



*CHAMPIONS
OF THE
FUTURE*

2024 CHAMPIONS OF THE FUTURE SHIFTER
SPORTING REGULATIONS

CHAMPIONS OF THE FUTURE KZ CUP SPORTING REGULATIONS 2024

(240824)

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CHAMPIONS OF THE FUTURE EURO SERIES SPORTING REGULATIONS 2024

ART. 1 – ORGANIZATION.

1.1 – General Undertakings

RGMMC GmbH with the approval of the CIK-FIA and the FPAK organizes for the 2024 season the CHAMPIONS OF THE FUTURE SHIFTER CUP.

All Drivers, Competitors, 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 concerned, this Sporting Regulations and all other relevant regulations applicable within this series.

1.2 – Organization

The competition 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 Competitor Technical Regulations, this Sporting Regulations, the Supplementary Regulations of the Competition Concerned and all other relevant regulations applicable within this competition.

The competition website www.championskarting.com will be considered, for information purposes, as the Official Notice Board, where the Competitors should see the modifications and / or updates and / or clarifications. For each event a specific Digital Official Notice Board with results and information related to the competition will be established.

1.3 – Applicable regulations

The competitor shall be run in accordance with the:

- FIA International Sporting Code (ISC) and it’s appendices.
- The CIK-FIA General Prescriptions, in what does not contravene the specific series regulations.
- International Karting Licenses for Drivers & Code of Driving Conduct.
- This Competition Sporting Regulations.
- The FIA Karting Technical Regulations.
- The FPAK Prescriptions, in what does not contravene the specific series regulations.
- The Supplementary Regulations of the competition.

The final text of the Competition Regulations shall be the English version, which will be used should any dispute arise as to their interpretation headings in this document are for

ease of reference only and do not form part of the Regulations. The language written and spoken shall be English.

In all Competitions registered on the FIA Karting International Sporting Calendar (except Superkart), it is mandatory to use the following equipment with a valid CIK-FIA homologation.

- A. Chassis. (It is not mandatory to use the rear shaft with the CIK-FIA identification sticker).
- B. Bodywork elements (front panels, front fairings, front fairing mounting kits, side bodywork and rear wheel protection).
- C. Tires.

The Safety prescriptions of the CIK-FIA must always be applied (Technical Regulations of CIK-FIA, Safety of Karts and Equipment)

1.4 – Organizing Committee for the Event

The Organizing Committee for the Event will be formed by:

James Geidel

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1.5 – Supplementary Regulations

For the Competition a Supplementary Regulations will be published on the organisation's website with the form approved by the Organisation.

ART. 2 – GENERAL CONDITIONS

2.1 – Entrants responsibilities

Competitors will be responsible for ensuring that the team members respect the regulations applicable in the Regulations of this Series.

Article 2.9 of the CIK-FIA General Prescriptions will apply.

2.2 – Application of the Regulations

Any clarification of any of the Competition regulations must be requested to the Organizing Committee, to whom it concerns to solve the arisen doubts.

In case of any doubt arising while applying the competition regulations in the framework of an competition, the Organizing Committee will be the only competent to clarify the matter.

ART. 3 – CATEGORIES, LICENSES AND WEIGHT

3.1 – Categories

For the CHAMPIONS OF THE FUTURE SHIFTER CUP the following categories will be proposed:

KZ

KZ2

KZ2 Masters

3.2 – KZ

Minimum Weight: 170 Kg

License: Drivers entering the competition in the KZ class must be holders of a Grade E International Karting License issued by an ASN affiliated to the FIA. A driver has to reach his / hers 15th birthday during the calendar year 2024.

Competitors and Drivers who wish to take part in an international competition organized abroad can only do so with the approval of their own ASN. This authorization shall be given by the ASN concerned in such form as they might deem convenient.

