant mechanic's licence, entitled to access the Parc Fermé

1 pass ACI-licensed assistant mechanic delegated by the Competitor to represent him/her at the Engine Technical Inspection

1 guest pass

18. PRIZES

18.1 The following prizes are awarded for each event and category

First place Trophy

Second place Cup

Third place Cup

The final prize money is announced prior to the holding of **Round 1** 2024.

18.2 Awarded drivers are obliged to attend the prize-giving ceremony wearing the correctly fitted race suit.

18.3 The Supplementary Regulations of each event may provide for additional prizes.

19. IAME SERIES ITALY SCORING TABLE

19.1 Categories: X30 Mini U10, X30 Mini, X30 Junior, X30 Senior, S125S:

ROUND 1

POSITION	HEAT SCORE (without pre-final)	HEAT SCORE (with pre-final)	FINAL SCORE
1st Classified	30 points	30 points	50 points
2nd Classified	20 points	20 points	30 points
3rd Classified	10 points	10 points	20 points
4th Classified	9 points	9 points	15 points
5th Classified	8 points	8 points	10 points
6th Classified	7 points	7 points	9 points
7th Classified	6 points	6 points	8 points
8th Classified	5 points	5 points	7 points
9th Classified	4 points	4 points	6 points
10th Classified	3 points	3 points	5 points
11th Classified	2 points	2 points	4 points
12th Classified	1 points	1 points	3 points
13th Classified			2 points
14th Classified			1 points

ROUND 2

POSITION	HEAT SCORE (without pre-final)	HEAT SCORE (with pre-final)	FINAL SCORE
1st Classified	40 points	40 points	60 points
2nd Classified	30 points	30 points	40 points
3rd Classified	20 points	20 points	30 points
4th Classified	10 points	10 points	20 points
5th Classified	9 points	9 points	15 points
6th classified	8 points	8 points	12 points
7th Classified	7 points	7 points	10 points
8th Classified	6 points	6 points	9 points
9th Classified	5 points	5 points	8 points
10th Classified	4 points	4 points	7 points
11th Classified	3 points	3 points	6 points
12th Classified	2 points	2 points	5 points
13th Classified	1 points	1 points	4 points
14th Classified			3 points
15th Classified			2 points
16th Classified			1 points



ROUND 3

POSITION	HEAT SCORE (without pre-final)	HEAT SCORE (with pre-final)	FINAL SCORE
1st Classified	50 points	50 points	70 points
2nd Classified	40 points	40 points	50 points
3rd Classified	30 points	30 points	40 points
4th Classified	20 points	20 points	30 points
5th Classified	15 points	15 points	25 points
6th Classified	10 points	10 points	20 points
7th Classified	9 points	9 points	15 points
8th Classified	8 points	8 points	12 points
9th Classified	7 points	7 points	10 points
10th Classified	6 points	6 points	9 points
11th Classified	5 points	5 points	8 points
12th Classified	4 points	4 points	7 points
13th Classified	3 points	3 points	6 points
14th Classified	2 points	2 points	5 points
15th Classified	1 points	1 points	4 points
16th Classified			3 points
17th Classified			2 points
18th Classified			1 points



ROUND 4

POSITION	HEAT SCORE (without pre-final)	HEAT SCORE (with pre-final)	FINAL SCORE
1st Classified	60 points	60 points	80 points
2nd Classified	50 points	50 points	60 points
3rd Classified	40 points	40 points	50 points
4th Classified	30 points	30 points	40 points
5th Classified	20 points	20 points	35 points
6th Classified	15 points	15 points	30 points
7th Classified	10 points	10 points	25 points
8th Classified	9 points	9 points	20 points
9th Classified	8 points	8 points	15 points
10th Classified	7 points	7 points	12 points
11th Classified	6 points	6 points	10 points
12th Classified	5 points	5 points	9 points
13th Classified	4 points	4 points	8 points
14th Classified	3 points	3 points	7 points
15th Classified	2 points	2 points	6 points
16th Classified	1 points	1 points	5 points
17th Classified			4 points
18th Classified			3 points
19th Classified			2 points
20th Classified			1 points

