



2020 "CHAMPIONS OF THE FUTURE" SPORTING REGULATIONS OKJ/OK/KZ2

PORTIMAO PORTUGAL 28 OCTOBER – 01 NOVEMBER 2020

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. (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 protections).

C. Tires (for junior classes - option tires / for Senior classes - option or prime tires).

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 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 event 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 these Sporting Regulations and the Supplementary Regulations of each Event.

ARTICLE: 1. INFORMATION SPECIFIC TO THE EVENT

1.1. ORGANISATION/PROMOTOR

RGMMC GmbH
 Stadelistrasse 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
 Mobil Tel: +41 78 665 65 22
 Email: info@championskarting.com
 Web: www.championskarting.com

1.3. EVENT DATES AND CIRCUITS

Champions of the Future Portugal: 28 October - 01 November 2020, Kartódromo Internacional do Algarve

1.4. EVENT PROPOSED BY THE PORTUGESE ASN

1.4.1 Champions of the Future Portugal:
 F.P.A.K Federacao Portuguesa de Automobilismo e Karting, Rue Fernando Namora 46 C/D 1600-454 Lisboa, Portugal

1.5. DATES OPEN & CLOSE OF ENTRIES

Open: 01 September 2020
 Close: 01 October 2020

1.6. ENTRANTS APPLICATION

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

1.7. ENTRY RESTRICTION & LICENCE

1.7.1. Maximum and Minimum Entries in all classes
A. OK Junior - Maximum 90, Minimum 26
B. OK - Maximum 90, Minimum 26
C. KZ2 - Maximum 72, Minimum 26

1.7.2 Acceptation of entries, a minimum of 78 Drivers are accepted per event in all classes together.

1.7.3. OK-JUNIOR

A. License: Drivers entering the event in the OK-Junior class drivers must be a holder of a Grade C-Junior International Karting License issued by an ASN affiliated to the FIA. Age between 12 - 14 years, the driver has to reach his/hers 12th birthday during the calendar year 2020.

B. Minimum weight 140 kg

1.7.4. OK-SENIOR

A. License: CIK-FIA International C-Restricted or C-Senior Karting License issued by their ASN affiliated to the FIA in compliance minimum age: 14 years old, a driver has to reach his/hers 14th birthday during the calendar year 2020.

B. Minimum weight 145 kg

1.7.5. KZ2

A. License: CIK-FIA International C-Senior Karting License issued by their ASN affiliated to the FIA in compliance minimum age: 15 years old, drivers has to reach his/hers 15th birthday during the calendar year 2020.

B. Minimum weight 175 kg

1.8. AMOUNT OF FEES

1.8.1. All classes entry fee for the event: 595.00€

1.8.2. A Thursday practice fee of 80.00 € apply to all drivers, this fee has to be paid in the RGMCM 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 DRIVER OF THE YEAR

A. The driver of the year award will be awarded to the top 3 drivers in each class that competed at the Champions of the future event in Zuera Spain during the 15-19 July 2020 and the Champions of the future event in Portimao Portugal during the 29 October – 01 November 2020. The 2 Pre-finals and 2 finals will be calculated combined and the driver with most points will be awarded driver of the year.

B. Pre-Final a starting grid of maximum 36 drivers, Score points 36.35.34.33.to the last classified driver.

C. Final a starting grid of maximum 36 drivers. Score points 57.54.52.51.50.49.to the last classified driver.

D. Any exclusion from the event by scrutinizing or Juridical Action, no points will be given.

ARTICLE: 2 ORGANISERS SUPPLEMENTARY PROVISIONS

2.1. TIRES

2.1.1. TIRES OK-JUNIOR

A. Dry tires: MG SH (Option)

B. Each Driver must purchase 2 set of racing slicks (4 front and 4 rear).

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. Wet tires MG

E. In the event of rain Drivers can use a maximum of 2 sets of wet tires (4 front and 4 rear).

2.1.2. TIRES OK-SENIOR

A. Dry tires: Le Cont SVC (Prime)

B. Each Driver must purchase 2 set of racing slicks (4 front and 4 rear).

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. Wet tires Le Cont

E. In the event of rain Drivers can use a maximum of 2 sets of wet tires (4 front and 4 rear).

2.1.3. TIRES KZ

A. Dry tires: Vega XM3

B. Each Driver must purchase 2 set of racing slicks (4 front and 4 rear).

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. Wet tires VEGA W6

E. In the event of rain Drivers can use a maximum of 2 sets of wet tires (4 front and 4 rear).

2.1.4. Tires for free practice

Tires for free practice can be ordered on the web: www.championskarting.com or info@championskarting.com

2.1.5. 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

2.1.6. During warm up Saturday and Sunday morning the choice of tires is free. This includes the use of tires scanned in for racing.