3.3 –KZ2

Minimum Weight: 175 Kg

License: Drivers entering the competition in the KZ class must be holders of a Grade E International Karting License issued by an ASN affiliated to the FIA. A driver has to reach his / hers 15th birthday during the calendar year 2024.

Competitors and Drivers who wish to take part in an international competition organized abroad can only do so with the approval of their own ASN. This authorization shall be given by the ASN concerned in such form as they might deem convenient.

3.3 –KZ2 Master

Minimum Weight: 180 Kg

License: Drivers entering the competition in the KZ class must be holders of a Grade E International Karting License issued by an ASN affiliated to the FIA. A driver has to reach his / hers 35th birthday during the calendar year 2024.

Competitors and Drivers who wish to take part in an international competition organized abroad can only do so with the approval of their own ASN. This authorization shall be given by the ASN concerned in such form as they might deem convenient.

ART. 4 – ELEGIBLE KARTS

4.1 – KZ

Only karts complying with the CIK-FIA Karting Technical Regulations may be accepted in a Competition.

Art. 13 and 14 of the FIA Karting European Championship KZ will apply.

4.2 – KZ2

Only karts complying with the CIK-FIA Karting Technical Regulations may be accepted in a Competition.

Art. 13a, 13b and 14 of the FIA Karting European Championship KZ2 European Championship will apply.

4.2 – KZ2 Master

Only karts complying with the CIK-FIA Karting Technical Regulations may be accepted in a Competition.

Art. 13a, 13b and 14 of the FIA Karting European Championship KZ2 Master will apply.

ART. 5 – ENTRY OF COMPETITIONS

5.1 – Entries for the competition and fee

Open 1st August – Close 1st September

Fee for all classes – 675 €

5.1.1 – A fee for free practice day of 100.00€ applies to all drivers, this fee has to be paid in the RGMMC office before entering the track.

5.2 – Competitors applications

Applicants must hold a valid International Competitors' Licenses and the necessary authorizations (visa) issued by their ASNs Affiliated to the FIA.

5.3 – Entry restrictions

5.3.1 – Maximum entries in KZ class is 72 drivers. Minimum entry is 20 drivers.

5.3.2 – Maximum entries in KZ2 is 126 drivers. Minimum entry is 28 drivers.

5.3.3 – Maximum entries in KZ2 master is 72 drivers. Minimum entry is 28 drivers.

5.3.4 – A minimum of 78 drivers are accepted in all classes together.

5.3.5 – Should the driver fail to attend there will be no reimbursement of entry fees, the tires and other products ordered are the belongings and responsibility of the Competitor and cannot be reimbursed or carry forward to any other events. Material no collected after the competition within the specific regulations to collect it is not and will not be responsibility of RGMMC.

5.3.6 – Entries are only accepted once registration fee has been received.

5.3.7 – Competitors will be entered on a first come first served basis by date of payment and not the date of entry form.

ART. 6 – ELIGIBLE RACES

6.1 – Number of competitions.

Champions of the Future SHIFTER Cup will include one race to be held in one round.

6.2 – Date

Kartodromo Internacional do Algarve (PORTUGAL)

25 September – 28 September

6.3 – Calendar modifications

The Organizing Committee reserves the right to modify the date and place of the competition, with the authorization of the FIA and the FPAK.

ART. 7 – COMPETITION FORMAT

7.1 – Duration of the Free Practice and non-qualifying practice

Free Practice and non-qualifying practice sessions will last at least 10 minutes, final duration will be stated on the official timetable.

7.2 – Duration of the Time Qualifying

Time Qualifying sessions will last at least 6 minutes, final duration will be stated on the official timetable.

7.3 – Distance to cover for Qualifying Heats

Each Qualifying Heat will have a distance of approximate 15km for all classes.

7.4 – Distance to cover for Superheats

Each Superheat will have a distance of approximate 20km for all classes.

7.5 – Distance to cover for the Finals

Each Final will have a distance of approximate 30km for all classes.

7.6 – Laps

Laps will be stated in the Supplementary Regulations for each competition.

