



## APPENDIX

### IAME Series Italy 2024 SPORT REGULATIONS

#### IAME Series Italy - OPEN GAMES 2024

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

#### 1. FOREWORD

**1.1** For all matters not expressly indicated in this Appendix, reference is made to the IAME Series Italy 2024 Rules and subsequent amendments and additions, which are deemed to be reproduced here in full.

#### 2. GENERAL PRINCIPLES

**2.1** V.A.L.M. S.r.l. establishes IAME Series Italy - OPEN GAMES 2024, single race on one or more days, reserved to the categories X30 Mini U10, X30 Mini, X30 Junior, X30 Senior, S125S, S125M, X30 Master, KA100, Z-I.

The event is organised by an organiser in possession of an ACI licence and a circuit with valid ACI Federation homologation.

**2.2** The race valid for IAME Series Italy - OPEN GAMES 2024 is entered in the ACI National Sporting Calendar, foresees authorised foreign participation (ENPEA) and is part of a calendar of sporting events as indicated in Calendar Article 13 of the IAME Series Italy 2024 Regulations.

**2.3** At the IAME Series Italy - OPENS GAME 2024 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 allowed. Chassis and related bodies of new homologation are also allowed 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** IAME Series Italy - OPENS GAME 2024 awards a score, which is useful for the ranking of the competition and determines the allocation of the final prizes.

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

**2.5** IAME Series Italy - OPEN GAMES 2024 awards the title of IAME Series Italy - OPEN GAMES 2024 Category Winner.

#### 3. PERMISSIBLE MATERIAL

**3.1** At IAME Series Italy - OPEN GAMES 2024 a maximum of two (2) engines and one (1) chassis of the same make and model per Driver are allowed. The control of the engines and chassis are carried out 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.

**3.2** The exchange of chassis and/or engines and/or tyres between Competitors/Conductors is prohibited.

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

**3.4** 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.

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

**3.6** The tyres are checked by reading the barcode at all sessions of the race, official qualifying, elimination heats, clash race, pre-final, final.



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

**3.7.1** For X30 Senior/S125S categories: maximum number of tyres allowed, official qualifying practice, qualifying heat, clash race and final, is no. 3 front and no. 3 rear 'Slicks'. The warm up is considered free for the purpose of tyre use.

**3.7.2** For X30 Mini U10/X30 Mini/X30 Junior/S125M/X30 Master/KA100/Z-I categories: maximum number of tyres allowed is n. 1 set of 'Slick' tyres (2 front + 2 rear) for official qualifying, qualifying heat, clash race, pre-final, final. The warm up is considered free for the purpose of tyre use.

**3.7.3** For all categories: a maximum of no. 4 front + 4 rear 'Rain' tyres are permitted.

**3.8** 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.

**3.9** 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.

**3.10** In the event of a damaged tyre which is deemed unrepairable, the Competitor/Conductor 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 run prior to which the damage was reported.

**3.11** 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.

**3.12** 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.

#### **4. APPLICATIONS - ENTRY FEES**

**4.1** Entry to IAME Series Italy - OPEN GAMES 2024 is reserved for Competitors and Drivers participating in the TdM in application of the provisions of this Article 4.

**4.2** Registration for IAME Series Italy - OPEN GAMES 2024

The application must be made:

- for Competitors/Conductors of the categories X30 Mini U10, X30 MINI, X30 JUNIOR, X30 SENIOR, S125S, S125M, X30 MASTER, KA100, Z-I via the entry form published on the website [www.iame-motorsport.com](http://www.iame-motorsport.com) attaching the required documents, which must reach the organiser by Friday 9 February 2024, accompanied by the copy of the bank transfer of the entry fee of:

**CATEGORIES:**

**X30 MINI U10, X30 MINI, X30 JUNIOR, X30 SENIOR, S125S  
S125M, X30 MASTER, KA100, Z-I**

**Euro 271 + VAT  
Euro 205 + VAT**

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

**4.2.1** Applications received after the deadline (Friday 9 February 2024) are increased by 20%.

**4.2.2** Applications received after Monday 12 February 2024 will not be accepted.

**4.2.3** Following registration, non-participation in the competition does not entitle the participant to a refund of all or part of the entry fee paid.



