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## CIK CLASSES

### 2020 "CHAMPIONS OF THE FUTURE" SPORTING REGULATIONS MINI.v3

*Any competitor, manufacture or affiliated third party advertising the results of a competition or record attempt shall state the exact conditions of the performance referred to, the nature of the competition or record the category, class, etc. of the vehicle and the position or the result obtained.*

*A winner of an international series may only and exclusive refer to himself/herself as winner of followed by the full and official title of the international series at issued. The titles "European Championship" and "World Champion" have been exclusive reserved for the winners of European Championship and World Championships respectively, which have been organised and sanction by the CIK-FIA and/or the FIA, and may in no event be used for winners of international series. The FIA is monitoring statements with regards to the results obtained in any of its international series closely we remind you that any misrepresentation, omission or alteration of a title may be penalised in accordance with international Sporting Code. (ISC)*

#### REGULATIONS:

The final text of these Sporting 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 these Sporting 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

B. Bodywork elements (front panels, front fairings, front fairing mounting kits, side bodywork and rear wheel protections)

##### C. Tyres (CIK Homologated)

The safety prescriptions of the CIK-FIA must always be applied (Article 3 of the Technical Regulations of CIK-FIA, Safety of Karts and Equipment).

#### GENERAL UNDERTAKINGS

All Drivers, Mechanic's, Entrants and Officials participating in the Championship, Series, or Event undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the FIA International Sporting Code (The Code) the Code of Driving Conduct on Karting Circuits, CIK-FIA official Bulletins the CIK-FIA Karting Technical Regulations (the Technical Regulations) the Event Technical Regulations and the CIK-FIA General Prescriptions, the Supplementary Regulations of the Competition concerned and these Sporting Regulations

#### ORGANISATION

The 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 Part 1 & 2 these Sporting Regulations and the Supplementary Regulations of each Event of the Series

#### ARTICLE: 1. INFORMATION SPECIFIC TO THE EVENT/SERIES

##### 1.1. ORGANISATION/PROMOTOR

RGMMC GmbH

Städelstrasse 5

7317 Valens Switzerland

Tel: +41 (0)81 302 74 48

Mobil: +41 78 665 65 22

Email: info@championskarting.com

Web: www.championskarting.com

##### 1.2 RECEPTION OFFICE/ENTRY

Contact: Lynn GEIDEL - Director Administration

Office Tel: +41 (0)81 302 74 48

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Email: info@championskarting.com

Web: www.championskarting.com

### **1.3. EVENT DATES AND CIRCUITS**

Champions of the Future, Event 1: 02 - 05 April 2020, Circuit International Zuera, Spain  
Champions of the Future, Event 2: 23 - 26 April 2020, Circuit 7 Laghi, Castelletto, Italy  
Champions of the Future, event 3: 25 - 28 June 2020, Circuit Asum (Kristianstad), Sweden

### **1.4. SERIES IS AUTHORISED BY THE FOLLOWING ASN**

**1.4.1** Champions of the Future Race 1: RFEDA, Federation Espanola de Automovilismo, C/ Escultor Peresejo 68 bis, 28023 Madrid, Spain

**1.4.2.** Champions of the Future Race 2: ACI. Commission Sportiva Automobilistica Italiana, Via Solferino32, 00185 Roma Italy

**1.4.3.** Champions of the Future Race 3: Svenska Bilsportforbundet, Bergkallavagen 31 A, Bilsportens Hus, 19279 Sollentuna, Sweden.

### **1.5. DATES OPEN & CLOSE OF ENTRIES**

Champions of the Future: Paying all the events up front guarantee place: 06 - 17 January 2020

Champions of the Future: Event 1 Spain: 17 February - 13 March 2020

Champions of the Future: Event 2 Italy: 02 March - 27 March 2020

Champions of the Future: Event 3 Sweden: 04 May - 22 May 2020

### **1.6. ENTRANTS APPLICATION**

Applicants must hold a valid International Entrants licence and the necessary authorisation (visa) issued by their ASNs Affiliated to the FIA

### **1.7. ENTRY RESTRICTION & LICENCE**

**A.** Maximum Entries: Maximum Mini 72, Minimum Mini 26

**B.** Licence: Minimum age 9 years old, reaching their 9th birthday in 2020, Drivers can take part in the Mini class in the years of their 9,10,11 and 12 years old, with a national karting licence and approved starting permit (visa) from their ASN affiliated to the FIA

**C.** Minimum weight: 110 kg

### **1.8. AMOUNT OF FEES**

**1.8.1.** Mini-60 Paying all 3-Events up front 1485.00€, and guarantee place in all 3 events, Paying one event only 495.00€

**1.8.2.** Thursday practice fee of 80.00 € apply to all drivers, this fee has to be paid in RGMMC office before entering the circuit