ART. 8 – TIRES REGULATIONS AND PETROL

8.1 – Number of tires for each competition

Art. 14 of the FIA Karting European Championship KZ, KZ2 and KZ2 Masters will apply.

8.2 – Tires specifications

Dunlop Tires is the exclusive supplier of the dry and wet tires for both categories. Specifications of type of tires will be the same as stated for the FIA Karting European Championship KZ, KZ2 and KZ2 Masters.

8.3 – Free Practice tires

The number of slick tires reserved for all Free Practice day (except the first session – free tires), non-qualifying practice, and warm ups is limited to 4 sets of new tires and they must be from the same make and model as the official race tires, but not scanned in tires are allow.

The number of wet tires reserved for Free Practice, non-qualifying practice and warm ups are not limited. Scanned in tires are not allow.

8.4 – Wet tires regulation

In case of “WET RACE” declared as per article 9 of this Sporting Regulations, drivers who choose to use wet tires must use official race wet tires for time qualifying, qualifying heats, super heats and final.

RGMMC will ship two (2) set of wet tires for each registered/entered Driver of the competition to be used in time-qualifying, qualifying heats, super heats and final.

At any time during the competition Driver/Competitor can purchase vouchers for wet tires (maximum 2 sets).

If any Competitor/Driver wish to pay with credit card the vouchers can NOT be returned even if the tires are not collected, the tires are the belongings of Driver/Competitor and must have been collected after the competition.

Competitor/Driver who have purchased vouchers with cash but not collected the tires can trade in the vouchers for cash at the end of the competition - before office closing time, vouchers are not accepted any other competition.

Only vouchers of present date and competition will be accepted.

Tires that have left Tire-Park cannot be returned.

Wet tires for free practice can be ordered on the entry bulletin or by email.

8.5 – Petrol and oil

CIK-FIA Karting Technical Regulations will apply.

The official fuel supplier for the event will be P1 Fuel.

The 2-stroke mixing oil must be CIK-FIA Homologated/Approved.

ART. 9 – WET RACE/PRACTICE REGULATIONS

9.1 – Wet race/practice

Wet practice or race will be declared by the Race Director with a “WET RACE” board, for that moment the choice of dry/wet tires is at the driver’s discretion.

If the practice or race has not been declared “WET” the use of slick tires is therefore mandatory at all times.

9.2 – Running on wet/dry tires on a wet/dry track.

The Race Director, upon Steward’s approval, has the right to use the black flag if he deems that a Driver’s kart is fitted with the wrong set of tyres and that the Driver is too slow and dangerous for other Drivers.

ART. 10 – SPORTING CHECKS AND SCRUTINEERING

Art. 2.10 of the CIK-FIA General Prescriptions will apply.

ART. 11 – RACING NUMBERS AND NAME OF THE DRIVER

Art. 3.7 of the CIK-FIA Technical Regulations will apply.

The flag of the Driver's nationality shall be that of the nationality of his license.

ART. 12 – BRIEFING

Art. 2.18 of the CIK-FIA General Prescriptions will apply.

All drivers and competitors must attend the briefing and fill out the attendance form. Drivers / Competitors not filling out the form by the time stated on the timetable will be liable to incur in a fine of 125 Euros.

ART. 13 – TRANSPONDER AND ON BOARD CAMERAS

13.1 – Transponders will be provided by RGMMC.

13.2 – Transponder have to be fitted according to art. 3.11 of the CIK-FIA Technical Regulations.

13.3 - Timetable will indicate from which session is mandatory the use of the transponder, in case of no indication on the timetable, transponder is mandatory from the first Non-Qualifying Practice. It has to be fixed on the lower part of the back of the kart seat, mounted in its original holder and may be additionally secured by tie wraps. It is the Competitor / Drivers responsibility to ensure the transponder is fully functional and battery charged at all times.

