

IAME SERIES CYPRUS REGULATIONS

X30 MINI

REGULATIONS

The final text of these Regulations shall be the English version, which will be used in case of any dispute arise as to their Interpretation. Headings in this document are for ease of reference only and do not form part of these Regulations.

GENERAL UNDERTAKINGS

All Drivers, Mechanics and Officials participating in the event undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code («the Code»), the Code of Driving Conduct on Karting Circuits, the Karting Technical Regulations («the Technical Regulations»), the General Prescriptions applicable to the CIK-FIA Karting international Competitions and Championships, Cups and Trophies («the General Prescriptions the Supplementary Regulations of the Competition»), and these Regulations.

ORGANISATION

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

ARTICLE: 1

GENERAL INFORMATION

1.1. ORGANISATION OFFICE

MYMICRON LTD,
Tseriou 126, Strovolos, 2045, Nicosia, Cyprus
Tel.: +357 96 779090
Email: iameseriescyprus@gmail.com
Website: iamecyprus.com

1.2. ENTRIES: CONTACT DETAILS

Contact: Andreas Christodoulides
Tel.: +357 96 779090
Email: iameseriescyprus@gmail.com
Entry must be made automatic on the web:
www.iamecyprus.com

1.3. EVENT DATES AND CIRCUITS

Race 1: 05/03/2023, Daytona Raceway
Race 2: 26/03/2023, Daytona Raceway
Race 3: 14/05/2023, Daytona Raceway
Race 4: 11/06/2023, Daytona Raceway
Race 5: 10/09/2023, Daytona Raceway
Race 6: 08/10/2023, Daytona Raceway
Race 7: 05/11/2023, Daytona Raceway

1.4. DATES OPEN & CLOSE OF ENTRIES

Race 1: 24/02/2023 — 03/03/2023
Race 2: 13/03/2023 — 19/03/2023
Race 3: 01/05/2023 — 07/05/2023
Race 4: 29/05/2023 — 04/06/2023
Race 5: 28/08/2023 — 03/09/2023
Race 6: 25/09/2023 — 01/10/2023
Race 7: 23/10/2023 — 29/10/2023

1.5. THE EVENT ARE AUTHORISED BY THE FOLLOWING ASN

Cyprus Automobile Association
Tel.: +357 22 313233
Email: info@caa.com.cy

ARTICLE: 2 ENTRY

2.1. ENTRANTS APPLICATION

Applicants must hold a valid Entrants' Licenses issued by the ASNs Affiliated to the FIA.

2.2. AMOUNT OF FEES

2.2.1. 100€ Payment of the each event paying registration in advance.

2.2.2. 120€ Payment for the each event paying late entry, which is the last accepted maximum 48 hours before the Event.

2.2.3. The entry fee may be returned in case of the official cancelation 3 days (72 hours) in prior.

2.3. ENTRY RESTRICTIONS

2.3.1. In case the driver fail to attend, THERE WILL BE NO REIMBURSEMENT OF ENTRY FEE.

2.3.2. Entries are only accepted once registration fee has been received.

ARTICLE: 3 CATEGORIES AND LICENCE

3.1. Minimum age: 8 years old, reaching their 8th birthday in 2023. Drivers can take part in the Mini category in the years of their 8, 9, 10, 11 and 12 years old birthday. Be informed that you cannot race in your 13th year and once you turn 13 years old.

3.2. License: National Karting License issued by an ASN affiliated to the FIA.

3.3. Minimum weight of driver and kart together is 110 kg.

3.4. MANDATORY GUARDIAN

In order to participate in the IAME Series Cyprus 2023, the drivers nationality of license and the Parent and/or Guardian must agree to the event,

which shall be run in accordance with the National Karting Regulations of Cyprus and the Sporting, technical and supplementary regulations of the event.

3.5. Mini engines to be used — IAME X30 MINI WATER SWIFT COOLED.

ARTICLE: 4 PRIZES AND AWARDS

4.1. Trophies will be given to the first three (3) finishing drivers in the Final of each event.

Please note, prizes of race entries to events cannot be transferred to other drivers and/or events or traded for cash.

4.2. The driver of the year (Champion) award will be awarded to the top three (3) drivers, who competed the IAME Series Cyprus 2023 events. The driver with most points will be awarded as the driver of the year (Champion of the IAME Series Cyprus 2023), and the second and the third places will be given to the following drivers with the second and the third most points accordingly.

4.3. POINTS

4.3.1. At each Event, for the Qualifying Heats, there will be an awarding of points to the top 10 classified Drivers, according to the following scale: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

4.3.2. At each Event, for the Super Heat (established after the Qualifying Heats), points will be awarded to the top 12 classified Drivers, according to the following scale: 30, 20, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

4.3.3. At each Event, for the Final, points will be awarded to the top 15 classified Drivers, according to the following scale: 50, 30, 20, 15, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

4.3.4. Any exclusion from the event by Scrutine-

ering or Juridical Action, means no points will be given.

4.3.5. If a race is stopped under Article 2.21 of the General Prescriptions and cannot be restarted, then:

- a. If less than 2 laps have been completed, no points will be awarded.
- b. If more than 2 laps, but less than 75% of the scheduled distance have been covered, half the scheduled points will be awarded.
- c. Full points will be awarded, if 75% or more of the scheduled distance have been covered.

ARTICLE: 5 TIRES

5.1. Usage of new tires in the day of the Event is obligatory. Usage of old tires is strictly forbidden.

5.2. The new set of tires must be purchased by the Entrant no later than 24 hours before the Event. The Entrant without the purchased the set of tires will no be allowed to participate in the Event, and no Entrance Fee will be reimbursement.

5.3. The tires will be supplied to each driver by the Event organisers one (1) day or 24 hours before the Event (Saturday). Tire delivery will take place according to the timetable in Daytona Raceway, Nicosia. If the Entrant will not receive the set of tires per tire delivery schedule, he/she allowed to receive it in the day of the Event, but before the Event begins according to the timetable.

5.4. Drivers, who received their set of tires one (1) day before the race, do not allowed to remove transparent factory protection plastic from the tires. Set of tires must remain new and untouchable before the Event officially begins.

5.5. DRY TIRES MINI: MG SC

Front 10 x 4.00 - 5, Rear 11 x 5.00 - 5.

It is compulsory for each driver to use 4 tires (2-front and 2-rears) for each event. The MG tires will be supplied by IAME Cyprus.

5.6. WET TIRES MINI: MG SCW

Front 10 X 4 - 5, Rear 11 X 5.00 - 5.

It is compulsory for each Driver to use wet tires from the organisation in the case of rain (maximum 1 set: 2-front and 2-rear) during all event. The MG tires will be supplied by IAME Cyprus.

5.7. WET TIRE REGULATIONS

5.7.1. Usage of new set of wet tires is obligatory.

5.7.2. At any time during the event Driver can purchase a new set of wet tires (maximum 1 set) supplied by IAME Cyprus.

5.7.3. Running in of wet tires on a dry track is prohibited. Wet tires may only be used if Clerk of the Course has declared Wet Race.

The choice of tires in a declared wet race will be left to the appreciation of the Driver. CIK-FIA Article 2.14.S of the General Prescriptions.

ARTICLE: 6 PETROL

6.1. Competitors must pre-order fuel and oil via the online form minimum two (2) and maximum one (1) weeks before the Event.

6.2. The official fuel supplier of the Events will be IAME Cyprus powered by Petrolina (Holdings) Public LTD.

6.3. The oil for the IAME Series Cyprus 2023 events must be Wladoil Racing K 2t.

6.4. It's forbidden to add any liquid and / or power-boosting chemicals in the petrol.

6.5. The only fuel the Drivers are allowed to use on the Event day is the one which is supplied and provided by Scrutineer.

6.6. At any time, the volume of the fuel in the tank must be over or equal to 1 liters.

6.7. The Scrutineer, following a decision of the Stewards, has the right to change and/or replace any driver's petrol at his discretion, at any time.

ARTICLE: 7 CAMERAS MOUNTED ON KARTS OR HELMETS

No private cameras are allowed on any part of the kart, helmet and/or Driver during the Event.

ARTICLE: 8 TRANSPONDER

8.1. Each Driver has to provide their own transponder produced by MYLAPS.

8.2. The transponder is mandatory and has to be fixed on the lower part of the back of the kart seat. Transponder must be mounted in its original holder and may be additionally secured by tie wraps. It is the Driver responsibility to ensure the transponder is fully functional and battery charged at all times.

ARTICLE: 9 CIK – FIA FRONT FARING MOUNTING KIT

9.1. The use of a homologated front fairing and of the homologated front fairing mounting kit of the bodywork homologation period 2022 – 2023 or the previous is mandatory.

9.2. Correct installation of the front fairing (using the front fairing mounting kit) must be in the correct position at all times during a competition.

9.3. The Black Flag with an Orange Disc will not be shown to a driver, if his front fairing is no longer in the correct position. If the Judge of Fact reports that the front fairing on one or more karts was no longer in the correct position when the Black and White Checkered Flag was waved and the kart(s) concerned crossed the finish line, in all situations a time penalty of 5 seconds will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal.

9.4. Should a Driver or a third party be found/proved to have intentionally replaced or attempted to fit a front fairing which is not installed correctly during the last lap or after the Black and White Checkered Flag was waved, this will lead to a disqualification from the competition.

ARTICLE: 10 THE EVENT

10.1. The event shall comprise Qualifying Heats, Super Heats and Final.

10.2. Race Distance in Qualifying Heats is approximately 9 km. The official Qualifying time is 7 minutes.

10.3. Race Distance in Super Heat is 12 laps, which are equal to 14,4 km.

10.4. Race Distance in Final is 15 laps, which are equal to 18 km.

ARTICLE: 11 NUMBERS ON KARTS

11.1. The numbers on the karts shall be black (without shadow and/or color stripes) on a clear yellow background, and they shall be at least 14-15cm high and have a 2cm thick stroke, and represented with an Arial type or similar font. They must be fitted before the Event and must be

clearly visible during the whole Race Event on both front and rear and on both sides towards the rear of the bodywork.

11.2. All Drivers before taking part in Qualifying Heats must have passed the Sporting Checks, Scrutineering and have numbers on the karts.

11.3. Driver is responsible at all times for ensuring that the required numbers are clearly visible to the Officials, Timekeepers and Marshals.

ARTICLE: 12 QUALIFYING HEATS

12.1. Drivers who have passed Scrutineering are allowed to take part in the Qualifying Heats. One 7-minute session will be provided.