### **1.9. PRICES AND AWARDS**

**1.9.1** Trophies in each class for the first 3 finishing Drivers in the final in each event

**1.9.2** The overall winner of the series will be awarded with a trophy and the title "Champion of the future Mini 2020"

**1.9.3** The second-best placed Driver overall in the series 2020 will be awarded with a trophy and the title " Vice Champion of the future Mini 2020"

**1.9.4.** The third best placed Driver in the series will be awarded with a trophy in all categories

## **ARTICLE: 2 ORGANISERS SUPPLEMENTARY PROVISIONS**

### **2.1 TIRES MINI - 60**

#### **A. Dry tires: MG SC**

**B.** Each Driver must purchase 2 set of racing slicks (4 front and 4 rear) the price per set (2 front & 2 Rear) tires is 150.00€

**C.** Race tires are to be used for time-qualifying, qualifying heats, second chance heats, pre-final and final, the tires will be barcoded scanned and controlled before each session and are compulsory to use.

**D.** During warm up Saturday and Sunday morning the choice of tires are free

**E.** Tires for free practice and testing can be purchased on [info@championskarting.com](mailto:info@championskarting.com) or [www.championskarting.com](http://www.championskarting.com)

#### **F. Wet tires: MG SCW**

**G.** In the event of rain Drivers can use a maximum of 2 sets of wet tires (4 front and 4 rear) the price per set (2 Front & 2 Rear) tires is 165.00€

**H.** Tires for free practice can be ordered on the web: [www.championskarting.com](http://www.championskarting.com) or [info@championskarting.com](mailto:info@championskarting.com)

**I.** Running in of wet tires on dry track is prohibited, wet tires may only be used if Clerk of the Course has declared wet race/practice. The choice of tires in a declared wet race will be left to the appreciation of the Driver. CIK-FIA International karting Regulations General Prescriptions article 2.22

**J.** During warm up Saturday and Sunday morning the choice of tires are free

## **2.2 ALLOWED EQUIPMENT**

Each Driver will be entitled to submit to Scrutineering and use the following equipment MINI - 60

- A.** Number of chassis. - 1
- B.** Numbers of Engines - 2
- C.** Numbers of racing slick Tires - 2 sets (4 front and 4 Rear)
- D.** Numbers of racing wet Tires - 2 sets (4 front and 4 Rear)
- E.** Numbers of Practice Tires - Unlimited

## **2.4. CLUTCH AND RPM ANALYZER**

**A.** If the use of electronic and/or manual clutch and RPM analyser is used, it is the Entrant/Driver responsibility to assure the unit is working to perfection the unit will be on loan for the event from RGMMC

**B.** The fitting bracket and the cables to the unit will have to be purchased by the Entrant/Driver to the price of 195.00€  
The fitting of the bracket must be on the back of the seat, the bracket and cables must be fitted for technical control (Scrutineering)

**C.** The Unipro clutch control unit will be on loan from RGMMC, the cost connected with the repairing, replacement or loss of unite shall be completely borne by the Entrant/Driver at a cost of 395.00€

## **2.5. PETROL & LUBRICANT**

CIK-FIA International karting Regulations Technical Regulations General Prescriptions Article 2.21.

**A.** It will be each competitor responsibility to purchase their own petrol from free practice until the end of the race weekend on Sunday

**B.** the place and pump will be stated in the Supplementary Regulations of the event

**C.** The Petrol will be unleaded commercial pump fuel 98 - 100 octane regular pump fuel (depended on Country)

## **2.6. RACING NUMBERS**

CIK-FIA International karting Regulations Technical Regulations General Prescriptions Article 2.24.

## **2.7. CAMERAS**

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

## **2.8. TRANSPONDER**

**A.** Transponder will be supplied by RGMMC of the make My Laps

**B.** Transponder have to be fixed on the lower part of the back of the kart seat, and have to be mounted in its original holder and maybe additionally secured by tie wraps

## **2.9. SCRUTINEERING AND SPORTING CHECKS**

CIK-FIA International Karting Regulations General Prescription Article 2.10

## **2.10. CIK-FIA FRONT FARING MOUNTING KIT**

CIK-FIA International Karting Regulations General Prescription Article 2.3.3

**A.** The use of a homologated front fairing and the homologated front fairing mounting kit of the bodywork homologation period 2015 - 2020 is mandatory as from the qualifying heats until the final, each Driver must enter the "Start" Servicing Park area with the front fairing detached from their kart. The Mechanic or the Driver himself must mount the front fairing in the Start Servicing Park under the supervision of a Scrutineer. During Qualifying Heats and Final, it is only allowed to install the front fairing to the correct position in the Repair Area

**B.** Correct installation of the "Front Fairing" the front fairing (using the front fairing mounting kit) must be in the correct position at all times during a competition (see technical drawing No. ad)

**C.** 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 chequered 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.

