



2024 REGULATIONS



EUROCUP KARTING – Victory Concept
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1. SPORTS REGULATIONS

The EUROKUP KARTING event is organized by the ASK ACO, selected to organize the race, in collaboration with Victory Concept and under the aegis of the FFSA.

The Briefing is obligatory for all Drivers and Competitors. The exact time will be included in the event timetable. The presence of the Drivers may also be required during an additional briefing which will take place on Saturday or Sunday, upon decision of the Race Director. It is the duty of Drivers/Competitors to inquire about any additional briefings. This information will appear on official notice boards and will be available at the administrative office. It will be mandatory to sign a signature sheet during the briefing. Any driver absent during the briefing will have his two best times from qualifying practice removed.

In the case of an electronic briefing, drivers and competitors must read it.

Driving is prohibited on Thursday morning on the circuit where the event takes place.

2. REGULATIONS

These regulations are specific to EUROKUP KARTING. As such, no other specific regulations can be applied without written agreement from Victory Concept and the FFSA.

In addition to the articles and specifications of these regulations, it will be applied, at the sporting and technical level, the specific 2024 regulations of the IAME brand cup and for the federal categories, the international sports code 2024 as well as the FFSA 2024 sports annex and the general FIA Karting 2024 requirements.

Participating in EUROKUP KARTING implies accepting these regulations in their entirety as well as the FFSA regulations and respecting them.

Victory Concept reserves the right to modify, without notice, or to cancel one or more articles of these regulations (General, technical and sporting) with the agreement of the FFSA or at the request of authorized officials present during the events.

Anything that is not authorized in these regulations, in the IAME Brand Cup regulations or in the FFSA Sporting or Technical Appendix is prohibited.

Each driver can register in one or more categories. The organization reserves the right to add or delete one or more categories.

If there are not enough Master and Gentleman drivers, the two categories may be combined. Each must respect its technical regulations, particularly in terms of weight and age. Even unified, each category will have its own podium as long as the number of entries is greater than or equal to six drivers. Below this figure, only the winner will be called to the podium.

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Each driver can register in one or more categories. The organization reserves the right to add or delete one or more categories.

If there are not enough Master and Gentleman drivers, the two categories may be combined. Each must respect its technical regulations, particularly in terms of weight and age. Even unified, each category will have its own podium as long as the number of entries is greater than or equal to six drivers. Below this figure, only the winner will be called to the podium.

Victory Concept reserves the right to cancel a category in the event of an insufficient number of participants and to limit the number of participants in one or more categories to 36.

3. GENERAL OBLIGATIONS

By registering for EUROKUP KARTING, each driver and each team accepts that photos, videos or their name are used by Victory Concept or IAME in advertising, rankings, championships, driver information, etc., in France, as abroad.

Wearing an on-board camera, including inside the helmet (CamBox System), is prohibited from qualifying practices until the end of the meeting (Art 7.1 of the CIK Technical Regulations and Art. 1.4 L of the International Sporting Code).

The use of a drone, without authorization from Victory Concept and the owner of the circuit, is prohibited on the entire site where each event takes place.

Entry into a EUROKUP KARTING event implies accepting these regulations in their entirety as well as the 2024 FFSA regulations and respecting them.

In the event of health rules put in place by the organizer, each driver and competitor as well as their companions and/or team undertake to respect them. Disqualification from the competition may be pronounced in the event of non-compliance.

Administrative checks will take place on Wednesday afternoon and Thursday morning unless duly notified. We thank you for going there, as soon as you arrive at the circuit, with your transponder, your driver and competitor license, that of your mechanic, your driver badge and the regulations for the purchase of racing tires (A voucher will be given to you in return).

Any driver who does not show up at the time required for Technical Inspection (indicated on the timetable sheet) will have his two best qualifying practice times withdrawn.

Drivers and competitors will not be summoned to the Sporting Commission in the event of penalties of up to 5 seconds inclusive and for any incidents linked to the starting procedure. In these cases, the decisions of the College of Sporting Stewards will be taken directly and displayed on the digital scoreboard. In all other cases, drivers and competitors will be summoned to the Sporting Stewards.

No driver will be able to ride without having first carried out the sporting checks.

All karts must have their four racing numbers from the start of free practice.