12.2. The Drivers will be able to start moving their karts from the Start Servicing Park to the Pre-Grid from five (5) minutes before the time scheduled for the start of the Qualifying Heats. Each Driver has to take his chassis to the Pre-Grid and this choice will be final. The karts placed on the Pre-Grid must be ready to race.

12.3. During the Qualifying Heats, Drivers will take the start when they choose. Any Driver having crossed the line drawn at the exit of the Pre-Grid will be considered as having started, and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is counted.

12.4. The grids for the event will be drawn up in accordance with the fastest time achieved by each Driver during the Qualifying Heats. Should one or several Drivers achieve the same time, the tie will be settled on the basis of their second-best time, and so on.

12.5. At the end of the Qualifying Heats, the list of qualified Drivers as well as the starting grids will be officially published / announced.

ARTICLE: 13 STARTING GRID

13.1. SERVICING PARK ACCESS

Access to Servicing Park (in) during the event will be stated in the official timetable. Only the Driver, his Mechanic (one only) and the Parent (one only) are allowed to enter the Servicing Park (in) and only with ID-Pass supplied from the IAME Cyprus organisation. The closing time of the Servicing Park will be stated in the official timetable.

13.2. ASSEMBLY AREA ACCESS

Access to the Assembly area from the Servicing Park (in) will end as stated in the official timetable.

13.3. STARTING GRID PROCEDURE ON THE TRACK

13.3.1. Once the karts entered the Assembly Area, they are prohibited to return to Servicing Park.

13.3.2. Once the gate is closed (from the Servicing Park to the Assembly Area), each Driver with their kart placed on a trolley and pushed by his Mechanic, leaves the Assembly Area to take up their positions on the Starting Grid for the race. From this point, karts must be ready to race.

13.3.3. It is strictly forbidden to carry out any work, adjustment and/or set-up on the kart in the Pre-Grid, with the exception of tire pressures, which can be adjusted by the Driver or their Mechanic and by using his/her own means only (tire pressure gauge).

13.3.4. Karts not ready to race (whatever reason) will be removed from Pre-Grid without taking part in the Heat.

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

13.3.6. If a Driver is unable to start within the next

30 seconds after the display of the Green Flag, then applies the following:

a. If the Driver requests assistance of the mechanic, he/she must indicate this to the Marshals and, once the other karts have left the grid, it will be pushed to the safe area, where the Mechanic may assist on the kart. In this case Marshals with yellow flags will wave to warn the drivers on the Formation Lap. After assistance from the Mechanic he will be authorised to leave the repair area only on the orders of the Marshals. The driver may recover his/her position until the red line.

b. If the Driver does not request assistance of the mechanic and proceed with start, he/she may recover his/her position until the red line. Otherwise, the Driver must take the last place on the grid.

ARTICLE: 14

STARTING PROCEDURE: FORMATION LAP AND ROLLING START

14.1. Karts will cover one warm up lap and one formation lap (total two (2) laps) before the start may be given.

14.2. The Organiser following a decision of the Stewards has the right to change starting procedure from "Rolling Start" to "Standing Start" or "One Line Rolling Start" with Slow Boards.

14.3. FORMATION LAP

14.3.1. It is forbidden to overtake another Driver under pain of a penalty inflicted by the Stewards (10 seconds or exclusion from the Heat).

14.3.2. If a Driver stops for any reason during the Formation Lap, he will not be allowed to try and start again before he has been passed by the whole field. He shall start again from the back of the formation. Should he try to start ahead of the field in the hope that the leading Drivers overtake

him, he would be shown the black flag and be excluded from that race.

14.3.3. In order to regain one position, it is forbidden to use any course other than the track used during the race. In different cases, applied:

a. ROLLING START

In case of a Rolling Start, a Driver who is delayed will have the possibility of regaining his grid position only if this manoeuvre does not impede other Drivers, and in all cases before having reached the Red Line. The Red Line will be materialised on the track and indicated by the Clerk of the Course at the Briefing.

b. STANDING START

In the case of Standing Starts, a Driver who is delayed will have the possibility of regaining his grid position until the Green Flag waved.

14.3.4. If he considers that a Driver has been immobilised as a result of another Driver's mistake, the Clerk of the Course may stop the Formation Lap and start again the Starting Procedure on the basis of the original grid or allow the impeded Driver to regain his position.

14.3.5. During the Formation Lap(s), it is forbidden to practice start simulations.

14.3.6. At the end of the Formation Lap, Drivers will proceed forward at a reduced and constant speed towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track.

14.3.7. Driver crossing the lanes is liable to be sanctioned by the Stewards, on the basis of a time penalty of three (3) seconds for partly crossing the lanes and of ten (10) seconds for completely getting of the out corridor.

14.3.8. When the karts approach to the Starting Line, karts must maintain their position until the start signal is given.

14.4. STARTING

14.4.1. The Clerk of the Course will give the start by waiving the Green Flag as soon as he is satisfied with the formation. If he is not satisfied with the procedure, he will use an Again Hand Signal, which means that another Formation Lap must be covered granted.

14.4.2. Any Driver who has not placed himself at the orders of the Clerk of the Course in time with his kart in working order will be allowed to leave only at the orders of the Clerk of the Course.

14.4.3. No Drivers will be allowed to occupy the places, which have remained vacant.

14.4.4. Any attempts to jump the start or delay it and any karts leaving the lane before the Green Flag shall be sanctioned according to Article 2.24 of the General Prescriptions.

14.4.5. Jump Start will be deemed to have occurred when a Driver crosses the Start Line ahead of his prescribed grid position at the start of the race. If a Jump Start has been committed, the penalty refers to Article 2.24 General Prescription of CIK FIA.

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

14.6. As soon as the Clerk of the Course or his Deputy or Official appointed Starter, indicates with the Green Flag, that the karts may take the start, the Drivers are «at the orders of the Clerk of the Course» and may no longer receive any outside help.

14.7. In the case of repeated false starts or of incidents during the Formation Lap(s), the Clerk of the Course or the acting Judge of Fact, may stop

the Starting Procedure by means of the Red Flag and inform the Stewards, who will be entitled to inflict on the offending Drivers a penalty according to Article 2.24 of the General Prescriptions. A new procedure will begin either immediately or within 30 minutes, according to the circumstances. The starting grid will be the same as for the initial procedure. All the Drivers present in the Starting Area or in the repair area before the procedure was stopped will be allowed to take the start of the new Formation Lap.

ARTICLE: 15 NEUTRALISATION OF QUALIFYING HEATS OR RACES

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

15.2. NEUTRALISATION PROCEDURE

15.2.1. When the order is given to neutralise the Qualifying Heats or Race, all observers' posts will display waved Yellow Flags, which shall be maintained until the neutralisation is over.

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

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

15.3. END OF NEUTRALISATION

When the Clerk of the Course decides to end the neutralisation, he will wave the Green Flag. This will be the signal to the Drivers, that the Race is resumed.

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

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

ARTICLE: 16 SUSPENDING OF QUALIFYING HEATS OR RACES

16.1. Should it become necessary to suspend the Qualifying Heats or any Race because the circuit is blocked by an accident or because of weather or other conditions make it dangerous to continue, the Clerk of the Course shall order a Red Flag to be shown on the Line.

16.2. SUSPENDING PROCEDURE

Simultaneously Red Flags will be shown at Marshals' posts provided with these flags. The decision to suspend the Qualifying Heats or any Race may be taken only by the Clerk of the Course (or, if he had to leave, by his Deputy). If the signal to stop racing is given:

a. DURING QUALIFYING HEATS

All karts will immediately reduce their speed and go to the «Finish» Servicing Park entrance, or stop on the track at the place designated during the briefing, considering that:

— The circuit may be totally blocked because of an accident.

— The weather conditions may have made it impossible to drive at high speed on the circuit.

— Karts or rescue vehicles may be on the track.

— The classification of the Heat will be the classification at the end of the lap prior to that during which the signal to stop was given.

— The procedure to be followed varies according to the number of laps completed by the Heat leader before the signal to stop was given:

- Less than 75% of the distance scheduled for the Heat (rounded up to the nearest higher whole number of laps). If the Heat can be resumed, Article 2.22 of CIK-FIA general prescriptions will apply.
- 75% or more of the distance scheduled for the Heat (rounded up to the nearest higher whole number of laps). The karts will be directly led to the "Parc Ferme", and the Heat will be considered as having stopped when the leading kart crossed the Line at the end of the lap prior to that during which the signal to stop was given.

b. DURING SUPER HEAT OR FINAL

All karts must immediately reduce speed and go to the entrance to the «Finish» Servicing Park, or stop on the track at the place designated during the briefing, considering that:

— The circuit may be totally blocked because of an accident.

— The weather conditions may have made it impossible to drive at high speed on the circuit.

— Karts or rescue vehicles may be on the track.

— The classification of the Race will be the classification at the end of the lap prior to that during which the signal to stop the Race was given.

— The procedure to be followed varies according to the number of laps completed by the Race leader before the signal to stop the Race was given:

- Case A: Less than 2 laps
No points will be awarded. If the Race can be

resumed, Article 2.22, of CIK International Sporting Regulations General Prescriptions.

- Case B: More than 2 laps, but less than 75%
If the Race can be resumed, Article 2.22 Case B. Should this not be possible, half the points will be awarded.
- Case C: 75% or more
If 75% or more of the Race distance (rounded up to the nearest whole higher number of laps), then the karts shall be sent directly to the "Parc Ferme" and the Race will be deemed to have finished when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped. Full points will be awarded.

16.3. RESUMING AFTER SUSPENDING

16.3.1. After a suspending situation, the delay will be kept as short as possible. As soon as resuming time is known, Drivers will be informed.

16.3.2. In all cases at least a 10 minute warning will be given. Boards will be presented 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds before the resumption. Each signal will be accompanied by an audible warning. All karts must be ready at the 3-minute board.

16.3.3. Working on karts and refueling while suspending are not allowed.

16.3.4. The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered.

16.3.5. Resuming start positions will be determined by the finishing order at the end of the lap before the one on which the race was suspended.

ARTICLE: 17 CODE OF DRIVING CONDUCT ON KARTING CIRCUITS

Article 3 CIK-FIA International Karting Regulations

17.1. The race track alone shall be used by the Drivers during the Race.

17.2. OVERTAKING

17.2.1. During the race, a kart alone on the track may use the full width of the said track. However, as soon as it is caught up by a kart which is either temporarily or constantly faster, the Driver is not allowed to swing from one side to the other or make a move sideways in order to prevent a legal overtaking maneuver when the other Competitor is already by his side. He shall give the other kart the right of way in order to allow for passing.