**D.** When the Scrutineer/Judges of Fact send the reports regarding the incorrect position of the front fairing, the Stewards will automatically apply the decisions. The Entrants concerned shall not be invited to sign the decision documents.

**E.** Should a Driver or third party be found/proved to have intentionally replaced a front fairing which is not installed correctly during the last lap or after the "black and white chequered flag" was waved this will lead to a disqualification from the competition. As from the moment the "Last Lap" panel is presented to the Drivers the Repair Area Will be closed.

## **ARTICLE: 2.11. GENERAL SAFETY**

CIK-FIA International Karting Regulations General Prescription Article 2.14

### **2.11.1. PADDOCK**

It is forbidden to circulate with motorbikes, scooters or any other motorised devices in the Paddock

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

**2.11.3.** The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Areas (Article 20 of the international Sporting Code) is strictly prohibited offenders will be penalised 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

**2.11.4.** As soon as the Driver/Entrant arrives to the Circuit and before being able to have access to the paddock all Entrants and Drivers entered must present themselves to the Organiser Secretary for identification

**2.11.5.** No Catering awnings/units are allowed in the Paddock, it is strictly forbidden to smoke or to use any device risking or provoking fire in the Paddock area, it is forbidden to cook in the Paddock

**2.11.6.** All Driver/Entrants are required to have a fully serviceable fire extinguisher to the minimum recommended standard, minimum 5 kilo suitable for oil and petrol fires

### **2.12. SERVICING PARK**

**A.** Only One (1) Drive per Kart and One (1) mechanic is allowed in " Servicing Park" and only with proven pass/ID supplied by RGMCC organisation

**B.** Engine builders are only allowed in the servicing park's scrutineering area and only while scrutineering of a Drivers 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 the future

### **2.13. SCRUTINEERING AND SPORTING CHECKS**

CIK-FIA International Karting Regulations General Prescription Article 2.10

### **2.14. BRIEFING**

CIK-FIA International Karting Regulations General Prescription Article 2.18

## **ARTICLE: 3. THE EVENT- PRINCIPLE AND RUNNING**

### **3.1. PRACTICE**

CIK-FIA International Karting Regulations General Prescription Article 2.17

#### **3.2 TIME QUALIFYING**

**A.** Time qualifying practice session 7 minutes timed

**B.** Drivers in each class will be divided in groups/series depending on number of registered drivers, in each class a maximum 36 Drivers

**C.** The Stewards shall inflict a penalty on any Driver having caused an incident, blocking or dangerous behaviour in time qualifying, Article 2.24 CIK-FIA International Karting Regulations General Prescription and including Code of Driving Conduct.

**D.** Drivers who have passed Scrutineering are divided in equal if possible, by drawing lots in the presence of at least one Stewart. One 7 minutes' session per group is provided for. Each group will comprise a maximum number of 36 Drivers. Any Driver having crossed the line drawn at the exit of the start area will be considered as having started, and his /hers 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.

**E.** The final classification of qualifying practice will be drawn up as follows.

**1.** 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, 5 place to the 3rd fastest time of the 1st series, and so on

2. 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.

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

**ARTICLE: 3.4. STARTING GRIDS**

CIK-FIA International Karting Regulations General Prescription Article 2.19

**ARTICLE: 3.5. STARTING PROCEDURE**

CIK-FIA International Karting Regulations General Prescription Article 2.20a

**ARTICLE 3.6. NEUTRALISATION OF A QUALIFYING HEAT OR A RACE**

CIK-FIA International Karting Regulations General Prescription Article 2.20b

**ARTICLE 3.7. RESUMING A RACE WITH THE " SLOW" PROCESS**

CIK-FIA International Karting Regulations General Prescription Article 2.20c

**ARTICLE: 3.8. SUSPENDING A PRACTICE OR RACE**

CIK-FIA International Karting Regulations General Prescription Article 2.21

**ARTICLE: 3.9. RESUMING A RACE (QUALIFYING HEAT OR RACE OF THE FINAL PHASE)**

CIK-FIA International Karting Regulations General Prescription Article 2.22

**ARTICLE: 3.10. FINISH**

CIK-FIA International karting Regulations General Prescriptions article 2.23

**ARTICLE: 3.11. INCIDENTS**

CIK-FIA International Karting Regulations General Prescription Article 2.24

**ARTICLE: 4. JURISDICTION**

RGMMC Reserves the right to issue additional statements 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 Series Web Page.

**ARTICLE: 5. ANNEX Circuit Plan**

**ARTICLE: 6. ANNEXE Technical Zone**

**ARTICLE: 7. ANNEXE Time Table**

**ARTICLE: 8. ANNEX Photographer's Access Zone**