A set of racing numbers for a complete kart will be offered to each driver during each race. The following numbering will be applied for each category during each event:

X30 Junior	100 – 199
X30 Senior	200 – 399
X30 Master	400 – 499
X30 Gentleman	500 – 599
S125S	600 - 699
KA100	700 – 799
X30 Lady	900 - 999

At all times during the race, the driver must ensure that the race numbers are clearly visible to the race management.

No private car will be tolerated within the circuit. Before entering the paddock, all service vehicles (vans, heavy goods vehicles, etc.) must report to the organizer's office. They will receive a pass for a vehicle on the circuit.

It is strictly forbidden to set up or unload your equipment until your place within the circuit has been allocated to you. Participant, driver and mechanic passes will be issued and distributed at the administrative checkpoint. All passes must be presented at all times and no one will be readmitted without a pass.

No catering tents are permitted within the paddock. If space permits, a special place will be allocated for them near the parking area.

Prohibition on recharging electric vehicles within the circuit.

The EUROKUP KARTING “Partner 2024” teams will benefit from privileged locations within the circuit.

Under penalty of disqualification from the event, it is prohibited to use thermal engine vehicles (Mini-motorcycles, etc.) or electric vehicles (Overboard, scooter, etc.) within the circuit grounds other than those of the organization.

The organizer and promoter of the event as well as the owner of the circuit decline all responsibility in the event of theft of equipment during an event in the series. Each driver, competitor or team is responsible for all their equipment within the circuit, on the track or in any private space.

4. PRINCIPLE AND PROCEDURE

EUROCUP KARTING is an unique competition organized in France.

EUROCUP KARTING brings together the following categories:

- KA100 (138, 158 Kg)
- X30 Junior
- X30 Senior
- X30 Lady
- X30 Master (+ 31 years) / Gentleman (+ 45 years)
- S125S (14 years and over)

The number of participants for each category is limited depending on the capacity of the circuit

EUROCUP KARTING 2024 Calendar:

October 3-06 Le Mans

5. RANKINGS

The EUROKUP KARTING ranking is that of the final after validation of the technical control.

Any driver who is the subject of a report, sporting or technical, resulting in disqualification from the final or the event will not be classified.

At the end of the 3 qualifying Heats + Super Heat, the first 36 will qualify for the final. The other drivers will be eliminated.

6. STAFFING AND PODIUM PROTOCOL

A souvenir prize marking the event (Trophy, invitations to IAME international events, etc.) is given at the end of the EUROKUP KARTING to the drivers reaching the podiums in each category.

Drivers must appear in racing suits and with their helmets on the podium.

EUROCUP KARTING final prize:

KA100-138:

- 1st: 1 Trophy + 1 helmet
- 2nd: 1 Trophy + 2 sets of Komet K3H tires
- 3rd: 1 Trophy + 1 set of Komet K3H tires

KA100-158:

- 1st: 1 Trophy + 1 helmet
- 2nd: 1 Trophy + 2 sets of Komet K3H tires
- 3rd: 1 Trophy + 1 set of Komet K3H tires

X30 Junior:

- 1st: 1 Trophy + 1 Silver IWF24 Invitation
- 2nd: 1 Trophy + 2 sets of Komet K3H tires
- 3rd: 1 Trophy + 1 set of Komet K3H tires

X30 Senior:

1st: 1 Trophy + 1 Silver IWF24 Invitation
 2nd: 1 Trophy + 2 sets of Komet K3M tires
 3rd: 1 Trophy + 1 set of Komet K3M tires

X30 Master:

1st: 1 Trophy + 1 helmet
 2nd: 1 Trophy + 2 sets of Komet K3H tires
 3rd: 1 Trophy + 1 set of Komet K3M tires

X30 Gentleman:

1st: 1 Trophy + 1 helmet
 2nd: 1 Trophy + 2 sets of Komet K3H tires
 3rd: 1 Trophy + 1 set of Komet K3M tires

S125S:

1st: 1 Trophy + 1 Silver IWF24 Invitation in X30 Senior
 2nd: 1 Trophy + 1 Silver IWF24 Invitation in X30 Senior
 3rd: 1 Trophy + 1 set of Komet K3M tires

X30 Lady:

1st: 1 Trophy + 1 Silver IWF24 Invitation in X30 Senior
 2nd: 1 Trophy + 1 helmet
 3rd: 1 Trophy + 1 set of Komet K3M tires

All lots must have been collected before December 31, 2024. Beyond this date, the lot is lost.

