



## 2022 CHAMPIONS OF THE FUTURE WINTER SERIES SPORTING REGULATIONS OKJ/OK/KZ2 (130122)

### 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 & KZ2 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: 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

24 – 27 February 2022

#### 1.4. EVENT PROPOSED BY THE ASN

**1.4.1** These details are found on each individual Supplementary regulation

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

Open / Close: 03.01.2022 - 24.01.2022

#### 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 108, Minimum 26
- B.** OK - Maximum 72, Minimum 26
- C.** KZ2 - Maximum 54, 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 **G** 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 2022.
- B.** Minimum weight 140 kg

#### 1.7.4. OK-SENIOR

- A.** License: CIK-FIA International **F** or **E** 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 2022.

**B.** Minimum weight 145 kg

## 1.7.5. KZ2

**A.** License: CIK-FIA International E 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 2021.

**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 100.00€ apply to all drivers, this fee has to be paid in the 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.

## ARTICLE: 2 ORGANISERS SUPPLEMENTARY PROVISIONS

### 2.1. TIRES

#### 2.1.1. TIRES OK-JUNIOR

**A.** Dry tires: **To be confirmed**

**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: **To be confirmed**

**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: **To be confirmed**

**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: **To be confirmed**

**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: **To be confirmed**

**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 **To be confirmed**

**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](http://www.championskarting.com) or

[info@championskarting.com](mailto: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 – 1.5 sets (3 front, 3 Rear) for the qualifying practice, heats and super heat.

Those in the final can purchase a new set of slicks.

**D.** Numbers of racing wet Tires - 2 Sets (4 Front, 4 Rear)

**E.** Numbers of Practice Tires – Following CIK-FIA regulations 4 sets maximum per driver. Not including the first warm up session on Thursday.

**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](http://www.championskarting.com).

**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 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 or attempted to fit a front fairing which is not installed correctly during the race, 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. Drivers who have passed Scrutineering are divided into equal series if possible, by drawing lots in the presence of at least one Steward. One 6 minute session per series is provided for. Each series will comprise a maximum number of 36 Drivers.
- B. 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.
- C. 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.
- D. 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 2<sup>nd</sup> 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:

- 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: 1<sup>st</sup> place goes to the fastest time of the 1<sup>st</sup> series (fastest time overall), 2<sup>nd</sup> place to the fastest time of the 2<sup>nd</sup> series, 3<sup>rd</sup> place to the 2<sup>nd</sup> fastest time of the 1<sup>st</sup> series, 4<sup>th</sup> place to the 2<sup>nd</sup> fastest time of the 2<sup>nd</sup> series, 5<sup>th</sup> place to the 3<sup>rd</sup> fastest time of the 1<sup>st</sup> series, and so on.

- If there are three series: 1<sup>st</sup> place to the fastest time of the 1<sup>st</sup> series (fastest time overall), 2<sup>nd</sup> place to the fastest time of the 2<sup>nd</sup> series, 3<sup>rd</sup> place to the fastest time of the 3<sup>rd</sup> series, 4<sup>th</sup> place to the 2<sup>nd</sup> fastest time of the 1<sup>st</sup> series, 5<sup>th</sup> place to the 2<sup>nd</sup> fastest time of the 2<sup>nd</sup> 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.

### 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

*With the amendment to the red flag procedure – In the case of a red flag, spare parts or complete chassis can be passed through the entrance of Parc ferme or a designated area indicated by the race director. Any material passed through any other area or over fences will lead to a penalty to the driver related.*

### 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

**A.** In addition to the CIK-FIA General Prescriptions the permanent RGMCM Clerk of the Course have the power to decide in connection with the black and white warning flag and or Light a time penalty of 5 seconds for the Heat or Race concerned. Follow this imposed penalty one or more offences of the same driver in this Heat or Race the Clerk of the Course will report this to the Stewards for possible further punishment.

**B.** 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.

**C.** The Clerk of the Course informed during the briefing on the procedure for the imposition and notification of this penalty.