17.2.2. If the Driver, who has been caught does not seem to notice that another Driver wants to overtake him, the flag Marshal(s) will give a warning by waving the Blue Flag to indicate that another Competitor wants to overtake. Any Driver who does not take notice of the Blue Flag may be penalised by the Stewards. Systematic or repeated offences may result in the exclusion of the offender from the race.

17.2.3. Overtaking, according to the circumstances, may be done either on the right or on the left.

17.2.4. Maneuvers liable to hinder other Drivers such as premature or dangerous changes of direction, more than one change of direction, deliberate crowding of karts towards the inside or the outside of the curve or any other dangerous change of direction, are strictly prohibited and shall be penalised. According to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.

17.2.5. Any obstructive maneuver carried out by one or several Drivers, either having common interests or not, is prohibited.

17.2.6. The persistent driving abreast of several

karts, as well as fan-shaped arrangement, is authorised only if there is not another kart trying to overtake. Otherwise the Blue Flag will be waved.

17.2.7. The penalty inflicted for ignoring the Blue Flag will also be applied to the Drivers, who obstruct part of the track and shall be more severe in the case of systematic obstruction, thus, ranging from a fine to the exclusion from the race. The same penalty shall be applied to Drivers, who swing from one side of the track to the other in order to prevent other Competitors from overtaking.

17.2.8. The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the exclusion of the Drivers concerned.

17.3. CONTACTS / COLLISIONS

Any contacts / collisions (even a small touch of the kart in front from the back) during the Race, deceleration lap included, will cost exclusion of the Driver concerned from the Race. The signal which the Clerk of the Course shall give to the Driver is the Black Flag.

17.4. OBSERVATION OF DISCIPLINE

Observation of Discipline of driver according to the "CODE OF DRIVING CONDUCT" and ISC (THE CODE) and possibilities of punishment by the Clerk of the Course.

In addition to the CIK-FIA General Prescriptions the permanent Clerk of the Course has the power to decide in connection with the Black and White Warning Flag a time penalty of 5 seconds for the Race concerned. Follow this imposed penalty, one or more offences of the same Driver in this Race, the Clerk of the Course will report this to the Stewards for possible further punishment.

a. This penalty is similar to a drive-through-penalty in circuit car racing. In accordance with Article 12.2 of the International Sporting Code,

this time penalties shall not be subject to protest or appeal.

b. The Clerk of the Course should inform during the Briefing on the procedure for the imposition and notification of this penalty.

c. In accordance with Article 12.2 of the International Sporting Code, time penalties imposed by the Panel of Stewards for infringements of the Regulations during the Race shall not be subject to appeal.

17.5. STOPPING OF A KART DURING THE RACE

17.5.1. The Driver of any kart leaving the Race shall signal this intention in good time. The Driver is responsible for ensuring that the maneuver is carried out safely and as near as possible to the point of exit.

17.5.2. Should a Driver be compelled to stop his/her kart, either involuntarily or for any other reason, the kart shall be moved off the track as soon as possible, so that its presence does not constitute a danger or prevent the normal running of the race. If the Driver is not able to move the kart out of the potentially dangerous position, it is the duty of the Marshals or other officials to help.

17.5.3. Any replenishment carried out on the track itself is prohibited, and will entail immediate exclusion.

17.5.4. Apart from the Driver, and, in exceptional cases, the competent officials, nobody is allowed to touch a stopped kart under penalty of its exclusion from the race.

17.6.5. Pushing a kart along the track or pushing it across the nosing line is not allowed, and will entail immediate exclusion.

ARTICLE: 18 OBSERVANCE OF SIGNALS

The instructions detailed in the ANNEXE Significance of flags of the IAME Series Cyprus. All Drivers must be thoroughly acquainted with them.

ARTICLE: 19

PADDOCK REGULATIONS & SAFETY

19.1. It is forbidden to use motorbikes, scooters or any other motorised devices in the Paddock, except where the Clerk of the Course have given special permission.

19.2. It is forbidden to drive into the Paddock with any Car, Van or Lorry without a proven organisers pass, even when the gate is open and not manually guarded. A fine will be inflicted by the Stewards on any person not respecting this rule.

19.3. Entrant, Drivers, Mechanic and Guest passes will be issued at the sporting check. All passes must be presented at any time and no one will be readmitted without a pass.

19.4. Personal passes are non-transferable and must not be given to unauthorised persons. IAME Cyprus office must be notified immediately of loss of passes. The pass shall be presented whenever requested. Any misuse of the pass shall result in its immediate withdrawal.

ARTICLE: 20

SERVICING PARKS RULES

20.1. Only ONE driver per kart and ONE mechanic is allowed in "Servicing Park" and only with proven pass and/or proven identification supplied by the IAME Cyprus organisation.

20.2. Engine builders are only allowed in the Servicing Park's Scrutineering area and only while Scrutineering of a driver engine is in progress. Any other circulation in Servicing Park will result of penalty by the Stewards and be banned to enter Servicing Park and Scrutineering area in future.

ARTICLE: 21

MEDIA ACCESS ZONE

21.1. No one is allowed to cross the Event zone with an excuse to take pictures / videos (or with any other reason) which requires the ID pass to enter, without the Media Accreditation Access issued by the IAME Cyprus for the IAME Series Cyprus 2023.

21.2. No one is allowed to make professional pictures / videos or any other media materials which will be used not only for the private reasons of the Driver, without the Media Accreditation Access.

21.3. No one without the Media Accreditation Access allowed to bring any professional media equipment to the Event zone, which requires ID pass. With the exception of cameras with a lens of no more than 50mm for the personal needs of the Driver.

21.4. ISSUE OF THE MEDIA ACCREDITATION

21.4.1. Anyone who would like to get the Media Accreditation, must fill out the Media Accreditation form on the website.

21.4.2. Media Accreditation will be issued for the whole IAME Series Cyprus 2023 season.

21.4.3. Payment Fee for the Media Accreditation is 300 EUR. The fee does not change depending on the time of the year the Media Accreditation should be issued.

21.4.4. The Payment Fee is not refundable.

21.4.5. Anyone who decide to go through the Media Accreditation process, will must pass the Safety Requirements Lesson organised by the IAME Cyprus representatives.

21.4.6. Anyone who choose to get the Media Accreditation, will must to sign the Safety Policy.

21.5. The zones where the Person with Media Accreditation is allowed to be will be shown while the Safety Requirements Lesson. While the Qualification Heats or any Race no one is allowed to cross the track.

21.6. Ignoring the rules established in the Safety Policy for the Media Accreditation Access, and/or taking actions that could or could have affected the safety of Drivers or other persons on the track, will cost a warning or exclusion from the Race. In case of repeated actions violating safety, the Media Accreditation can be suspended without a possibility to re-apply in this or any other following season.

IAME SERIES CYPRUS

REGULATIONS

X30 JUNIOR

REGULATIONS

The final text of these Regulations shall be the English version, which will be used in case of any dispute arise as to their Interpretation. Headings in this document are for ease of reference only and do not form part of these Regulations.

GENERAL UNDERTAKINGS

All Drivers, Mechanics and Officials participating in the event undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code («the Code»), the Code of Driving Conduct on Karting Circuits, the Karting Technical Regulations («the Technical Regulations»), the General Prescriptions applicable to the CIK-FIA Karting international Competitions and Championships, Cups and Trophies («the General Prescriptions the Supplementary Regulations of the Competition»), and these Regulations.

ORGANISATION

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

ARTICLE: 1

GENERAL INFORMATION

1.1. ORGANISATION OFFICE

MYMICRON LTD,
Tseriou 126, Strovolos, 2045, Nicosia, Cyprus
Tel.: +357 96 779090
Email: iameseriescyprus@gmail.com
Website: iamecyprus.com

1.2. ENTRIES: CONTACT DETAILS

Contact: Andreas Christodoulides
Tel.: +357 96 779090
Email: iameseriescyprus@gmail.com
Entry must be made automatic on the web:
www.iamecyprus.com

1.3. EVENT DATES AND CIRCUITS

Race 1: 05/03/2023, Daytona Raceway
Race 2: 26/03/2023, Daytona Raceway
Race 3: 14/05/2023, Daytona Raceway
Race 4: 11/06/2023, Daytona Raceway
Race 5: 10/09/2023, Daytona Raceway
Race 6: 08/10/2023, Daytona Raceway
Race 7: 05/11/2023, Daytona Raceway

1.4. DATES OPEN & CLOSE OF ENTRIES

Race 1: 24/02/2023 — 03/03/2023
Race 2: 13/03/2023 — 19/03/2023
Race 3: 01/05/2023 — 07/05/2023
Race 4: 29/05/2023 — 04/06/2023
Race 5: 28/08/2023 — 03/09/2023
Race 6: 25/09/2023 — 01/10/2023
Race 7: 23/10/2023 — 29/10/2023

1.5. THE EVENT ARE AUTHORISED BY THE FOLLOWING ASN

Cyprus Automobile Association
Tel.: +357 22 313233
Email: info@caa.com.cy

ARTICLE: 2 ENTRY

2.1. ENTRANTS APPLICATION

Applicants must hold a valid Entrants' Licenses issued by the ASNs Affiliated to the FIA.

2.2. AMOUNT OF FEES

2.2.1. 100€ Payment of the each event paying registration in advance.

2.2.2. 120€ Payment for the each event paying late entry, which is the last accepted maximum 48 hours before the Event.

2.2.3. The entry fee may be returned in case of the official cancelation 3 days (72 hours) in prior.

2.3. ENTRY RESTRICTIONS

2.3.1. In case the driver fail to attend, THERE WILL BE NO REIMBURSEMENT OF ENTRY FEE.

2.3.2. Entries are only accepted once registration fee has been received.

ARTICLE: 3 CATEGORIES AND LICENCE

3.1. Minimum age: 12 years old, reaching their 12th birthday in 2023. Drivers can take part in the Junior category in the years of their 12, 13 and 14 years old birthday. Be informed that you cannot race in your 15th year and once you turn 15 years old.