7. LICENSES

Drivers and competitors must hold a national or international driver's and competitor's license respectively, valid for the year, as well as the necessary authorizations (Visas) issued by their ASN affiliated to the FIA Karting. This authorization will be issued by the ASN concerned in a form that it considers appropriate.

Drivers holding a foreign license can participate in EUROCUP KARTING provided they meet the conditions defined in the FIA International Sporting Code (Article 2.3.6).

Authorized licenses:**KA100:**

NCCK: National Competitor Karting Driver.

NCCHK: National Competitor Driver H Karting.

ICCE: International Competitor Driver "E".

ICCF: International Competitor Driver "F".

ICCG: International Competitor Driver "G".

National license issued by a foreign ASN with authorization of participation from the latter.

International license issued by a foreign ASN.

X30 Junior:

NCKK: National Competitor Karting Driver.
 NCCHK: National Competitor Driver H Karting.
 ICCE: International Competitor Driver "E".
 ICCF: International Competitor Driver "F".
 ICCG: International Competitor Driver "G".
 National license issued by a foreign ASN with authorization of participation from the latter.
 International license issued by a foreign ASN.

X30 Senior/Master/Gentleman/S125S/Lady:

NCKK: National Competitor Karting Driver.
 NCCHK: National Competitor Driver H Karting.
 ICCE: International Competitor Driver "E".
 ICCF: International Competitor Driver "F".

Whatever the circumstances, the driver cannot be less than 12 years old during the year.

The legal representatives of the drivers must be present at all times within the circuit grounds throughout the event and must appear with the drivers during administrative checks and when summoned to the Sports Commission.

In the absence of the legal representative, he or she must complete a 2024 delegation form in order to delegate his or her status as a competitor to another natural person, present at the event and holder of a competitor's license.

Delegation forms are available, by download, on the website www.ffsa.org.

8. ALLOWED DRIVERS

Victory Concept reserves the right to refuse the registration or participation of any driver (Or team) who does not observe conduct adapted to the spirit of EUROKUP KARTING or whose attitude could harm the image of karting in general, including on social networks. The pilot is solely responsible for his companions, FFSA licensed or not, as well as for the conformity of his equipment.

In the event of insults and/or assault, a driver may be disqualified from the event and/or the championship following the decision of the college of sports commissioners.

9. KARTS AND ALLOWED EQUIPMENT

Within the framework of EUROKUP KARTING, the official technical commissioners must have complete control of their mission, from the registration of equipment to the end-of-event checks.

The technical managers of EUROKUP KARTING, mandated in writing by Victory Concept, will be present and will act at all stages of the checks, in agreement with the official FFSA technical Scrutineers. They will have a consulting role and will be responsible in particular for interventions specific to the mark cut (Provision of up-to-date regulations, specific fillings, adapted control equipment, etc.).

Only the following documents will be authentic for the different categories of EUROKUP KARTING 2024:

KA100: Regulations for the 2024 Iame Marque Cup
Engine sheet n°401C

X30 Junior: Regulations for the 2024 Iame Marque Cup
Engine sheet n°254Y

X30 Senior / Lady: FFSA 2024 regulations for the category
Engine sheet n°254Y

X30 Master / Gentleman: FFSA 2024 regulations for the category
Engine sheet n°254Y

S125S: Regulations for the 2024 Iame Marque Cup
Engine sheet n°409

Advertisement :

Participants undertake to leave the following surfaces on the bodywork elements of their karts free from any advertising:

The necessary surface on the front spoiler and the nassau panel, to place the stickers of a partner of the organization.

The necessary surface on each pontoon, to place the stickers of a partner of the organization.

Fuel :

Gasoline (E5-Super unleaded 98) must be purchased at the reference service station, which will be designated during the test. Each competitor is responsible for the supply and purchase of fuel.

It is prohibited to add any liquid or additive that could increase the power or octane number. No mixing of fuels will be tolerated. SSP 95-E5 or SSP 95-E10 are not permitted.

At all times, the quantity of fuel in the tank must be greater than 1.5 liters (Art 7.2 of the 2024 FIA Karting Technical Regulation). Checks will be carried out using the following control equipment:

-Digatron DT-47 Fuel Meter Test.

Substitutions may be made by the technical controllers. Drivers will be notified 15 minutes before the start of the race.

Oil :

Only WLADOIL K2-T, Silkolène Pro, VROOAM 2T Kart Racing and LEXOIL 996 oils, FIA Karting approved for the current year, are authorized in the KA100 category. The brand of oil is free in other categories. The recommended oil ratio is 4% to 6%.