13.4 - Any infringement to the use of the transponder will result in a penalty applied by the Stewards. The first time that an Competitor/Driver does not respect the mandatory use of transponders at a Competition, a fine of 100 euros will be imposed, which must be paid to the Stewards of the competition.

13.5- Subsequent infringements of this rule by the same Competitor/Driver at the same Competition will result in a disqualification from the Qualifying Practice, Qualifying Heat or final phase concerned. In the case of Free Practice and Warm-Ups, only an additional fine of 100 euros will be imposed.

13.6 – Cameras on board

No private cameras are allowed on any part of karts and/or Drivers from first Time Qualifying practice to the end of the competition, no cameras are allowed on any part of the helmet at any time.

ART. 14 – GENERAL SAFETY

Art. 2.14 of the CIK-FIA General Prescriptions will apply.

ART. 15 – INSTRUCTIONS AND COMMUNICATIONS TO DRIVERS AND COMPETITORS

Art. 2.15 and 2.16 of the CIK-FIA General Prescriptions will apply.

ART. 16 – OFFICIALS

The following Officials will be appointed by the Organizing Committee:

- Chairperson of the Panel.
- One international Steward.
- Race Director.
- A deputy Race Director, if nominated.
- Chief Timekeeper.
- Chief Scrutineer.
- At least one Scrutineer.
- Judge of Facts in charge of Race Control.
- Judge of Facts in charge of Pre Grid, Servicing Parc and Tire park.

The following Officials will be appointed by the ASN/Organizer hosting the Competition or delivering the permit to organise the Competition, and their names will be stated at the same time as the Supplementary Regulations of the Competition:

- one Steward chosen from among the ASN's licence-holders,
- a Clerk of the Course from among the ASN's licence-holders,
- the rest of the scrutineers.
- a Secretary of the meeting,
- a Chief Medical Officer and a second doctor,
- the rest of the officials.

The Clerk of the Course must stay at the orders of the Race Director and be in contact with all Marshals' posts whenever karts are allowed to drive on the track. The Chairperson of the Panel of Stewards, the Race Director, the Clerk of the Course and the Chief Scrutineer, must be in permanent radio contact.

ART. 17 – FREE PRACTICE AND NON-QUALIFYING PRACTICE

Art. 2.17 of the CIK-FIA General Prescriptions will apply.

17.1 - It will be reserved for drivers who have entered the Competition. Those drivers must have passed the Sporting Checks and have their race numbers and names on the kart. Transponder is mandatory in the sessions referred in the timetable. For non-qualifying practice drivers will not be able to take part on the session if they have not passed the Scrutineering, as per article 10 of this Sporting Regulations.

17.2 - Drivers can be divided in groups depending on the number of drivers in each class. In this case, the practice will commence in groups of even and odd numbers, or by organizers to choose.

ART. 18 – TIME QUALIFYING

Art. 2.17 of the CIK-FIA General Prescriptions will apply.

18.1 - Drivers who have passed Scrutineering are divided into equal series if possible, by drawing lots in the presence of at

least one Steward. One session per series is provided for. Each series will comprise a maximum number of 36 Drivers.

18.2 - The drivers will be able to start moving their karts from the "Start Servicing Park" to the "Pre-Grid" from five minutes before the time scheduled for the start of the Qualifying Practice concerned until the end of the same Qualifying Practice period. 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. As soon as the signal indicating the end of the Qualifying Practice is given, access to the "Pre-Grid" is forbidden.

18.3 - In case of changing weather conditions, the two chassis must be ready for use and set up in two different configurations, one of the "dry weather" type, the other of the "wet weather" type. In order to be authorised, the two chassis must be placed in the "Start Servicing Park". Each Driver will select one of the two chassis to take it to the "Pre-Grid" and this choice will be final. No additional time will be allowed to a Driver who has not respected these instructions.

18.4 - During the session, 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 time retained is that of the best lap covered during the session. Any ties will be decided by the 2nd best time set by each driver, and so on in the case of further ties.