ROUND 5

POSITION	HEAT SCORE (without pre-final)	HEAT SCORE (with pre-final)	FINAL SCORE
1st Classified	70 points	70 points	90 points
2nd Classified	60 points	60 points	70 points
3rd Classified	50 points	50 points	60 points
4th Classified	40 points	40 points	50 points
5th Classified	30 points	30 points	45 points
6th Classified	20 points	20 points	40 points
7th Classified	15 points	15 points	35 points
8th Classified	10 points	10 points	30 points
9th Classified	9 points	9 points	25 points
10th Classified	8 points	8 points	20 points
11th Classified	7 points	7 points	15 points
12th Classified	6 points	6 points	12 points
13th Classified	5 points	5 points	10 points
14th Classified	4 points	4 points	9 points
15th Classified	3 points	3 points	8 points
16th Classified	2 points	2 points	7 points
17th Classified	1 points	1 points	6 points
18th Classified			5 points
19th Classified			4 points
20th Classified			3 points
21st Classified			2 points
22nd Classified			1 points



ROUND 6

POSITION	HEAT SCORE (without pre-final)	HEAT SCORE (with pre-final)	FINAL SCORE
1st Classified	80 points	80 points	100 points
2nd Classified	70 points	70 points	80 points
3rd Classified	60 points	60 points	70 points
4th Classified	50 points	50 points	60 points
5th Classified	40 points	40 points	55 points
6th Classified	30 points	30 points	50 points
7th Classified	20 points	20 points	45 points
8th Classified	15 points	15 points	40 points
9th Classified	10 points	10 points	35 points
10th Classified	9 points	9 points	30 points
11th Classified	8 points	8 points	25 points
12th Classified	7 points	7 points	20 points
13th Classified	6 points	6 points	15 points
14th Classified	5 points	5 points	12 points
15th Classified	4 points	4 points	10 points
16th Classified	3 points	3 points	9 points
17th Classified	2 points	2 points	8 points
18th Classified	1 points	1 points	7 points
19th Classified			6 points
20th Classified			5 points
21st Classified			4 points
22nd Classified			3 points
23rd Classified			2 points
24th Classified			1 points

19.2 Categories: S125M, X30 Master, KA100, Z-I:

ROUND 1

POSITION	PRE-FINAL SCORE	FINAL SCORE
1st Classified	30 points	50 points
2nd Classified	20 points	30 points
3rd Classified	10 points	20 points
4th Classified	9 points	15 points
5th Classified	8 points	10 points
6th Classified	7 points	9 points
7th Classified	6 points	8 points
8th Classified	5 points	7 points
9th Classified	4 points	6 points
10th Classified	3 points	5 points
11th Classified	2 points	4 points
12th Classified	1 points	3 points
13th Classified		2 points
14th Classified		1 points

ROUND 2

POSITION	PRE-FINAL SCORE	FINAL SCORE
1st Classified	40 points	60 points
2nd Classified	30 points	40 points
3rd Classified	20 points	30 points
4th Classified	10 points	20 points
5th Classified	9 points	15 points
6th Classified	8 points	12 points
7th Classified	7 points	10 points
8th Classified	6 points	9 points
9th Classified	5 points	8 points
10th Classified	4 points	7 points
11th Classified	3 points	6 points
12th Classified	2 points	5 points
13th Classified	1 points	4 points
14th Classified		3 points
15th Classified		2 points
16th Classified		1 points