3.2. License: National Karting License issued by an ASN affiliated to the FIA.

3.3. Minimum weight of driver and kart together is 145 kg.

3.4. MANDATORY GUARDIAN

In order to participate in the IAME Series Cyprus 2023, the drivers nationality of license and the Parent and/or Guardian must agree to the event,

which shall be run in accordance with the National Karting Regulations of Cyprus and the Sporting, technical and supplementary regulations of the event.

3.5. Junior engines to be used — IAME X30 JUNIOR.

ARTICLE: 4 PRIZES AND AWARDS

4.1. Trophies will be given to the first three (3) finishing drivers in the Final of each event.

Please note, prizes of race entries to events cannot be transferred to other drivers and/or events or traded for cash.

4.2. The driver of the year (Champion) award will be awarded to the top three (3) drivers, who competed the IAME Series Cyprus 2023 events. The driver with most points will be awarded as the driver of the year (Champion of the IAME Series Cyprus 2023), and the second and the third places will be given to the following drivers with the second and the third most points accordingly.

4.3. POINTS

4.3.1. At each Event, for the Qualifying Heats, there will be an awarding of points to the top 10 classified Drivers, according to the following scale: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

4.3.2. At each Event, for the Super Heat (established after the Qualifying Heats), points will be awarded to the top 12 classified Drivers, according to the following scale: 30, 20, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

4.3.3. At each Event, for the Final, points will be awarded to the top 15 classified Drivers, according to the following scale: 50, 30, 20, 15, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

4.3.4. Any exclusion from the event by Scrutine-

ering or Juridical Action, means no points will be given.

4.3.5. If a race is stopped under Article 2.21 of the General Prescriptions and cannot be restarted, then:

- a.** If less than 2 laps have been completed, no points will be awarded.
- b.** If more than 2 laps, but less than 75% of the scheduled distance have been covered, half the scheduled points will be awarded.
- c.** Full points will be awarded, if 75% or more of the scheduled distance have been covered.

ARTICLE: 5 TIRES

5.1. Usage of new tires in the day of the Event is obligatory. Usage of old tires is strictly forbidden.

5.2. The new set of tires must be purchased by the Entrant no later than 24 hours before the Event. The Entrant without the purchased the set of tires will no be allowed to participate in the Event, and no Entrance Fee will be reimbursement.

5.3. The tires will be supplied to each driver by the Event organisers one (1) day or 24 hours before the Event (Saturday). Tire delivery will take place according to the timetable in Daytona Raceway, Nicosia. If the Entrant will not receive the set of tires per tire delivery schedule, he/she allowed to receive it in the day of the Event, but before the Event begins according to the timetable.

5.4. Drivers, who received their set of tires one (1) day before the race, do not allowed to remove transparent factory protection plastic from the tires. Set of tires must remain new and untouched before the Event officially begins.

5.5. DRY TIRES JUNIOR: MG SM

Front 4.60 x 10.00 - 4, Rear 7.10 x 11.00 - 7.

It is compulsory for each driver to use 4 tires (2-front and 2-rears) for each event. The MG tires will be supplied by IAME Cyprus.

5.6. WET TIRES JUNIOR: MG SW

Front 10 X 4.20 - 5, Rear 11 X 6.00 - 5.

It is compulsory for each Driver to use wet tires from the organisation in the case of rain (maximum 1 set: 2-front and 2-rear) during all event. The MG tires will be supplied by IAME Cyprus.

5.7. WET TIRE REGULATIONS

5.7.1. Usage of new set of wet tires is obligatory.

5.7.2. At any time during the event Driver can purchase a new set of wet tires (maximum 1 set) supplied by IAME Cyprus.

5.7.3. Running in of wet tires on a dry track is prohibited. Wet tires may only be used if Clerk of the Course has declared Wet Race.

The choice of tires in a declared wet race will be left to the appreciation of the Driver. CIK-FIA Article 2.14.S of the General Prescriptions.

ARTICLE: 6 PETROL

6.1. Competitors must pre-order fuel and oil via the online form minimum two (2) and maximum one (1) weeks before the Event.

6.2. The official fuel supplier of the Events will be IAME Cyprus powered by Petrolina (Holdings) Public LTD.

6.3. The oil for the IAME Series Cyprus 2023 events must be Wladoil Racing K 2t.

6.4. It's forbidden to add any liquid and / or power-boosting chemicals in the petrol.

6.5. The only fuel the Drivers are allowed to use on the Event day is the one which is supplied and provided by Scrutineer.

6.6. At any time, the volume of the fuel in the tank must be over or equal to 1.5 liters.

6.7. The Scrutineer, following a decision of the Stewards, has the right to change and/or replace any driver's petrol at his discretion, at any time.

ARTICLE: 7 CAMERAS MOUNTED ON KARTS OR HELMETS

No private cameras are allowed on any part of the kart, helmet and/or Driver during the Event.

ARTICLE: 8 TRANSPONDER

8.1. Each Driver has to provide their own transponder produced by MYLAPS.

8.2. The transponder is mandatory and has to be fixed on the lower part of the back of the kart seat. Transponder must be mounted in its original holder and may be additionally secured by tie wraps. It is the Driver responsibility to ensure the transponder is fully functional and battery charged at all times.

ARTICLE: 9 CIK – FIA FRONT FARING MOUNTING KIT

9.1. The use of a homologated front fairing and of the homologated front fairing mounting kit of the bodywork homologation period 2022 – 2023 or the previous is mandatory.

9.2. Correct installation of the front fairing (using the front fairing mounting kit) must be in the correct position at all times during a competition.

9.3. The Black Flag with an Orange Disc will not be shown to a driver, if his front fairing is no longer in the correct position. If the Judge of Fact reports that the front fairing on one or more karts was no longer in the correct position when the Black and White Checkered Flag was waved and the kart(s) concerned crossed the finish line, in all situations a time penalty of 5 seconds will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal.

9.4. Should a Driver or a third party be found/proved to have intentionally replaced or attempted to fit a front fairing which is not installed correctly during the last lap or after the Black and White Checkered Flag was waved, this will lead to a disqualification from the competition.

ARTICLE: 10 THE EVENT

10.1. The event shall comprise Qualifying Heats, Super Heats and Final.

10.2. Race Distance in Qualifying Heats is approximately 9 km. The official Qualifying time is 7 minutes.

10.3. Race Distance in Super Heat is 15 laps, which are equal to 18 km.

10.4. Race Distance in Final is 17 laps, which are equal to 20,4 km.

ARTICLE: 11 NUMBERS ON KARTS

11.1. The numbers on the karts shall be black (without shadow and/or color stripes) on a clear yellow background, and they shall be at least 14-15cm high and have a 2cm thick stroke, and represented with an Arial type or similar font. They must be fitted before the Event and must be

clearly visible during the whole Race Event on both front and rear and on both sides towards the rear of the bodywork.

11.2. All Drivers before taking part in Qualifying Heats must have passed the Sporting Checks, Scrutineering and have numbers on the karts.

11.3. Driver is responsible at all times for ensuring that the required numbers are clearly visible to the Officials, Timekeepers and Marshals.

ARTICLE: 12 QUALIFYING HEATS

12.1. Drivers who have passed Scrutineering are allowed to take part in the Qualifying Heats. One 7-minute session will be provided.

12.2. The Drivers will be able to start moving their karts from the Start Servicing Park to the Pre-Grid from five (5) minutes before the time scheduled for the start of the Qualifying Heats. Each Driver has to take his chassis to the Pre-Grid and this choice will be final. The karts placed on the Pre-Grid must be ready to race.

12.3. During the Qualifying Heats, Drivers will take the start when they choose. Any Driver having crossed the line drawn at the exit of the Pre-Grid will be considered as having started, and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is counted.

12.4. The grids for the event will be drawn up in accordance with the fastest time achieved by each Driver during the Qualifying Heats. Should one or several Drivers achieve the same time, the tie will be settled on the basis of their second-best time, and so on.

12.5. At the end of the Qualifying Heats, the list of qualified Drivers as well as the starting grids will be officially published / announced.

ARTICLE: 13 STARTING GRID

13.1. SERVICING PARK ACCESS

Access to Servicing Park (in) during the event will be stated in the official timetable. Only the Driver, his Mechanic (one only) and the Parent (one only) are allowed to enter the Servicing Park (in) and only with ID-Pass supplied from the IAME Cyprus organisation. The closing time of the Servicing Park will be stated in the official timetable.

13.2. ASSEMBLY AREA ACCESS

Access to the Assembly area from the Servicing Park (in) will end as stated in the official timetable.

13.3. STARTING GRID PROCEDURE ON THE TRACK

13.3.1. Once the karts entered the Assembly Area, they are prohibited to return to Servicing Park.

13.3.2. Once the gate is closed (from the Servicing Park to the Assembly Area), each Driver with their kart placed on a trolley and pushed by his Mechanic, leaves the Assembly Area to take up their positions on the Starting Grid for the race. From this point, karts must be ready to race.

13.3.3. It is strictly forbidden to carry out any work, adjustment and/or set-up on the kart in the Pre-Grid, with the exception of tire pressures, which can be adjusted by the Driver or their Mechanic and by using his/her own means only (tire pressure gauge).

13.3.4. Karts not ready to race (whatever reason) will be removed from Pre-Grid without taking part in the Heat.

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

13.3.6. If a Driver is unable to start within the next

30 seconds after the display of the Green Flag, then applies the following:

a. If the Driver requests assistance of the mechanic, he/she must indicate this to the Marshals and, once the other karts have left the grid, it will be pushed to the safe area, where the Mechanic may assist on the kart. In this case Marshals with yellow flags will wave to warn the drivers on the Formation Lap. After assistants from the Mechanic he will be authorised to leave the repair area only on the orders of the Marshals. The driver may recover his/her position until the red line.

b. If the Driver does not requests assistance of the mechanic and proceed with start, he/she may recover his/her position until the red line. Otherwise, the Driver must take the last place on the grid.

ARTICLE: 14

STARTING PROCEDURE: FORMATION LAP AND ROLLING START

14.1. Karts will cover one warm up lap and one formation lap (total two (2) laps) before the start may be given.

14.2. The Organiser following a decision of the Stewards has the right to change starting procedure from "Rolling Start" to "Standing Start" or "One Line Rolling Start" with Slow Boards.

14.3. FORMATION LAP

14.3.1. It is forbidden to overtake another Driver under pain of a penalty inflicted by the Stewards (10 seconds or exclusion from the Heat).