Tyres:

X30 Junior – X30 Senior – S125S

Each driver will have:

- TRAINING SLICK: Free tires. New tires, from the same batch as the racing tires, will be available, upon reservation, from Victory Concept, using the form provided for this purpose.

- TRAINING RAIN: Free tires. New tires, from the same batch as the racing tires, will be available, upon reservation, from Victory Concept, using the form provided for this purpose.

- SLICK RACING: 8 new slick tires (4 front – 4 rear) sold by Victory Concept on the circuit. Tires will be scanned during distribution/drawing. They must be used from the qualifying practices and will be used for the qualifying practices, qualifying heats, super heat and final. The racing tires may be used during the warm-up on Sunday morning.

- RAIN RACE: 8 new rain tires (4 front – 4 rear) (visible studs) MAXIMUM (The driver is free to use 4, 6 or 8 tires per event). They can be purchased from Victory Concept (Reservation 8 days before the event required) during each event or come from a previous IAME Series France event. They must have specific ISFR marking. They must be used from the qualifying practices and will be used for the qualifying practices, qualifying heats, super heat and final. If these tires are not used, they can be reused in the next race and so on.

- PUNCTURE

In the event of a puncture on the tires on practices, the driver will be able to change his tire freely. In the event of a proven puncture and duly reported at the finish of a race on racing tires, the driver will be authorized to use his set of 8.

- WARM-UP

For warm-ups, the driver will not be able to use his racing tires unless qualifying practice has taken place. In rainy conditions, the driver will not be able to use his racing tires unless qualifying practices have taken place.

Master / Gentleman

Each driver will have:

- TRAINING SLICK: Free tires. New tires, from the same batch as the racing tires, will be available, upon reservation, from Victory Concept, using the form provided for this purpose.

- TRAINING RAIN: Free tires. New tires, from the same batch as the racing tires, will be available, upon reservation, from Victory Concept, using the form provided for this purpose.

- SLICK RACE: 4 new slick tires (2 front – 2 rear) sold by Victory Concept on the circuit. Tires will be scanned during distribution/drawing. They must be used from the qualifying practices and will be used for the qualifying practices, qualifying heats, super heat and final. The racing tires may be used during the warm-up on Sunday morning.

- RAIN RACE: 4 new rain tires (2 front – 2 rear) (visible studs) MAXIMUM. (They can be purchased from Victory Concept (Reservation 8 days before the event required) during each event or come from a previous IAME Series France event. They must have a specific ISFR marking. They must be used from the tests timed and will be used for qualifying practice, qualifying heats, super heat and final.

If these tires are not used, they can be reused in the next race and so on.

- PUNCTURE

In the event of a puncture on the tires on practice, the driver will be able to change his tire freely. In the event of a proven puncture and duly reported at the finish of a race on racing tires, the driver will be authorized to use a worn spare tire, after inspection and agreement by the technical delegate.

- WARM-UP

For warm-ups, the driver will not be able to use his racing tires unless qualifying practice has taken place. In rainy conditions, the driver will not be able to use his racing tires unless qualifying practices have taken place.

Lady

Each driver will have:

- TRAINING SLICK: Free tires. New tires, from the same batch as the racing tires, will be available, upon reservation, from Victory Concept, using the form provided for this purpose.

- TRAINING RAIN: Free tires. New tires, from the same batch as the racing tires, will be available, upon reservation, from Victory Concept, using the form provided for this purpose.

- SLICK RACE: 8 new slick tires (4 front – 4 rear) sold by Victory Concept on the circuit. Tires will be scanned during distribution/drawing. They must be used from the qualifying practices and will be used for the qualifying practices, qualifying heats, super heat and final. The racing tires may be used during the warm-up on Sunday morning.

- RAIN RACE: 8 new rain tires (2 front – 2 rear) (visible studs) MAXIMUM. (They can be purchased from Victory Concept (Reservation 8 days before the event required) during each event or come from a previous IAME event. They must be used from the timed trials and will be used for the qualifying trials, heats qualifiers, super heat and final.

If these tires are not used, they can be reused in the next race and so on.

- PUNCTURE

In the event of a puncture on the tires on training, the driver will be able to change his tire freely. In the event of a proven puncture and duly reported at the finish of a race on racing tires, the driver will be authorized to use a worn spare tire, after inspection and agreement by the technical delegate.