2.1.7 WET TIRE REGULATION IN ALL CLASSES

2.1.7.1 Wet tyres from a previous event are only allowed in free practice.

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

2.1.7.3. At any time during the event Driver/Entrant can purchase vouchers for wet tyres (maximum 2 sets). Each voucher must be paid in cash with correct money.

2.1.7.4. If Entrant/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/Entrant and must have been collected after the event.

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

2.1.7.6. Only vouchers of present date and event will be accepted.

2.1.7.7. Tires that have left Tire-Park cannot be returned.

2.1.7.8. RUNNING IN OF WET TYRES

running in of wet tyres on a dry track is prohibited. Wet tyres may only be used if Clerk of the Course has declared Wet Race / Practice. The choice of tyres in a declared wet race will be left to the appreciation of the Driver. CIK-FIA Article 2.14.S of the General Prescriptions

2.2 ALLOWED EQUIPMENT

Each Driver must complete their technical passport with the following equipment. Should for any reason a team have to replace an engine or chassis they must do this with a technical delegate with the replacement form.

- A. Number of chassis - 2 of the same make
- B. Numbers of Engines - 2
- C. Numbers of racing slick Tires - 2 sets (4 front & 4 Rear)
- D. Numbers of racing wet Tires - 2 Sets (4 Front & 4 Rear)
- D. Numbers of Practice Tires - Unlimited

2.2. PETROL & LUBRICANT

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

A. The official fuel supplier will be Panta. Entrants must order the fuel via the Panta order form which can be found on the website www.championskarting.com. At a price of 2.60€ per liter VAT excluded.

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

2.3. RACING NUMBERS

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

2.4. 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.

2.5. 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

2.6. SCRUTINEERING AND SPORTING CHECKS

CIK-FIA International Karting Regulations General Prescription Article 2.10

2.7. CIK-FIA FRONT FAIRING 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.

2.8. GENERAL SAFETY

CIK-FIA International Karting Regulations General Prescription Article 2.14

2.9. PADDOCK

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

B. It is forbidden to drive into the Paddock with any Car, Van, Lorry or Motorhome without a proven pass from the event, 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.

C. The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Arias (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.

D. 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 Organizer Secretary for identification.

E. 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.

F. 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 briefing and fill out the form.

2.10. SERVICING PARK

A. Only One (1) Driver per Kart and One (1) mechanic is allowed in " Servicing Park" and only with proven pass/ID supplied by RGMMC organization.

B. Closing times of the gates to the dummy grid will be stated in the official timetable for the event. Drivers not arriving in time to the dummy grid will not be permitted to take part in the session in question, unless the RGMMC clerk of the course gives permission.

C. 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

2.11. BRIEFING

The briefing will be carried out digitally via a form with a QR code. It is mandatory for all competitors to view the briefing and fill out the confirmation form.

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 of 36 Drivers.

C. The Stewards shall inflict a penalty on any Driver having caused an incident, blocking or dangerous behavior 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 equally if possible, by drawing lots in the presence of at least one Stewart. One 7 minutes' session per

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: 3.3. STARTING GRIDS

CIK-FIA International Karting Regulations General Prescription Article 2.19

ARTICLE: 3.4. STARTING PROCEDURE

CIK-FIA International Karting Regulations General Prescription Article 2.20a

ARTICLE 3.5. NEUTRALISATION OF A QUALIFYING HEAT OR A RACE

CIK-FIA International Karting Regulations General Prescription Article 2.20b

ARTICLE 3.6. RESUMING A RACE WITH THE " SLOW" PROCESS

CIK-FIA International Karting Regulations General Prescription Article 2.20c

ARTICLE: 3.7. SUSPENDING A PRACTICE OR RACE

CIK-FIA International Karting Regulations General Prescription Article 2.21

ARTICLE: 3.8. RESUMING A RACE (QUALIFYING HEAT OR

ARTICLE: 3.9. 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 event and the CIK-FIA concerning the rules and regulations (previously approved by the ASN proposing the event 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 event Web Page.

ARTICLE: 5. ANNEX Circuit Plan

ARTICLE: 6. ANNEXE Technical Zone

ARTICLE: 7. ANNEXE Timetable

ARTICLE: 8. ANNEX Photographer's Access Zone