14.3.2. If a Driver stops for any reason during the Formation Lap, he will not be allowed to try and start again before he has been passed by the whole field. He shall start again from the back of the formation. Should he try to start ahead of the field in the hope that the leading Drivers overtake

him, he would be shown the black flag and be excluded from that race.

14.3.3. In order to regain one position, it is forbidden to use any course other than the track used during the race. In different cases, applied:

a. ROLLING START

In case of a Rolling Starts, a Driver who is delayed will have the possibility of regaining his grid position only if this man oeuvre does not impede other Drivers, and in all cases before having reached the Red Line. The Red Line will be materialised on the track and indicated by the Clerk of the Course at the Briefing.

b. STANDING START

In the case of Standing Starts, a Driver who is delayed will have the possibility of regaining his grid position until the Green Flag waved.

14.3.4. If he considers that a Driver has been immobilised as a result of another Driver's mistake, the Clerk of the Course may stop the Formation Lap and start again the Starting Procedure on the basis of the original grid or allow the impeded Driver to regain his position.

14.3.5. During the Formation Lap(s), it is forbidden to practice start simulations.

14.3.6. At the end of the Formation Lap, Drivers will proceed forward at a reduced and constant speed towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track.

14.3.7. Driver crossing the lanes is liable to be sanctioned by the Stewards, on the basis of a time penalty of three (3) seconds for partly crossing the lanes and of ten (10) seconds for completely getting of the out corridor.

14.3.8. When the karts approach to the Starting Line, karts must maintain their position until the start signal is given.

14.4. STARTING

14.4.1. The Clerk of the Course will give the start by waiving the Green Flag as soon as he is satisfied with the formation. If he is not satisfied with the procedure, he will use an Again Hand Signal, which means that another Formation Lap must be covered granted.

14.4.2. Any Driver who has not placed himself at the orders of the Clerk of the Course in time with his kart in working order will be allowed to leave only at the orders of the Clerk of the Course.

14.4.3. No Drivers will be allowed to occupy the places, which have remained vacant.

14.4.4. Any attempts to jump the start or delay it and any karts leaving the lane before the Green Flag shall be sanctioned according to Article 2.24 of the General Prescriptions.

14.4.5. Jump Start will be deemed to have occurred when a Driver crosses the Start Line ahead of his prescribed grid position at the start of the race. If a Jump Start has been committed, the penalty refers to Article 2.24 General Prescription of CIK FIA.

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

14.6. As soon as the Clerk of the Course or his Deputy or Official appointed Starter, indicates with the Green Flag, that the karts may take the start, the Drivers are «at the orders of the Clerk of the Course» and may no longer receive any outside help.

14.7. In the case of repeated false starts or of incidents during the Formation Lap(s), the Clerk of the Course or the acting Judge of Fact, may stop

the Starting Procedure by means of the Red Flag and inform the Stewards, who will be entitled to inflict on the offending Drivers a penalty according to Article 2.24 of the General Prescriptions. A new procedure will begin either immediately or within 30 minutes, according to the circumstances. The starting grid will be the same as for the initial procedure. All the Drivers present in the Starting Area or in the repair area before the procedure was stopped will be allowed to take the start of the new Formation Lap.

ARTICLE: 15 NEUTRALISATION OF QUALIFYING HEATS OR RACES

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

15.2. NEUTRALISATION PROCEDURE

15.2.1. When the order is given to neutralise the Qualifying Heats or Race, all observers' posts will display waved Yellow Flags, which shall be maintained until the neutralisation is over.

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

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

15.3. END OF NEUTRALISATION

When the Clerk of the Course decides to end the neutralisation, he will wave the Green Flag. This will be the signal to the Drivers, that the Race is resumed.

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

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

ARTICLE: 16 SUSPENDING OF QUALIFYING HEATS OR RACES

16.1. Should it become necessary to suspend the Qualifying Heats or any Race because the circuit is blocked by an accident or because of weather or other conditions make it dangerous to continue, the Clerk of the Course shall order a Red Flag to be shown on the Line.

16.2. SUSPENDING PROCEDURE

Simultaneously Red Flags will be shown at Marshals' posts provided with these flags. The decision to suspend the Qualifying Heats or any Race may be taken only by the Clerk of the Course (or, if he had to leave, by his Deputy). If the signal to stop racing is given:

a. DURING QUALIFYING HEATS

All karts will immediately reduce their speed and go to the «Finish» Servicing Park entrance, or stop on the track at the place designated during the briefing, considering that:

— The circuit may be totally blocked because of an accident.

— The weather conditions may have made it impossible to drive at high speed on the circuit.

— Karts or rescue vehicles may be on the track.

— The classification of the Heat will be the classification at the end of the lap prior to that during which the signal to stop was given.

— The procedure to be followed varies according to the number of laps completed by the Heat leader before the signal to stop was given:

- Less than 75% of the distance scheduled for the Heat (rounded up to the nearest higher whole number of laps). If the Heat can be resumed, Article 2.22 of CIK-FIA general prescriptions will apply.
- 75% or more of the distance scheduled for the Heat (rounded up to the nearest higher whole number of laps). The karts will be directly led to the "Parc Ferme", and the Heat will be considered as having stopped when the leading kart crossed the Line at the end of the lap prior to that during which the signal to stop was given.

b. DURING SUPER HEAT OR FINAL

All karts must immediately reduce speed and go to the entrance to the «Finish» Servicing Park, or stop on the track at the place designated during the briefing, considering that:

— The circuit may be totally blocked because of an accident.

— The weather conditions may have made it impossible to drive at high speed on the circuit.

— Karts or rescue vehicles may be on the track.

— The classification of the Race will be the classification at the end of the lap prior to that during which the signal to stop the Race was given.

— The procedure to be followed varies according to the number of laps completed by the Race leader before the signal to stop the Race was given:

- Case A: Less than 2 laps
No points will be awarded. If the Race can be

resumed, Article 2.22, of CIK International Sporting Regulations General Prescriptions.

- Case B: More than 2 laps, but less than 75%
If the Race can be resumed, Article 2.22 Case B. Should this not be possible, half the points will be awarded.
- Case C: 75% or more
If 75% or more of the Race distance (rounded up to the nearest whole higher number of laps), then the karts shall be sent directly to the "Parc Ferme" and the Race will be deemed to have finished when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped. Full points will be awarded.

16.3. RESUMING AFTER SUSPENDING

16.3.1. After a suspending situation, the delay will be kept as short as possible. As soon as resuming time is known, Drivers will be informed.

16.3.2. In all cases at least a 10 minute warning will be given. Boards will be presented 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds before the resumption. Each signal will be accompanied by an audible warning. All karts must be ready at the 3-minute board.

16.3.3. Working on karts and refueling while suspending are not allowed.

16.3.4. The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered.

16.3.5. Resuming start positions will be determined by the finishing order at the end of the lap before the one on which the race was suspended.

ARTICLE: 17 CODE OF DRIVING CONDUCT ON KARTING CIRCUITS

Article 3 CIK-FIA International Karting Regulations

17.1. The race track alone shall be used by the Drivers during the Race.

17.2. OVERTAKING

17.2.1. During the race, a kart alone on the track may use the full width of the said track. However, as soon as it is caught up by a kart which is either temporarily or constantly faster, the Driver is not allowed to swing from one side to the other or make a move sideways in order to prevent a legal overtaking maneuver when the other Competitor is already by his side. He shall give the other kart the right of way in order to allow for passing.

17.2.2. If the Driver, who has been caught does not seem to notice that another Driver wants to overtake him, the flag Marshal(s) will give a warning by waving the Blue Flag to indicate that another Competitor wants to overtake. Any Driver who does not take notice of the Blue Flag may be penalised by the Stewards. Systematic or repeated offences may result in the exclusion of the offender from the race.

17.2.3. Overtaking, according to the circumstances, may be done either on the right or on the left.

17.2.4. Maneuvers liable to hinder other Drivers such as premature or dangerous changes of direction, more than one change of direction, deliberate crowding of karts towards the inside or the outside of the curve or any other dangerous change of direction, are strictly prohibited and shall be penalised. According to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.

17.2.5. Any obstructive maneuver carried out by one or several Drivers, either having common interests or not, is prohibited.

17.2.6. The persistent driving abreast of several

karts, as well as fan-shaped arrangement, is authorised only if there is not another kart trying to overtake. Otherwise the Blue Flag will be waved.

17.2.7. The penalty inflicted for ignoring the Blue Flag will also be applied to the Drivers, who obstruct part of the track and shall be more severe in the case of systematic obstruction, thus, ranging from a fine to the exclusion from the race. The same penalty shall be applied to Drivers, who swing from one side of the track to the other in order to prevent other Competitors from overtaking.

17.2.8. The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the exclusion of the Drivers concerned.

17.3. CONTACTS / COLLISIONS

Any contacts / collisions (even a small touch of the kart in front from the back) during the Race, deceleration lap included, will cost exclusion of the Driver concerned from the Race. The signal which the Clerk of the Course shall give to the Driver is the Black Flag.

17.4. OBSERVATION OF DISCIPLINE

Observation of Discipline of driver according to the "CODE OF DRIVING CONDUCT" and ISC (THE CODE) and possibilities of punishment by the Clerk of the Course.

In addition to the CIK-FIA General Prescriptions the permanent Clerk of the Course has the power to decide in connection with the Black and White Warning Flag a time penalty of 5 seconds for the Race concerned. Follow this imposed penalty, one or more offences of the same Driver in this Race, the Clerk of the Course will report this to the Stewards for possible further punishment.

a. This penalty is similar to a drive-through-penalty in circuit car racing. In accordance with Article 12.2 of the International Sporting Code,

this time penalties shall not be subject to protest or appeal.

b. The Clerk of the Course should inform during the Briefing on the procedure for the imposition and notification of this penalty.

c. In accordance with Article 12.2 of the International Sporting Code, time penalties imposed by the Panel of Stewards for infringements of the Regulations during the Race shall not be subject to appeal.

17.5. STOPPING OF A KART DURING THE RACE

17.5.1. The Driver of any kart leaving the Race shall signal this intention in good time. The Driver is responsible for ensuring that the maneuver is carried out safely and as near as possible to the point of exit.

17.5.2. Should a Driver be compelled to stop his/her kart, either involuntarily or for any other reason, the kart shall be moved off the track as soon as possible, so that its presence does not constitute a danger or prevent the normal running of the race. If the Driver is not able to move the kart out of the potentially dangerous position, it is the duty of the Marshals or other officials to help.