- WARM-UP

For warm-ups, the driver will not be able to use his racing tires unless qualifying practice has taken place. In rainy conditions, the driver will not be able to use his racing tires unless qualifying practices have taken place.

KA100

Each driver will have:

- TRAINING SLICK: 4 slick tires (2 front – 2 rear) new or used. The tires will be marked during the second free practice session and must be kept until qualifying practice. New tires, from the same batch as the racing tires, will be available, upon reservation, from Victory Concept, using the form provided for this purpose.

- TRAINING RAIN: 4 rain tires (2 front – 2 rear) new or used. The tires will be marked during the second free practice session and must be kept until qualifying practice. New tires, from the same batch as the racing tires, will be available, upon reservation, from Victory Concept, using the form provided for this purpose.

- SLICK RACE: 4 new slick tires (2 front – 2 rear) sold by Victory Concept on the circuit. Tires will be scanned during distribution/drawing. They must be used from the qualifying practices and will be used for the qualifying practices, qualifying heats, super heat and final. The racing tires may be used during the warm-up on Sunday morning.

- RAIN RACE: 4 rain tires (2 front – 2 rear) new or used. They can be purchased from Victory Concept (Reservation 8 days before the event required) during each event or come from a previous lame Series France event. They must have specific ISFR marking. They must be used from the qualifying practices and will be used for the qualifying practices, qualifying heats, super heat and final.

If these tires are not used, they can be reused in the next race and so on.

- PUNCTURE

In the event of a puncture on the tires on training, the driver will be able to change his tire freely. In the event of a proven puncture and duly reported at the finish of a race on the racing tires, the driver will be authorized to use 1 tire from those of Friday.

- WARM-UP

For warm-ups, the driver will not be able to use his racing tires unless qualifying practice has taken place. In rainy conditions, the driver will not be able to use his racing tires unless qualifying practices have taken place.

Pneumatic prices:

The sets of tires will be sold on the circuit by Victory Concept at the following prices:

Komet K1D €170 / set

Komet K3H €205 / set

Komet K3M €210 / set

Komet K1W €215 / set

Komet K1D-W €194 / set

Prices subject to change according to manufacturing prices 2024

Tires purchased from the organizer will not be taken back, exchanged or refunded.

Scale – Weighing procedure:

The scale used during the day will be located in the assistance area. This scale will be the only one to be officially used. The scale will be accessible from thursday morning.

After qualifying practice, qualifying heats, the Super heat and the final, any kart crossing the line will be weighed. If the kart is not able to reach the weighing area by its own means, it will be subject to the exclusive control of the technical stewards, who will go or have this kart picked up. The driver will report to the weigh-in area as soon as he returns to the Arrival Park, in order to have his weight recorded.

No solid, liquid or gaseous objects; no substance of any nature may be added, placed or removed from a kart before weighing (except by a Scrutineer as part of his official obligations). Only technical stewards and officials (as well as the press) may enter the weigh-in area. No intervention whatsoever is authorized in this area without the agreement of these officials.

No kart or driver may leave the weighing area without the authorization of the technical commissioner.

Any transgression of these provisions relating to the weighing of karts risks leading to the disqualification of the driver and the kart concerned.

The organizer must ensure that he has certified weights to calibrate his scales.

It is absolutely forbidden to drink, pour water on your clothes and put any type of liquid inside the assistance area before the weigh-in.

Assistance area before weigh-in:

See appendix 1

10. GENERAL SAFETY

Each location within the circuit enclosure (8 x 6 meters) will be equipped with at least one 6 kg fire extinguisher. Each driver must have his own 6 kg fire extinguisher. It is strictly forbidden to smoke or use any device that could cause a fire in the circuit enclosure area. It is also prohibited to cook within the circuit grounds. In all cases, the equipment will be electrical and insulated.

You must protect the floor with a waterproof mat, with a minimum dimension of 1.50m x 1.90m, in accordance with FFSA regulations. No waste, no drums, no tires must be left inside the circuit. Containers, set up by the organizing club, will be at your disposal within the circuit.

Starting, running in, heating up or testing engines within the circuit is strictly prohibited within the circuit, car parks or closed parks. (Art. 54 of the FFSA 2024 Sports Appendix).

11. CONDUCT OF THE RACE

For each category, free practice, qualifying practice, three qualifying heats, a super heat and a final will be organized.

Free Practices:

Creation of one or more groups depending on the number of participants.