18.5 - The final classification of Qualifying Practice will be drawn up as follows:

- If there is only one series: the grid will be drawn up in the order of the fastest time achieved by each driver.

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

- If there are three series: 1st place to the fastest time of the 1st series (fastest time overall), 2nd place to the fastest time of the 2nd series, 3rd place to the fastest time of the 3rd series, 4th place to the 2nd fastest time of the 1st series, 5th place to the 2nd fastest time of the 2nd series, and so on.

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

-If no time is taken into account for a driver, he shall take the start at the end of the grid. If several drivers are in that situation, their starting positions shall be decided by drawing lots. If a driver stops in the "Repair Area" or in the "Finish Park", it will be final. He/she will not be allowed to restart.

ART. 19 –QUALIFYING HEATS

Art. 18C of the CIK-FIA Specific Prescriptions will apply.

ART. 20 – SUPERHEATS

Art. 18D of the CIK-FIA Specific Prescriptions will apply.

ART. 21 – FINAL

Art. 18E of the CIK-FIA Specific Prescriptions will apply.

ART. 22 – STARTING PROCEDURE

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

ART. 23 – NEUTRALISATION AND RESUMING OF A HEAT OR RACE

Art. 2.20.b and c and Article 2.22 of the CIK-FIA General Prescriptions will apply.

ART. 24 – SUSPENDING A PRACTICE, HEAT OR RACE

Art. 2.21 of the CIK-FIA General Prescriptions will apply.

24.1 - Should a Red Flag be shown during a race in the cases LESS THAN TWO LAPS, AND MORE THAN TWO LAPS BUT LESS THAN 75% OF THE RACE DISTANCE of Article 2.21 CIK-FIA General Prescriptions, drivers must, when possible, return to the start-finish line on track. No mechanics or outside assistance is allowed until directed by the Race Director/Chief Scrutineer.

Once permission is given, spare parts may be brought onto the track via the official service parc entrance gate, or the designated passing area selected by the Race Director – no equipment is to enter Parc Ferme or the designated repair area via any other route. (eg: over fences, exit gates etc).

The material being passed has to be handed to the official mechanic designated to the driver in question. No outside help is allowed to enter Parc Ferme, at any time during the procedure. Failure to comply will be reported to the Stewards.

The Race Director will announce a restart time (normally + 15 min) and all mechanics/drivers must have completed any work on the kart and have the kart ready on the ground in their grid position ready to race at the moment when the green flag/light it's shown.

Failure to be ready to race means that kart/driver cannot restart the race.

24.2 –The race will be resumed according to Article 22 of this Sporting Regulations.

ART. 25 – FINISH

Art. 2.23 of the CIK-FIA General Prescriptions will apply.

ART. 26 – PARC FERME

Art. 2.13 of the CIK-FIA General Prescriptions will apply.

ART. 27 – INCIDENTS AND CODE OF DRIVING CONDUCT

Art. 2.24 of the CIK-FIA General Prescriptions will apply.

Art. 3.6 of the CIK-FIA International Drivers Licences for Karting Drivers & Code Of Driving Conduct will apply.

27.1 - 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 penalize the Driver involved will receive the black and white warning flag and or Light which means a time penalty of 5 seconds for the Heat

or Race concerned will be apply. Following this penalty 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.

27.2 - 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.

27.3 – 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.

27.4 - 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.

ART. 28 – FRONT FAIRING & FRONT FAIRING MOUNTING KIT

Art. 2.3.3 of the CIK-FIA General Prescriptions will apply.

ART. 29 – PADDOCK AND SERVICING PARKS REGULATIONS AND SAFETY

29.1 - It is strictly prohibited to erect or unload any equipment until you have been allocated your place in the paddock by a member of RGMMC.