17.5.3. Any replenishment carried out on the track itself is prohibited, and will entail immediate exclusion.

17.5.4. Apart from the Driver, and, in exceptional cases, the competent officials, nobody is allowed to touch a stopped kart under penalty of its exclusion from the race.

17.6.5. Pushing a kart along the track or pushing it across the nosing line is not allowed, and will entail immediate exclusion.

ARTICLE: 18 OBSERVANCE OF SIGNALS

The instructions detailed in the ANNEXE Significance of flags of the IAME Series Cyprus. All Drivers must be thoroughly acquainted with them.

ARTICLE: 19

PADDOCK REGULATIONS & SAFETY

19.1. It is forbidden to use motorbikes, scooters or any other motorised devices in the Paddock, except where the Clerk of the Course have given special permission.

19.2. It is forbidden to drive into the Paddock with any Car, Van or Lorry without a proven organisers pass, even when the gate is open and not manually guarded. A fine will be inflicted by the Stewards on any person not respecting this rule.

19.3. Entrant, Drivers, Mechanic and Guest passes will be issued at the sporting check. All passes must be presented at any time and no one will be readmitted without a pass.

19.4. Personal passes are non-transferable and must not be given to unauthorised persons. IAME Cyprus office must be notified immediately of loss of passes. The pass shall be presented whenever requested. Any misuse of the pass shall result in its immediate withdrawal.

ARTICLE: 20

SERVICING PARKS RULES

20.1. Only ONE driver per kart and ONE mechanic is allowed in "Servicing Park" and only with proven pass and/or proven identification supplied by the IAME Cyprus organisation.

20.2. Engine builders are only allowed in the Servicing Park's Scrutineering area and only while Scrutineering of a driver engine is in progress. Any other circulation in Servicing Park will result of penalty by the Stewards and be banned to enter Servicing Park and Scrutineering area in future.

ARTICLE: 21

MEDIA ACCESS ZONE

21.1. No one is allowed to cross the Event zone with an excuse to take pictures / videos (or with any other reason) which requires the ID pass to enter, without the Media Accreditation Access issued by the IAME Cyprus for the IAME Series Cyprus 2023.

21.2. No one is allowed to make professional pictures / videos or any other media materials which will be used not only for the private reasons of the Driver, without the Media Accreditation Access.

21.3. No one without the Media Accreditation Access allowed to bring any professional media equipment to the Event zone, which requires ID pass. With the exception of cameras with a lens of no more than 50mm for the personal needs of the Driver.

21.4. ISSUE OF THE MEDIA ACCREDITATION

21.4.1. Anyone who would like to get the Media Accreditation, must fill out the Media Accreditation form on the website.

21.4.2. Media Accreditation will be issued for the whole IAME Series Cyprus 2023 season.

21.4.3. Payment Fee for the Media Accreditation is 300 EUR. The fee does not change depending on the time of the year the Media Accreditation should be issued.

21.4.4. The Payment Fee is not refundable.

21.4.5. Anyone who decide to go through the Media Accreditation process, will must pass the Safety Requirements Lesson organised by the IAME Cyprus representatives.

21.4.6. Anyone who choose to get the Media Accreditation, will must to sign the Safety Policy.

21.5. The zones where the Person with Media Accreditation is allowed to be will be shown while the Safety Requirements Lesson. While the Qualification Heats or any Race no one is allowed to cross the track.

21.6. Ignoring the rules established in the Safety Policy for the Media Accreditation Access, and/or taking actions that could or could have affected the safety of Drivers or other persons on the track, will cost a warning or exclusion from the Race. In case of repeated actions violating safety, the Media Accreditation can be suspended without a possibility to re-apply in this or any other following season.

IAME SERIES CYPRUS

REGULATIONS

X30 SENIOR

REGULATIONS

The final text of these Regulations shall be the English version, which will be used in case of any dispute arise as to their Interpretation. Headings in this document are for ease of reference only and do not form part of these Regulations.

GENERAL UNDERTAKINGS

All Drivers, Mechanics and Officials participating in the event undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code («the Code»), the Code of Driving Conduct on Karting Circuits, the Karting Technical Regulations («the Technical Regulations»), the General Prescriptions applicable to the CIK-FIA Karting international Competitions and Championships, Cups and Trophies («the General Prescriptions the Supplementary Regulations of the Competition»), and these Regulations.

ORGANISATION

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

ARTICLE: 1

GENERAL INFORMATION

1.1. ORGANISATION OFFICE

MYMICRON LTD,
Tseriou 126, Strovolos, 2045, Nicosia, Cyprus
Tel.: +357 96 779090
Email: iameseriescyprus@gmail.com
Website: iamecyprus.com

1.2. ENTRIES: CONTACT DETAILS

Contact: Andreas Christodoulides
Tel.: +357 96 779090
Email: iameseriescyprus@gmail.com
Entry must be made automatic on the web:
www.iamecyprus.com

1.3. EVENT DATES AND CIRCUITS

Race 1: 05/03/2023, Daytona Raceway
Race 2: 26/03/2023, Daytona Raceway
Race 3: 14/05/2023, Daytona Raceway
Race 4: 11/06/2023, Daytona Raceway
Race 5: 10/09/2023, Daytona Raceway
Race 6: 08/10/2023, Daytona Raceway
Race 7: 05/11/2023, Daytona Raceway

1.4. DATES OPEN & CLOSE OF ENTRIES

Race 1: 24/02/2023 — 03/03/2023
Race 2: 13/03/2023 — 19/03/2023
Race 3: 01/05/2023 — 07/05/2023
Race 4: 29/05/2023 — 04/06/2023
Race 5: 28/08/2023 — 03/09/2023
Race 6: 25/09/2023 — 01/10/2023
Race 7: 23/10/2023 — 29/10/2023

1.5. THE EVENT ARE AUTHORISED BY THE FOLLOWING ASN

Cyprus Automobile Association
Tel.: +357 22 313233
Email: info@caa.com.cy

ARTICLE: 2 ENTRY

2.1. ENTRANTS APPLICATION

Applicants must hold a valid Entrants' Licenses issued by the ASNs Affiliated to the FIA.

2.2. AMOUNT OF FEES

2.2.1. 100€ Payment of the each event paying registration in advance.

2.2.2. 120€ Payment for the each event paying late entry, which is the last accepted maximum 48 hours before the Event.

2.2.3. The entry fee may be returned in case of the official cancelation 3 days (72 hours) in prior.

2.3. ENTRY RESTRICTIONS

2.3.1. In case the driver fail to attend, THERE WILL BE NO REIMBURSEMENT OF ENTRY FEE.

2.3.2. Entries are only accepted once registration fee has been received.

ARTICLE: 3 CATEGORIES AND LICENCE

3.1. Minimum age: 14+ years old, reaching their 14th birthday in 2023.

3.2. License: National Karting License issued by an ASN affiliated to the FIA.

3.3. Minimum weight of driver and kart together is 158 kg.

3.4. MANDATORY GUARDIAN

In order to participate in the IAME Series Cyprus 2023, the drivers nationality of license and the Parent and/or Guardian must agree to the event, which shall be run in accordance with the National Karting Regulations of Cyprus and the Sporting, technical and supplementary regulations of the event.

3.5. Senior engines to be used — IAME X30 SENIOR.

ARTICLE: 4 PRIZES AND AWARDS

4.1. Trophies will be given to the first three (3) finishing drivers in the Final of each event.

Please note, prizes of race entries to events cannot be transferred to other drivers and/or events or traded for cash.

4.2. The driver of the year (Champion) award will be awarded to the top three (3) drivers, who competed the IAME Series Cyprus 2023 events. The driver with most points will be awarded as the driver of the year (Champion of the IAME Series Cyprus 2023), and the second and the third places will be given to the following drivers with the second and the third most points accordingly.

4.3. POINTS

4.3.1. At each Event, for the Qualifying Heats, there will be an awarding of points to the top 10 classified Drivers, according to the following scale: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

4.3.2. At each Event, for the Super Heat (established after the Qualifying Heats), points will be awarded to the top 12 classified Drivers, according to the following scale: 30, 20, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

4.3.3. At each Event, for the Final, points will be awarded to the top 15 classified Drivers, according to the following scale: 50, 30, 20, 15, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

4.3.4. Any exclusion from the event by Scrutineering or Juridical Action, means no points will be given.

4.3.5. If a race is stopped under Article 2.21 of the General Prescriptions and cannot be restarted,

then:

- a. If less than 2 laps have been completed, no points will be awarded.
- b. If more than 2 laps, but less than 75% of the scheduled distance have been covered, half the scheduled points will be awarded.
- c. Full points will be awarded, if 75% or more of the scheduled distance have been covered.

ARTICLE: 5 TIRES

5.1. Usage of new tires in the day of the Event is obligatory. Usage of old tires is strictly forbidden.

5.2. The new set of tires must be purchased by the Entrant no later than 24 hours before the Event. The Entrant without the purchased the set of tires will no be allowed to participate in the Event, and no Entrance Fee will be reimbursement.

5.3. The tires will be supplied to each driver by the Event organisers one (1) day or 24 hours before the Event (Saturday). Tire delivery will take place according to the timetable in Daytona Raceway, Nicosia. If the Entrant will not receive the set of tires per tire delivery schedule, he/she allowed to receive it in the day of the Event, but before the Event begins according to the timetable.

5.4. Drivers, who received their set of tires one (1) day before the race, do not allowed to remove transparent factory protection plastic from the tires. Set of tires must remain new and untouchable before the Event officially begins.

5.5. DRY TIRES SENIOR: MG SM

Front 4.60 x 10.00 - 4, Rear 7.10 x 11.00 - 7.
It is compulsory for each driver to use 4 tires (2-front and 2-rears) for each event. The MG tires will be supplied by IAME Cyprus.

5.6. WET TIRES SENIOR: MG SW

Front 10 X 4.20 - 5, Rear 11 X 6.00 - 5.

It is compulsory for each Driver to use wet tires from the organisation in the case of rain (maximum 1 set: 2-front and 2-rear) during all event. The MG tires will be supplied by IAME Cyprus.

5.7. WET TIRE REGULATIONS

5.7.1. Usage of new set of wet tires is obligatory.

5.7.2. At any time during the event Driver can purchase a new set of wet tires (maximum 1 set) supplied by IAME Cyprus.

5.7.3. Running in of wet tires on a dry track is prohibited. Wet tires may only be used if Clerk of the Course has declared Wet Race.