ROUND 3

POSITION	PRE-FINAL SCORE	FINAL SCORE
1st Classified	50 points	70 points
2nd Classified	40 points	50 points
3rd Classified	30 points	40 points
4th Classified	20 points	30 points
5th Classified	15 points	25 points
6th Classified	10 points	20 points
7th Classified	9 points	15 points
8th Classified	8 points	12 points
9th Classified	7 points	10 points
10th Classified	6 points	9 points
11th Classified	5 points	8 points
12th Classified	4 points	7 points
13th Classified	3 points	6 points
14th Classified	2 points	5 points
15th Classified	1 points	4 points
16th Classified		3 points
17th Classified		2 points
18th Classified		1 points



ROUND 4

POSITION	PRE-FINAL SCORE	FINAL SCORE
1st Classified	60 points	80 points
2nd Classified	50 points	60 points
3rd Classified	40 points	50 points
4th Classified	30 points	40 points
5th Classified	20 points	35 points
6th Classified	15 points	30 points
7th Classified	10 points	25 points
8th Classified	9 points	20 points
9th Classified	8 points	15 points
10th Classified	7 points	12 points
11th Classified	6 points	10 points
12th Classified	5 points	9 points
13th Classified	4 points	8 points
14th Classified	3 points	7 points
15th Classified	2 points	6 points
16th Classified	1 points	5 points
17th Classified		4 points
18th Classified		3 points
20th Classified		2 points
21th Classified		1 points



ROUND 5

POSITION	PRE-FINAL SCORE	FINAL SCORE
1st Classified	70 points	90 points
2nd Classified	60 points	70 points
3rd Classified	50 points	60 points
4th Classified	40 points	50 points
5th Classified	30 points	45 points
6th Classified	20 points	40 points
7th Classified	15 points	35 points
8th Classified	10 points	30 points
9th Classified	9 points	25 points
10th Classified	8 points	20 points
11th Classified	7 points	15 points
12th Classified	6 points	12 points
13th Classified	5 points	10 points
14th Classified	4 points	9 points
15th Classified	3 points	8 points
16th Classified	2 points	7 points
17th Classified	1 points	6 points
18th Classified		5 points
19th Classified		4 points
20th Classified		3 points
21st Classified		2 points
22nd Classified		1 points

ROUND 6

POSITION	PRE-FINAL SCORE	FINAL SCORE
1st Classified	80 points	100 points
2nd Classified	70 points	80 points
3rd Classified	60 points	70 points
4th Classified	50 points	60 points
5th Classified	40 points	55 points
6th Classified	30 points	50 points
7th Classified	20 points	45 points
8th Classified	15 points	40 points
9th Classified	10 points	35 points
10th Classified	9 points	30 points
11th Classified	8 points	25 points
12th Classified	7 points	20 points
13th Classified	6 points	15 points
14th Classified	5 points	12 points
15th Classified	4 points	10 points
16th Classified	3 points	9 points
17th Classified	2 points	8 points
18th Classified	1 points	7 points
19th Classified		6 points
20th Classified		5 points
21st Classified		4 points
22nd Classified		3 points
23rd Classified		2 points
24th Classified		1 points

19.3 Each Driver of each category will be awarded, after the qualifying rounds, n. 5 participation points. These points will be increased of further n. 5 points for each subsequent regular participation to the 6 Rounds of IAME Series Italy 2024.

- Round 1, 5 points; Round 2, 10 points; Round 3, 15 points; Round 4, 20 points; Round 5, 25 points; Round 6, 30 points.

In the event of non-participation in any Round, the award starts again from No. 5 points.

19.4 Drivers of each category achieving Pole Position (Qualifying Practice) and Best Lap (Qualifying Heat, Pre-Final A, Pre-Final B, Pre-Final, Final) will be awarded n. 5 points, with a maximum of n. 10 points per Driver in each Round (6) of IAME Series Italy 2024.

20. OFFICIAL REGULATION

The present Regulations are published in both Italian and English. In case of any dispute, the Italian version of these Rules will take precedence.



21. ANNEXES

Annex 1: IAME Series Italy 2024 race calendar

VISA IS APPROVED

The Secretary of the ACI Sports Bodies

Dr. Marco Ferrari