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

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

29.4 - The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Areas (see Article 20 of the international Sporting Code) is strictly prohibited. Offenders will be penalized by a fine of minimum 250€. In the event of repeated breach, the stewards may disqualify the driver concerned of the competition. In application of Article 12.2.3 of the Code, appeals against the stewards' decisions have no suspensive effect when in the course of the same Competition, a further breach is committed justifying the Disqualification of the same Competitor, for the total of the event including free practice.

29.5 - Provisional information of the meeting adapted to each race circuit / track license agreement / conditions. Additional information will be available in the Event Supplementary Regulations.

29.6 - As soon as the Driver / Entrant arrive to the Circuit and before being able to have access to the Paddock, all Entrants and Drivers entered must present themselves to the Organizer's Secretary for Identification.

29.7 - 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.

29.8 - Personal passes are non-transferable and must not be given to unauthorized persons. RGMMC 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.

29.9 - Each Paddock space (8x6meter) shall be equipped with at least one 5 Kg fire extinguisher.

29.10 - It is strictly forbidden to smoke or to use any device risking provoking fire in the Paddock area, it is forbidden to Cook in the Paddock, except with a special authorization from the Organizer. In all cases, these installations shall be electrical, isolated and equipped with at least one (1) 5 kg fire extinguisher All Drivers/Competitors are required to have a fully serviceable fire extinguisher to the minimum recommended standard, minimum 5 kilo suitable for oil and petrol fires.

29.11 - No Catering awnings are allowed in the Paddock, a separate area next to camping will be allocated, if space allows.

29.12 - Ground sheets are compulsory to be used in the awning during the whole race week.

29.13 - Refuelling is only allowed in your allocated paddock space, and only with the use of groundsheet.

29.14 - 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 RGMMC organization.

29.15 - 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 in be banned to enter servicing park and scrutineering area in future.

ART. 30 – PROTESTS AND APPEALS

30.1 - Any protest must be made in accordance with the provisions of Art. 13 of the ISC, accompanied by a caution established by the ASN.

The right to protest lies only with Entrants. They must be presented in writing to the Clerk of the Course or to his deputy within 10 minutes after the posting of the results of the Qualifying Practice and Qualifying Heats and within 30 minutes after the posting of the classification of the Races of the final phase. In the absence of the Clerk of the Course or of his deputy, they shall be presented to the Stewards of the Competition or to one of them.

The deposit will be refunded if the protest is judged founded. It will be possible to appeal against the Stewards' judgement, pursuant to Article 13 of the Code, in accordance with the provisions laid down in the Code (Article 15).

30.2 - As established in the art. 15 of the CDI, all competitors have the right to appeal the decisions of the Stewards of the event, in the manner and deadlines established in the aforementioned article, accompanied by the caution established by the ASN, such caution shall be made firm by a payment method, which identifies the appealing party.

30.3 - Certain decisions are not subject to appeal (see article 12.3.4 of the ISC and article 26.4 on this Sporting Regulations)

ART. 31 – CHAMPIONSHIP POINTS

Art. 19 of the CIK-FIA Specific Prescriptions will apply.

In case of dead heats between Drivers art. 22 of the CIK-FIA Specific Prescriptions will apply.

ART. 32 – PRIZE AND AWARDS

32.1 – Trophies in each class for the first 3 finishing drivers in the final in each event.

32.2 – The title of CHAMPIONS OF THE FUTURE SHIFTER CUP driver of the year will be awarded to the top 3 drivers in each class as classified in the final classification.

ART. 33 – APPLICATION AND INTERPRETATION OF THE REGULATION

33.1 - Any clarification of these regulations must be requested to the Organizing Committee, to whom it concerns to solve the arisen doubts.

33.2 – The Organizing Committee reserves the right to issue additional statement following the agreement of the ASN presenting the Series and the CIK-FIA concerning the Rules and Regulations (previously approved by the ASN proposing the series and the CIK-FIA) from time to time, and all such statements will be issued to all registered competitors by way of Competitors' Bulletins at the race meeting, or posted to the address detailed on the Series Registration Form.

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