The choice of tires in a declared wet race will be left to the appreciation of the Driver. CIK-FIA Article 2.14.S of the General Prescriptions.

ARTICLE: 6 PETROL

6.1. Competitors must pre-order fuel and oil via the online form minimum two (2) and maximum one (1) weeks before the Event.

6.2. The official fuel supplier of the Events will be IAME Cyprus powered by Petrolina (Holdings) Public LTD.

6.3. The oil for the IAME Series Cyprus 2023 events must be Wladoil Racing K 2t.

6.4. It's forbidden to add any liquid and / or power-boosting chemicals in the petrol.

6.5. The only fuel the Drivers are allowed to use on the Event day is the one which is supplied and provided by Scrutineer.

6.6. At any time, the volume of the fuel in the tank must be over or equal to 1.5 liters.

6.7. The Scrutineer, following a decision of the Stewards, has the right to change and/or replace any driver's petrol at his discretion, at any time.

**ARTICLE: 7
CAMERAS MOUNTED ON KARTS
OR HELMETS**

No private cameras are allowed on any part of the kart, helmet and/or Driver during the Event.

**ARTICLE: 8
TRANSPONDER**

8.1. Each Driver has to provide their own transponder produced by MYLAPS.

8.2. The transponder is mandatory and has to be fixed on the lower part of the back of the kart seat. Transponder must be mounted in its original holder and may be additionally secured by tie wraps. It is the Driver responsibility to ensure the transponder is fully functional and battery charged at all times.

**ARTICLE: 9
CIK-FIA FRONT FARING MOUNTING KIT**

9.1. The use of a homologated front fairing and of the homologated front fairing mounting kit of the bodywork homologation period 2022 – 2023 or the previous is mandatory.

9.2. Correct installation of the front fairing (using the front fairing mounting kit) must be in the correct position at all times during a competition.

9.3. The Black Flag with an Orange Disc will not be shown to a driver, if his front fairing is no longer in the correct position. If the Judge of Fact reports that the front fairing on one or more karts was no longer in the correct position when the Black and White Checkered Flag was waved and

the kart(s) concerned crossed the finish line, in all situations a time penalty of 5 seconds will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal.

9.4. Should a Driver or a third party be found/proved to have intentionally replaced or attempted to fit a front fairing which is not installed correctly during the last lap or after the Black and White Checkered Flag was waved, this will lead to a disqualification from the competition.

**ARTICLE: 10
THE EVENT**

10.1. The event shall comprise Qualifying Heats, Super Heats and Final.

10.2. Race Distance in Qualifying Heats is approximately 9 km. The official Qualifying time is 7 minutes.

10.3. Race Distance in Super Heat is 15 laps, which are equal to 18 km.

10.4. Race Distance in Final is 17 laps, which are equal to 20,4 km.

**ARTICLE: 11
NUMBERS ON KARTS**

11.1. The numbers on the karts shall be black (without shadow and/or color stripes) on a clear yellow background, and they shall be at least 14-15cm high and have a 2cm thick stroke, and represented with an Arial type or similar font. They must be fitted before the Event and must be clearly visible during the whole Race Event on both front and rear and on both sides towards the rear of the bodywork.

11.2. All Drivers before taking part in Qualifying Heats must have passed the Sporting Checks,

Scrutineering and have numbers on the karts.

11.3. Driver is responsible at all times for ensuring that the required numbers are clearly visible to the Officials, Timekeepers and Marshals.

ARTICLE: 12 QUALIFYING HEATS

12.1. Drivers who have passed Scrutineering are allowed to take part in the Qualifying Heats. One 7-minute session will be provided.

12.2. The Drivers will be able to start moving their karts from the Start Servicing Park to the Pre-Grid from five (5) minutes before the time scheduled for the start of the Qualifying Heats. Each Driver has to take his chassis to the Pre-Grid and this choice will be final. The karts placed on the Pre-Grid must be ready to race.

12.3. During the Qualifying Heats, Drivers will take the start when they choose. Any Driver having crossed the line drawn at the exit of the Pre-Grid will be considered as having started, and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is counted.

12.4. The grids for the event will be drawn up in accordance with the fastest time achieved by each Driver during the Qualifying Heats. Should one or several Drivers achieve the same time, the tie will be settled on the basis of their second-best time, and so on.

12.5. At the end of the Qualifying Heats, the list of qualified Drivers as well as the starting grids will be officially published / announced.

ARTICLE: 13 STARTING GRID

13.1. SERVICING PARK ACCESS

Access to Servicing Park (in) during the event will

be stated in the official timetable. Only the Driver, his Mechanic (one only) and the Parent (one only) are allowed to enter the Servicing Park (in) and only with ID-Pass supplied from the IAME Cyprus organisation. The closing time of the Servicing Park will be stated in the official timetable.

13.2. ASSEMBLY AREA ACCESS

Access to the Assembly area from the Servicing Park (in) will end as stated in the official timetable.

13.3. STARTING GRID PROCEDURE ON THE TRACK

13.3.1. Once the karts entered the Assembly Area, they are prohibited to return to Servicing Park.

13.3.2. Once the gate is closed (from the Servicing Park to the Assembly Area), each Driver with their kart placed on a trolley and pushed by his Mechanic, leaves the Assembly Area to take up their positions on the Starting Grid for the race. From this point, karts must be ready to race.

13.3.3. It is strictly forbidden to carry out any work, adjustment and/or set-up on the kart in the Pre-Grid, with the exception of tire pressures, which can be adjusted by the Driver or their Mechanic and by using his/her own means only (tire pressure gauge).

13.3.4. Karts not ready to race (whatever reason) will be removed from Pre-Grid without taking part in the Heat.

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

13.3.6. If a Driver is unable to start within the next 30 seconds after the display of the Green Flag, then applies the following:

a. If the Driver requests assistance of the mechanic, he/she must indicate this to the Marshals and, once the other karts have left the

grid, it will be pushed to the safe area, where the Mechanic may assist on the kart. In this case Marshals with yellow flags will wave to warn the drivers on the Formation Lap. After assistance from the Mechanic he will be authorised to leave the repair area only on the orders of the Marshals. The driver may recover his/her position until the red line.

b. If the Driver does not request assistance of the mechanic and proceed with start, he/she may recover his/her position until the red line. Otherwise, the Driver must take the last place on the grid.

ARTICLE: 14 STARTING PROCEDURE: FORMATION LAP AND ROLLING START

14.1. Karts will cover one warm up lap and one formation lap (total two (2) laps) before the start may be given.

14.2. The Organiser following a decision of the Stewards has the right to change starting procedure from "Rolling Start" to "Standing Start" or "One Line Rolling Start" with Slow Boards.

14.3. FORMATION LAP

14.3.1. It is forbidden to overtake another Driver under pain of a penalty inflicted by the Stewards (10 seconds or exclusion from the Heat).

14.3.2. If a Driver stops for any reason during the Formation Lap, he will not be allowed to try and start again before he has been passed by the whole field. He shall start again from the back of the formation. Should he try to start ahead of the field in the hope that the leading Drivers overtake him, he would be shown the black flag and be excluded from that race.

14.3.3. In order to regain one position, it is forbidden to use any course other than the track used during the race. In different cases, applied:

a. ROLLING START

In case of a Rolling Start, a Driver who is delayed will have the possibility of regaining his grid position only if this manoeuvre does not impede other Drivers, and in all cases before having reached the Red Line. The Red Line will be materialised on the track and indicated by the Clerk of the Course at the Briefing.

b. STANDING START

In the case of Standing Starts, a Driver who is delayed will have the possibility of regaining his grid position until the Green Flag waved.

14.3.4. If he considers that a Driver has been immobilised as a result of another Driver's mistake, the Clerk of the Course may stop the Formation Lap and start again the Starting Procedure on the basis of the original grid or allow the impeded Driver to regain his position.

14.3.5. During the Formation Lap(s), it is forbidden to practice start simulations.

14.3.6. At the end of the Formation Lap, Drivers will proceed forward at a reduced and constant speed towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track.

14.3.7. Driver crossing the lanes is liable to be sanctioned by the Stewards, on the basis of a time penalty of three (3) seconds for partly crossing the lanes and of ten (10) seconds for completely getting out of the out corridor.

14.3.8. When the karts approach to the Starting Line, karts must maintain their position until the start signal is given.

14.4. STARTING

14.4.1. The Clerk of the Course will give the start by waving the Green Flag as soon as he is satisfied with the formation. If he is not satisfied with the procedure, he will use an Again Hand Signal, which means that another Formation Lap must be covered granted.

14.4.2. Any Driver who has not placed himself at the orders of the Clerk of the Course in time with his kart in working order will be allowed to leave only at the orders of the Clerk of the Course.

14.4.3. No Drivers will be allowed to occupy the places, which have remained vacant.

14.4.4. Any attempts to jump the start or delay it and any karts leaving the lane before the Green Flag shall be sanctioned according to Article 2.24 of the General Prescriptions.

14.4.5. Jump Start will be deemed to have occurred when a Driver crosses the Start Line ahead of his prescribed grid position at the start of the race. If a Jump Start has been committed, the penalty refers to Article 2.24 General Prescription of CIK FIA.

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

14.6. As soon as the Clerk of the Course or his Deputy or Official appointed Starter, indicates with the Green Flag, that the karts may take the start, the Drivers are «at the orders of the Clerk of the Course» and may no longer receive any outside help.

14.7. In the case of repeated false starts or of incidents during the Formation Lap(s), the Clerk of the Course or the acting Judge of Fact, may stop the Starting Procedure by means of the Red Flag and inform the Stewards, who will be entitled to inflict on the offending Drivers a penalty according to Article 2.24 of the General Prescriptions. A new procedure will begin either immediately or within 30 minutes, according to the circumstances. The starting grid will be the same as for the initial procedure. All the Drivers

present in the Starting Area or in the repair area before the procedure was stopped will be allowed to take the start of the new Formation Lap.

ARTICLE: 15 NEUTRALISATION OF QUALIFYING HEATS OR RACES

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

15.2. NEUTRALISATION PROCEDURE

15.2.1. When the order is given to neutralise the Qualifying Heats or Race, all observers' posts will display waved Yellow Flags, which shall be maintained until the neutralisation is over.

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

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

15.3. END OF NEUTRALISATION

When the Clerk of the Course decides to end the neutralisation, he will wave the Green Flag. This will be the signal to the Drivers, that the Race is resumed.

