
IAME SERIES CYPRUS 2025 SPORTING REGULATIONS

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, Entrants, 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»), the Karting General Regulation of the CAA 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, the general karting regulations of CAA, these Regulations, and the Supplementary Regulations.

1 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

- Race 1: 09/03/2025
- Race 2: 06/04/2025
- Race 3: 11/05/2025
- Race 4: 01/06/2025
- Race 5: 07/09/2025
- Race 6: 05/10/2025



2 ARTICLE 2: ENTRY

2.1 ENTRY FEE

The entry fee including the insurance is set at 150€ (hundred fifty euro) for each event payable in advance.

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

2.2 ENTRY RESTRICTIONS

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

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

3 ARTICLE 3: CATEGORIES AND LICENCE

3.1 AGES

Senior minimum age: 13+ years old, reaching their 14th birthday in 2025

Junior minimum age: 11+ years old, reaching their 12th birthday in 2025

Mini minimum age: 8+ years old, reaching their 9th birthday in 2025

Rookies minimum age: 7+ years old, reaching their 10th birthday in 2025 as Novice

3.2 LICENSE

National Karting License issued by CAA or from an ASN affiliated to the FIA where a starting permit is required.

3.3 WEIGHT

Senior minimum weight of the driver with full equipment and the kart: 158kg

Junior minimum weight of the driver with full equipment and the kart: 145kg

Mini/Rookie minimum weight of the driver with full equipment and the kart: 110kg

3.4 MANDATORY GUARDIAN

In order to participate in the IAME Series Cyprus 2025, the driver's nationality of license and the Parent and or Guardian must agree to the event, which shall be run in accordance with the General Karting Regulations of CAA, these Regulations, IAME Technical and Supplementary Regulations.

4 ARTICLE 4: PRIZES AND AWARDS

4.1 TROPHIES

Trophies will be given to the first three (3) finishing drivers in the Final heat of each event. Please note, prizes of race entries to events cannot be transferred to other drivers and/or events or traded for cash.

The top three (3) drivers, who competed in IAME Series Cyprus 2025 will be awarded.

4.2 POINTS

At each Event, for the Qualifying Heat, there will be an awarding of points to the top 10 classified Drivers, as per table below.

At each Event, for the Pre-final Heat, points will be awarded to the top 12 classified Drivers, as per

table below.

At each Event, for the Final heat, points will be awarded to the top 15 classified Drivers, as per table below

Position	Qualify Heat	Pre-final Heat	Final Heat
1	10	30	50
2	9	20	30
3	8	10	20
4	7	9	15
5	6	8	12
6	5	7	10
7	4	6	9
8	3	5	8
9	2	4	7
10	1	3	6
11		2	5
12		1	4
13			3
14			2
15			1

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

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

If less than 2 laps have been completed, no points will be given.

If more than 2 laps, but less than 75% of the scheduled distance have been covered, half the scheduled points will be given.

Full points will be given if 75% or more of the scheduled distance has been covered.

The total points for the championship will be the total of 6 races.

5 ARTICLE: 5 TIRES

5.1 SLICK TYRES

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

The new set of tires must be purchased by the Entrant/Driver no later than 24 hours before the Event. The Entrant/Driver without purchasing the set of tires will not be allowed to participate in the Event, and no Entry Fee will be reimbursement.

The tires will be supplied to each Entrant/Driver by the Event organisers 24 hours before the Event.

Tires must remain new and untouched and can be used from qualifying to the final heat.

5.2 WET TIRE REGULATIONS

Usage of new set of wet tires is obligatory.

At any time during the event, Entrant/Driver can purchase a new set of wet tires (maximum 1 set) supplied by the organiser.

Running in of wet tires on a dry track is prohibited. Wet tires may only be used if the 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.

6 ARTICLE 6: PETROL

The oil for the IAME Series Cyprus 2025 events must be Wladoil, Racing K 2t and maximum 4%

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

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

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

Fuel will be tested with digatron dt-47 or latest model.

Fuel should be commercial 95 octane maximum.

7 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.

8 ARTICLE 8: TRANSPONDER

Drivers must provide their own transponder manufacture by MYLAPS.

The transponder is mandatory and has to be fixed on the lower part of the back of the kart seat, not higher than 30cm. 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.

9 ARTICLE 9: CIK-FIA FRONT FAIRING

The use of a homologated front fairing and of the homologated front fairing mounting kit of the bodywork homologation period 2024 - 2025 or the previous is mandatory.

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

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 scrutineer 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 drivers concerned. This time penalty is not susceptible to appeal.

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 Event.

10 ARTICLE 10: THE EVENT

The event shall comprise Qualifying Heats, Pre-final Heats and Final Heats as per the table below:

Category	Qualify	Pre-final Heat	Final Heat
MINI – ROOKIE	7 MIN / ≈ 9KM	10 LAPS / ≈ 12KM	16 LAPS / ≈ 19.2KM
MINI	7 MIN / ≈ 9KM	10 LAPS / ≈ 12KM	16 LAPS / ≈ 19.2KM
JUNIOR	7 MIN / ≈ 9KM	10 LAPS / ≈ 12KM	18 LAPS / ≈ 21.6KM
SENIOR	7 MIN / ≈ 9KM	10 LAPS / ≈ 12KM	20 LAPS / ≈ 24KM

11 ARTICLE 11: NUMBERS ON KARTS

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.