Free practice takes place over a variable maximum duration depending on the circuit, the capacity of the track and the number of drivers participating.

Qualifying Practices:

The qualifying tests will take place by category.

The groups will be defined by drawing lots. They will take place over one or two 6-minute sessions. Each group will consist of a maximum of 36 drivers and will depend on the capacity of the track. During each session, the driver will start a maximum of two minutes after the start of the session. The time retained is that of the best lap completed in the session. In the event of a tie, the 2nd best time achieved will be decisive, and so on in the event of a new tie.

The qualifying practices determine the position of the drivers on the starting grid for the qualifying heats.

The final ranking of the Qualifying Practices will be established as follows:

- If there is only one series: the grid will be determined in the order of the fastest times achieved by each Driver.

- If there are two series: 1st place for the best time of the 1st series (absolute best time), 2nd place for the best time of the 2nd series, 3rd place for the 2nd best time of the 1st series, 4th place for the 2nd best time of the 2nd series, 5th place to 3rd best time of the 1st series, and so on.

- If there are three series: 1st place for the best time of the 1st series (absolute best time), 2nd place for the best time of the 2nd series, 3rd place for the best time of the 3rd series, 4th

place in the 2nd best time of the 1st series, 5th place in the 2nd best time of the 2nd series, and so on.

- And so on according to the same principle if there are more series.

If no time is taken into account for a Driver, he will start at the end of the grid. If several Drivers are in this situation, their starting position will be drawn at random.

Qualifying Heats:

Each Qualifying Round will be 10 minutes long + 1 lap.

For the Qualifying Heats, points will be awarded as follows:

1st 50, 2nd 44, 3rd 41, 4th 38, 5th 36, 6th 34, 7th 32, 8th 30, 9th 28, 10th 27, 11th 26, 12th 25, 13th 24, 14th 23, 15th 22, 16th 21, 17th 20, 18th 19, 19th 18, 20th 17, 21st 16, 22nd 15, 23rd 14, 24th 13, 25th 12, 26th 11, 27th 10, 28th 9, 29th 8, 30th 7, 31st 6, 32nd 5, 33rd 4, 34th 3, 35th 2, 36th 1.

- If a driver does not start a Qualifying Heat, he/she will receive a number of points equal to the number of points of the last qualified Driver minus 1 point.

- If a driver has been penalized with a black flag or has been disqualified, he/she will receive a number of points equal to the number of points of the last qualified Driver minus 5 points for the Qualifying Round in question.

- Any driver who has not completed all of the planned laps, even if he has not completed the Qualifying Heat, will be classified according to the number of laps he has actually completed.

At the end of the Qualifying Heats, an intermediate ranking will be established. In the event of a tie between two or more Drivers, they will be decided based on their ranking in the Qualifying Practices.

Case A: 36 participants or less - A minimum of three Qualifying Heats will be run with all the Drivers. The starting grids for each of the Heats will be established based on the results of the Qualifying Practices.

Case B: 37 participants and more - At the end of the Qualifying Practice, the Drivers will be divided into at least four groups for the Qualifying Heats. The number of Drivers per group will be 18 maximum. Each group will have to compete against all other groups.

- For example, in the case of a distribution of Drivers in 4 groups, the Driver classified 1st in the Qualifying Practices will start in group A, the 2nd in group B, the 3rd in group C, the 4th in group D, 5th in group A, 6th in group B, 7th in group C, 8th in group D, and so on.

- Each of the four groups mentioned above will compete against the other groups, that is to say: A against B, A against C, A against D, B against C, B against D and C against D, i.e. total of six Qualifying Rounds.

Super Heat:

The Super Round will be 12 minutes long + 1 lap.

After the execution of all the Qualifying Rounds, one or two Super Heats will take place depending on the number of participants (Case A-Case B).

For the Super Heat(s), points will be awarded as follows:

1st 75, 2nd 69, 3rd 63, 4th 57, 5th 51, 6th 48, 7th 45, 8th 42, 9th 39, 10th 36, 11th 34, 12th 32, 13th 30, 14th 28, 15th 26, 16th 24, 17th 22, 18th 20, 19th 18, 20th 17, 21st 16, 22nd 15, 23rd 14, 24th 13, 25th 12, 26th 11, 27th 10, 28th 9, 29th 8, 30th 7, 31st 6, 32nd 5, 33rd 4, 34th 3, 35th 2, 36th 1.