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

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

ARTICLE: 16

SUSPENDING OF QUALIFYING HEATS OR RACES

16.1. Should it become necessary to suspend the Qualifying Heats or any Race because the circuit is blocked by an accident or because of weather or other conditions make it dangerous to continue, the Clerk of the Course shall order a Red Flag to be shown on the Line.

16.2. SUSPENDING PROCEDURE

Simultaneously Red Flags will be shown at Marshals' posts provided with these flags. The decision to suspend the Qualifying Heats or any Race may be taken only by the Clerk of the Course (or, if he had to leave, by his Deputy). If the signal to stop racing is given:

a. DURING QUALIFYING HEATS

All karts will immediately reduce their speed and go to the «Finish» Servicing Park entrance, or stop on the track at the place designated during the briefing, considering that:

— The circuit may be totally blocked because of an accident.

— The weather conditions may have made it impossible to drive at high speed on the circuit.

— Karts or rescue vehicles may be on the track.

— The classification of the Heat will be the classification at the end of the lap prior to that during which the signal to stop was given.

— The procedure to be followed varies according to the number of laps completed by the Heat leader before the signal to stop was given:

- Less than 75% of the distance scheduled for the Heat (rounded up to the nearest higher whole number of laps). If the Heat can be resumed, Article 2.22 of CIK-FIA general prescriptions will apply.

- 75% or more of the distance scheduled for the Heat (rounded up to the nearest higher whole number of laps). The karts will be directly led to the "Parc Ferme", and the Heat will be considered as having stopped when the leading kart crossed the Line at the end of the lap prior to that during which the signal to stop was given.

b. DURING SUPER HEAT OR FINAL

All karts must immediately reduce speed and go to the entrance to the «Finish» Servicing Park, or stop on the track at the place designated during the briefing, considering that:

— The circuit may be totally blocked because of an accident.

— The weather conditions may have made it impossible to drive at high speed on the circuit.

— Karts or rescue vehicles may be on the track.

— The classification of the Race will be the classification at the end of the lap prior to that during which the signal to stop the Race was given.

— The procedure to be followed varies according to the number of laps completed by the Race leader before the signal to stop the Race was given:

- Case A: Less than 2 laps
No points will be awarded. If the Race can be resumed, Article 2.22, of CIK International Sporting Regulations General Prescriptions.
- Case B: More than 2 laps, but less than 75%
If the Race can be resumed, Article 2.22 Case B. Should this not be possible, half the points will be awarded.
- Case C: 75% or more
If 75% or more of the Race distance (rounded up to the nearest whole higher number of

laps), then the karts shall be sent directly to the "Parc Ferme" and the Race will be deemed to have finished when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped. Full points will be awarded.

16.3. RESUMING AFTER SUSPENDING

16.3.1. After a suspending situation, the delay will be kept as short as possible. As soon as resuming time is known, Drivers will be informed.

16.3.2. In all cases at least a 10 minute warning will be given. Boards will be presented 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds before the resumption. Each signal will be accompanied by an audible warning. All karts must be ready at the 3-minute board.

16.3.3. Working on karts and refueling while suspending are not allowed.

16.3.4. The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered.

16.3.5. Resuming start positions will be determined by the finishing order at the end of the lap before the one on which the race was suspended.

ARTICLE: 17 CODE OF DRIVING CONDUCT ON KARTING CIRCUITS

Article 3 CIK-FIA International Karting Regulations

17.1. The race track alone shall be used by the Drivers during the Race.

17.2. OVERTAKING

17.2.1. During the race, a kart alone on the track may use the full width of the said track. However, as soon as it is caught up by a kart which is either temporarily or constantly faster, the Driver is not allowed to swing from one side to the other or make a move sideways in order to prevent a legal

overtaking maneuver when the other Competitor is already by his side. He shall give the other kart the right of way in order to allow for passing.

17.2.2. If the Driver, who has been caught does not seem to notice that another Driver wants to overtake him, the flag Marshal(s) will give a warning by waving the Blue Flag to indicate that another Competitor wants to overtake. Any Driver who does not take notice of the Blue Flag may be penalised by the Stewards. Systematic or repeated offences may result in the exclusion of the offender from the race.

17.2.3. Overtaking, according to the circumstances, may be done either on the right or on the left.

17.2.4. Maneuvers liable to hinder other Drivers such as premature or dangerous changes of direction, more than one change of direction, deliberate crowding of karts towards the inside or the outside of the curve or any other dangerous change of direction, are strictly prohibited and shall be penalised. According to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.

17.2.5. Any obstructive maneuver carried out by one or several Drivers, either having common interests or not, is prohibited.

17.2.6. The persistent driving abreast of several karts, as well as fan-shaped arrangement, is authorised only if there is not another kart trying to overtake. Otherwise the Blue Flag will be waved.

17.2.7. The penalty inflicted for ignoring the Blue Flag will also be applied to the Drivers, who obstruct part of the track and shall be more severe in the case of systematic obstruction, thus, ranging from a fine to the exclusion from the race. The

same penalty shall be applied to Drivers, who swing from one side of the track to the other in order to prevent other Competitors from overtaking.

17.2.8. The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the exclusion of the Drivers concerned.

17.3. CONTACTS / COLLISIONS

Any contacts / collisions (even a small touch of the kart in front from the back) during the Race, deceleration lap included, will cost exclusion of the Driver concerned from the Race. The signal which the Clerk of the Course shall give to the Driver is the Black Flag.

17.4. OBSERVATION OF DISCIPLINE

Observation of Discipline of driver according to the "CODE OF DRIVING CONDUCT" and ISC (THE CODE) and possibilities of punishment by the Clerk of the Course.

In addition to the CIK-FIA General Prescriptions the permanent Clerk of the Course has the power to decide in connection with the Black and White Warning Flag a time penalty of 5 seconds for the Race concerned. Follow this imposed penalty, one or more offences of the same Driver in this Race, the Clerk of the Course will report this to the Stewards for possible further punishment.

a. This penalty is similar to a drive-through-penalty in circuit car racing. In accordance with Article 12.2 of the International Sporting Code, his time penalties shall not be subject to protest or appeal.

b. The Clerk of the Course should inform during the Briefing on the procedure for the imposition and notification of this penalty.

c. In accordance with Article 12.2 of the International Sporting Code, time penalties imposed by the Panel of Stewards for

infringements of the Regulations during the Race shall not be subject to appeal.

17.5. STOPPING OF A KART DURING THE RACE

17.5.1. The Driver of any kart leaving the Race shall signal this intention in good time. The Driver is responsible for ensuring that the maneuver is carried out safely and as near as possible to the point of exit.

17.5.2. Should a Driver be compelled to stop his/her kart, either involuntarily or for any other reason, the kart shall be moved off the track as soon as possible, so that its presence does not constitute a danger or prevent the normal running of the race. If the Driver is not able to move the kart out of the potentially dangerous position, it is the duty of the Marshals or other officials to help.

17.5.3. Any replenishment carried out on the track itself is prohibited, and will entail immediate exclusion.

17.5.4. Apart from the Driver, and, in exceptional cases, the competent officials, nobody is allowed to touch a stopped kart under penalty of its exclusion from the race.

17.6.5. Pushing a kart along the track or pushing it across the nosing line is not allowed, and will entail immediate exclusion.

ARTICLE: 18 OBSERVANCE OF SIGNALS

The instructions detailed in the ANNEXE Significance of flags of the IAME Series Cyprus. All Drivers must be thoroughly acquainted with them.

ARTICLE: 19 PADDOCK REGULATIONS & SAFETY

19.1. It is forbidden to use motorbikes, scooters or any other motorised devices in the Paddock,

except where the Clerk of the Course have given special permission.

19.2. It is forbidden to drive into the Paddock with any Car, Van or Lorry without a proven organisers pass, even when the gate is open and not manually guarded. A fine will be inflicted by the Stewards on any person not respecting this rule.

19.3. Entrant, Drivers, Mechanic and Guest passes will be issued at the sporting check. All passes must be presented at any time and no one will be readmitted without a pass.

19.4. Personal passes are non-transferable and must not be given to unauthorised persons. IAME Cyprus office must be notified immediately of loss of passes. The pass shall be presented whenever requested. Any misuse of the pass shall result in its immediate withdrawal.

ARTICLE: 20 SERVICING PARKS RULES

20.1. Only ONE driver per kart and ONE mechanic is allowed in "Servicing Park" and only with proven pass and/or proven identification supplied by the IAME Cyprus organisation.

20.2. Engine builders are only allowed in the Servicing Park's Scrutineering area and only while Scrutineering of a driver engine is in progress. Any other circulation in Servicing Park will result of penalty by the Stewards and be banned to enter Servicing Park and Scrutineering area in future.

ARTICLE: 21 MEDIA ACCESS ZONE

21.1. No one is allowed to cross the Event zone with an excuse to take pictures / videos (or with any other reason) which requires the ID pass to enter, without the Media Accreditation Access issued by the IAME Cyprus for the IAME Series Cyprus 2023.

21.2. No one is allowed to make professional pictures / videos or any other media materials which will be used not only for the private reasons of the Driver, without the Media Accreditation Access.

21.3. No one without the Media Accreditation Access allowed to bring any professional media equipment to the Event zone, which requires ID pass. With the exception of cameras with a lens of no more than 50mm for the personal needs of the Driver.

21.4. ISSUE OF THE MEDIA ACCREDITATION

21.4.1. Anyone who would like to get the Media Accreditation, must fill out the Media Accreditation form on the website.

21.4.2. Media Accreditation will be issued for the whole IAME Series Cyprus 2023 season.

21.4.3. Payment Fee for the Media Accreditation is 300 EUR. The fee does not change depending on the time of the year the Media Accreditation should be issued.

21.4.4. The Payment Fee is not refundable.

21.4.5. Anyone who decide to go through the Media Accreditation process, will must pass the Safety Requirements Lesson organised by the IAME Cyprus representatives.

21.4.6. Anyone who choose to get the Media Accreditation, will must to sign the Safety Policy.

21.5. The zones where the Person with Media Accreditation is allowed to be will be shown while the Safety Requirements Lesson. While the Qualification Heats or any Race no one is allowed to cross the track.

21.6. Ignoring the rules established in the Safety Policy for the Media Accreditation Access, and/or taking actions that could or could have affected the safety of Drivers or other persons on the track,

will cost a warning or exclusion from the Race. In case of repeated actions violating safety, the Media Accreditation can be suspended without a possibility to re-apply in this or any other following season.