**4.2.4** Competitors/Conductors implicitly commit themselves to comply with all the regulations governing IAME Series Italy - OPEN GAMES 2024. Competitors/Conductors confirm that they have read and accept the Regulations, and certify the compliance 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.

**4.3** 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.

## **5. ARTICULATION OF THE IAME Series Italy - OPEN GAMES 2024**

### **5.1 Categories X30 Mini U10, X30 Mini, X30 Junior, X30 Senior, S125S**

#### **5.2 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.

#### **5.3 Qualification Practice**

A qualifying session of 6' (six minutes) and a minimum of 3 laps is scheduled for each category. Drivers who have passed scrutineering must take part in official free practice in order to take part in qualifying and, if necessary, are divided by the stewards into two or three series. In each session, 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 qualifying rounds is determined as follows:

- In the case of a single series, the grid is determined by the classification of the 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. Any 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, 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 from the fastest category.

#### **5.4 Qualifying Heats**

The qualifying heats are held:

##### **a) Number verified drivers equal to or less than the runway 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 more than 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 verified Drivers per group (maximum half of 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) receives a number of penalties equal to the number of starting drivers in groups A and B plus 1 (A+B+1). A driver, who has been black-flagged or excluded, receives a number of penalties equal to the number of drivers starting in groups A and B plus 2 (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 case of ex-aequo between two or more Drivers, the best time recorded in the official qualifying heats is decisive. Drivers ranked after the qualifying heats are admitted to the Final.

In the case of categories from 24 to 36 classified drivers, Clash Races will be held.

### 5.5 Clash Race

Qualifying for Clash Race are the categories from 24 to 36 classified drivers after the qualifying heats that decide the starting grid of

- Clash Race A, determined according to the classification after the qualifying heats; e.g. in the case of 36 drivers from 1st (first) to 18th (18th) classified;
- Clash Race B, determined according to the classification after the qualifying heats; e.g. in the case of 36 drivers from 19th (19th) to 36th (36th) classified.

A driver who does not finish the Clash Race after the start must be classified according to the number of laps actually completed.

The driver who does not take the start in Clash Race A, B (no matter for what reason) is awarded the last position in the general classification.

In the case of several drivers not taking the start, positions are determined by drawing lots.

The driver, who has been shown the black flag or has been excluded, is awarded the last position in the general classification.

In the event of more than one driver being excluded, the positions are determined by drawing lots.

At the end of Clash Race A and B, rankings are drawn up, according to the respective finishing orders, which determine the overall classification. This overall ranking determines the starting grid for the Final.

### 5.6 Final

The starting grid for the Final is determined by the overall ranking after Clash Race A, B.

#### 5.6.1 Final not preceded by Clash Race

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

### 5.7 Categories S125M, X30 Master, KA100, Z-I

#### 5.8 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.

#### 5.9 Qualifying Practice

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.



#### 5.10 Pre-Final

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

#### 5.11 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.

5.12 The race procedure, as well as the number of minutes of the race plus 1 lap, are laid down in the Supplementary Regulations.

5.13 Signals, in compliance 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.

### 6. START

6.1 Departures take place as follows:

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

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

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

6.4 Interruption of a Race and Starting Procedures

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

6.5 Wet Race

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

### 7. PARC FERME'

7.1 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.

7.2 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).

### 8. PASS

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

The following passes are issued to the audited competitor:

- 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;



## 9. PRIZES AND RANKINGS

9.1 At IAME Series Italy - OPEN GAMES 2024 the following prizes of honour are awarded for each category based on the order of arrival in the Final

First place	Trophy
Second place	Cup
Third place	Cup

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

9.3 The Supplementary Regulations may provide for additional prizes.

## 10. BONUS

10.1 Drivers in each category who achieve Pole Position (qualifying practice) and Best Lap (qualifying heats, clash race A and B, pre-final, final) are awarded 5 points, with a maximum of 10 points per driver during the event.  
The points acquired are added to the score for the IAME Series Italy 2024 category title (see Annex 1 art. 2)

## 11. 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.