- If a Driver does not start his/her Super Round, he/she will receive a number of points equal to the number of points of the last qualified driver minus 1 point.

- If a Driver has been penalized with a black flag or has been disqualified, he/she will receive a number of points equal to the number of points of the last qualified Driver minus 5 points for the Super Round in question.

The points obtained during the Super Round(s) will be combined with those of the Intermediate Ranking of the Qualifying Rounds. The accumulation of these points will make it possible to establish a Final Intermediate Ranking.

The first 36 Drivers in the Final Intermediate Ranking will qualify for the final phase.

Any ties between two or more Drivers will be broken according to their ranking during the Qualifying Practices.

• **Case A: 36 participants or less**

The starting grid for the Super Round will be established on the basis of the Intermediate Ranking of the minimum three Qualifying Rounds.

• **Case B: 37 participants or more**

At the end of the Qualifying Heats, the first 72 Drivers in the Intermediate Ranking of the Qualifying Heats will be divided into a maximum of 2 groups for the Super Heats.

The number of Drivers per group will be 36 maximum.

The Driver in first position in the Intermediate Ranking of the Qualifying Heats will start in first position in Super Heat A, the second Driver in the Intermediate Classification in the Qualifying Heats will start in first position in Super Heat B, the third Driver in the Ranking Intermediate of the Qualifying Heats will start in second position of the Super Heat A, the fourth Driver of the Intermediate Classification of the Qualifying Heats will start in second position of the Super Heat B, the fifth Driver of the Intermediate Classification of the Qualifying Heats will start in third position in Super Heat A, the sixth Driver in the Intermediate Classification of the Qualifying Heats will start in third position in Super Heat B, and so on, until the grid is complete.

Final:

The Final will be 16 minutes long + 1 round.

During the Final, any Driver in the process of being overtaken or who has been overtaken by the Driver leading the race for whatever reason will be presented with the blue and red flag (double diagonal) with his number. He must join the scales in the Parc Fermé and will be classified according to the number of laps he has actually completed.

The starting grid for the final is defined according to the ranking of the qualifying heats and the Super heat.

Note: The College of Sporting Stewards reserves the right to modify the format of the event, depending on weather conditions.

Any participant whose kart is not able to start for any reason, or who has good reason to believe that his kart will not be ready to start, must inform the official in charge of the pre-grid, who will inform the race director as soon as he has the opportunity.

The driver in pole position on each grid will have the choice of pole position (on the left or right side of the track), provided that he informs the race director of his choice as soon as he joins the race. pregrid. This choice will only modify the first line, the others will not be affected.

Access to the pre-grid will end five minutes before the scheduled start time of the race. Any kart which has not then taken its position on the grid will no longer be authorized to do so, except in exceptional circumstances left to the discretion of the College of Sporting Stewards, present on site (Art. 2.19 F.i of the FIA Karting 2024 general requirements). The karts on the grid must be ready to race. Unless there are exceptional circumstances left to the discretion of the race director, karts that are on the grid cannot return to the assistance zone. It is prohibited to place a second set of tires on the pre-grid. The mechanics will be required to leave the pre-grid as soon as the "Runway Evacuation" sign is displayed. Any driver who cannot start from the pre-grid after the presentation of the green flag and who requests the intervention of a mechanic, will only be authorized to leave the pre-grid on the order of a track marshal or the person in charge of the pre-grid and will take starting at the rear of the formation, regardless of the number of formation laps.

Any driver present with his kart on the grid in time will be considered a starter.

The blue flag with red chevrons will not be used in the event of cohabitation of several categories within a qualifying round, a super round or a final.

12. STARTING GRID

Art 28 of the FFSA 2024 Sporting Appendix.

13. DEPARTURE PROCEDURE

Article 2.20a of the FIA Karting 2024 general requirements.

At the request of the Clerk of the Course, the Stewards may use any video or electronic system likely to help them make a decision. The decisions of the Sports Stewards may prevail over those of the Judges of Fact. Any violation of the provisions of the Code or these Sporting Regulations relating to the starting procedure may result in the disqualification of the driver concerned from the competition.

14. SUSPENSION OF A RACE

Article 2.21 of the FIA Karting 2024 general requirements.

15. RESUMING A RACE

Article 2.22 of the FIA Karting 2024 general requirements.

16. ARRIVAL

Article 2.23 of the FIA Karting 2024 general requirements.

17. PARK CLOSED

Article 2.13 of the FIA Karting 2024 general requirements.