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

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

12 ARTICLE: 12 QUALIFYING HEATS

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

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.

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.

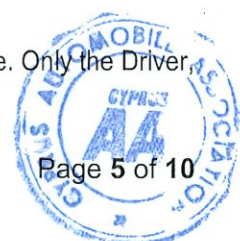
The grids for the event will be drawn up in accordance with the fastest time achieved by each Driver during the Qualifying Heats. Should one or several Drivers achieve the same time, the tie will be settled on the basis of their second-best time, and so on.

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

13 ARTICLE 13: STARTING GRID

16.1. 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) 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.

16.2. ASSEMBLY AREA ACCESS

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

16.3. STARTING GRID PROCEDURE ON THE TRACK

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

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.

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).

Starting grid is according to the CAA General Regulations Article 12.6 and 12.7.

14 ARTICLE: 14

14.1 STARTING PROCEDURE: FORMATION LAP AND ROLLING START

Art. 2.20.a of the CIK-FIA General Prescriptions will apply.

15 ARTICLE 15: NEUTRALISATION OF QUALIFYING HEATS OR RACES

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

15.1 NEUIRALISATION PROCEDURE

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.

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.

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.

15.2 END OF NEUIRALISATION

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

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

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

16 ARTICLE: 16

16.1 SUSPENDING QUALIFYING HEATS OR RACES

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 stop racing is given:

16.3 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 if CIK-FIA General Prescription 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.

16.4 DURING PRE HEAT AND FINAL HEATS.

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:

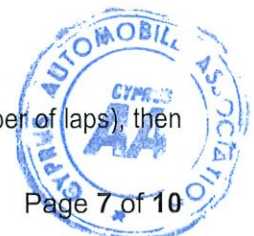
Case A: Less than 2 laps

No points will be rewarded. 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.

16.5 RESUMING AFTER SUSPENDING

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

In all cases at least a 10-minute warning will be given.

Working on karts and refueling while suspending are not allowed.

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

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

17 ARTICLE 17: CODE OF DRIVING CONDUCT ON KARTING CIRCUITS

17.1 OVERTAKING

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 way in order to allow for passing.

If the Driver who has been caught does not seem to notice that another Driver wants to overtake him, the flag Marshals) 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 penalized by the Stewards. Systematic or repeated offences may result in the exclusion of the offender from the race

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

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 exclusion from the race.

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

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

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 excision 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

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

17.2 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.

17.3 OBSERVATION OF DISCIPLINE

In addition to the CIK-FIA General Prescriptions and Code of Driving Conduct the Race Director will ask the Judge of Facts in Race Control to investigate any on-track incident and, if the incident is susceptible to penalizing the Driver involved will receive the black and white warning flag. Following this penalty on the one or more offenses of the same driver in this Heat or Race, the Race Director, via Judge of Facts in Race Control, will report this to the Stewards for possible further punishment.

This penalty is similar to a drive-through-penalty in circuit car racing. In accordance with Article 12.3.4 of the International Sporting Code, this time penalties shall not be subject to protest or appeal.

This penalty shall be inflicted by a decision taken by the Stewards, who can also be inflicted after the race if the heat or race was finished at the moment of the investigation was concluded.

In accordance with Article 12.3.4 of the International Sporting Code, disallowance or deletion of a Driver's race, qualifying and practice lap time(s); drop of grid position(s); obligation for a Driver to start a race from the pit lane; time penalties and penalty lap(s) imposed by the Panel of Stewards are not susceptible to appeal.

17.4 STOPPING OF A KART DURING THE RACE

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.

Should a Driver be compelled to stop his/her kart, either involuntarily or for any other reason, the kart shall be moved off 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.

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

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

Pushing a kart along the track or pushing it across the no-shing line is not allowed and will entail immediate exclusion.

18 ARTICLE 18: OBSERVANCE OF SIGNALS

The instructions detailed for the Significance of flags of the IAME Series Cyprus are listed in the general karting regulations of CAA.

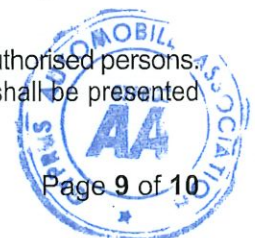
19 ARTICLE 19: PADDOCK REGULATIONS & SAFETY

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.

It is forbidden to drive into the Paddock with any Car, Van or Lorry without a proven organiser, 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.

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.

20 ARTICLE 20: SERVICING PARKS RULES

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.

Engine mechanics 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 Stewards and be banned to enter Servicing Park and Scrutineering, area in future.

21 ARTICLE 21: MEDIA ACCESS ZONE

No one is allowed to enter the track 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 2025.

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.

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