18. INCIDENTS

Article 2.24 of the FIA Karting 2024 general requirements.

19. ENTRY FEES AND PRIZE FUND

For each EUROCUP KARTING event, the registration fee is set at €550 including tax (€450 for the X30 Lady).

This amount includes administrative filing fees and Thursday track fees. Only the parking area, racing tires and transponder rental may be charged additionally.

Any entry to an event with payment of registration fees is firm and definitive. In the event of non-participation in the event, the driver will not be able to claim any reimbursement. An increase of €50 including tax will be applied in the event of registration less than 15 days before the start of the event.

The closing date for registrations will be 8 days before the start of the event (time required for the delivery of tires in good conditions). In the event of too many participants per

category, Victory Concept reserves the right to refuse participants. The selected participants will be chosen according to the order of registration of the drivers and priority will be given to those who will complete the championship in its entirety.

If a competitor does not have a transponder, he or she can rent one from Victory Concept at a rate of €30 per weekend with a deposit of €300. Each driver is responsible for the charging and proper functioning of his transponder even if he has rented it from Victory Concept. The transponder is compulsory from free practice on Friday afternoon.

Registrations will only be done online, via the website www.iame-motorsport.com.

Payment will only be made by online payment and credit card.

ANNEX 1**PROVISIONS**
ASSISTANCE PARKS, PREGRID, CLOSED PARKS**DEFINITIONS****“Departure” Service Park**

Area located between the circuit enclosure and the Pregrid with restricted access where the Driver and only one of his Mechanics can access.

“Arrival” Service Park

Area located between the track and the circuit enclosure with restricted access where the Driver and only one of his Mechanics can access.

Pregrid

Area where the karts are placed on the ground, on a location defined and displayed in advance, while waiting for the start of the formation lap.

Parc Fermé

Closed area, located next to the arrival assistance park and where the equipment is parked during the regulatory “and or” period while awaiting checks.

Only the Officials responsible for controls and the mechanics concerned may enter.

NORMAL CONDITIONS

It is authorized to briefly start the engine in order to check its proper functioning, in the Departure Park, after authorization and under the control of the technical commissioners. Any engine starting is prohibited on the pre-grid before the engine panel is presented.

“Departure” Service Park

Only the assembly and disassembly of the wheels, the assembly of the front fairing, the adjustment of the track width, the adjustment of the width of the rear bumper and the checking and adjustment of the tire pressure are authorized.

Any intervention related to safety can only be carried out with the authorization of a technical commissioner.

Drivers must present themselves at the entrance to the Departure Park with tool boxes open on the carts. Only tools are authorized (spare parts, cans, spray, etc. excluded). Victory Concept reserves the right to prohibit certain tools.

“Finish” Service Park

Only checking the tire pressure is authorized after weighing.

Any intervention can only be carried out with the authorization of a technical commissioner.

Pregrid

Only checking tire pressure is authorized.

Any intervention related to safety can only be carried out with the authorization of a technical commissioner. If the intervention is authorized, the driver must then start in last position.

Pre-grid closure:

The time displayed is the start time of the race.

Each driver must have passed the gate of the pre-grid 5 minutes before the time displayed on the official timetable. An audible signal will announce the last 5 minutes before closing (i.e. 10 minutes before the start of the race).

Any driver arriving after the deadline will not be authorized to enter the pre-grid.

When the karts set off for the warm-up lap, if a kart does not start, any intervention whatsoever by the mechanic will result in the kart starting in last position.

Failure to comply with these provisions will result in the presentation of the black flag and disqualification from the round.

Parc Fermé

Any intervention is prohibited without the authorization of a technical commissioner.

EXCEPTIONAL CONDITIONS

In the event of a sudden change in weather, while the drivers are on the pre-grid, the race director alone can decide to postpone the start.

All drivers will then be authorized to return to the start assistance park to put themselves in rain configuration under the supervision of the technical marshals.

Will then only be authorized:

Disassembly and assembly of wheels

Adjusting the width of the front and rear tracks.

Checking and adjusting tire pressure.

Changing the spark plug.

Installing the protection or reversing the suction silencer.

Rear bumper width adjustment.

Any other intervention is strictly prohibited (change of transmission ratio, flush adjustment, etc.).

These interventions can only be carried out by the mechanic and his driver. Any other assistance is prohibited.

Failure to comply with these provisions will result in a ban on access to the grid or the presentation of the black flag and disqualification from the round.