**D.** 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 a Qualifying Heat (or Second Chance Heat) shall not be subject to appeal.

## ARTICLE: 4. QUALIFYING HEATS

- Each Qualifying Heat will have a distance of approximately 10 or 15 km according to the age bracket of Drivers (Juniors/Seniors).

- For the Qualifying Heats, points will be awarded as follows: 0 point to the 1<sup>st</sup>, 2 points to the 2<sup>nd</sup>, 3 points to the 3<sup>rd</sup> and so on according to an increasing progression of one point per place. If a Driver does not take the start in a Qualifying Heat, he will receive a number of points equal to the number of participants plus 1 (in Case A: 36 participants or less) or equal to the number of participants of groups A and B plus 1 (in Case B: 37 participants and more).

If a Driver has been black-flagged or disqualified, he will receive a number of points equal to the number of participants plus 2 (in Case A: 36 participants or less) or equal to the number of participants of groups A and B plus 2 (in Case B: 37 participants and more).

- Any Driver who has not covered all the laps scheduled, even if he has not finished the Qualifying Heat, will be classified according to the number of laps he has actually completed.

At the end of the Qualifying Heats, an intermediate classification will be established. Possible ties between two or more Drivers will be settled

according to their classification in the Qualifying Practice.

The first 36 classified Drivers will be qualified for the final phase.

**Case A: 36 participants or less** - At least three Qualifying Heats will be run with all the Drivers. The starting grids of each of the Heats will be established on the basis of the results of Qualifying Practice.

**Case B: 37 participants and more** - At the end of Qualifying Practice, Drivers will be separated into at least four groups for the Qualifying Heats. The number of Drivers per group will be 18 maximum. Each group must compete versus all the other groups.

- As an example, in the case of a separation of Drivers into 4 groups, the Driver classified 1<sup>st</sup> in Qualifying Practice will be in group A, the 2<sup>nd</sup> in group B, the 3<sup>rd</sup> in group C, the 4<sup>th</sup> in group D, the 5<sup>th</sup> in group A, the 6<sup>th</sup> in group B, the 7<sup>th</sup> in group C, the 8<sup>th</sup> in group D, and so on.

- Each of the four above-mentioned groups will compete against the other groups, i.e.: A versus B, A versus C, A versus D, B versus C, B versus D and C versus D, namely a total of six Qualifying Heats.

## 18D - Super Heat

The distance of the Super Heat will be approximately 15 or 20 km according to the age category of the Drivers (Juniors/Seniors).

After the execution of all the Qualifying Heats, one or two Super Heats will take place depending on the number of participants (Case A- Case B).

For the Super Heat(s), points will be awarded as follows: 0 points to the 1<sup>st</sup>, 2 points to the 2<sup>nd</sup>, 3 points to the 3<sup>rd</sup> and so on according to an increasing progression of one point per place. If a Driver does not take the start in a Super Heat, he will receive a number of points equal to the number of participants plus 1 (in Case A: 36 participants or fewer) or equal to the number of participants in groups A and B plus 1 (in Case B: 37 participants or more).

If a Driver has been black-flagged or disqualified, he will be credited with a number of points equal to the number of participants plus 2 (in Case A: 36 participants or fewer) or equal to the number of participants in Super Heats A and B plus 2 (in Case B: 37 participants or more).

The points from the Super Heat(s) will be added to those of the Intermediate Classification of the Qualifying Heats. The cumulated total of these points

will serve to establish a Final Intermediate Classification.

The first 36 Drivers in the Final Intermediate Classification will be qualified for the final phase.

Two or more Drivers who have the same points total will be split according to their classification in Qualifying Practice.

- Case A: 36 participants or fewer

The starting grid for the Super Heat will be established on the basis of the Intermediate Classification of the minimum three Qualifying Heats.

- Case B: 37 participants or more

After the Qualifying Heats, the first 72 Drivers in the Intermediate Classification of the Qualifying Heats will be divided into a maximum of 2 groups for the Super Heats.

The maximum number of Drivers in each group will be 36.

The Driver in first position of the Intermediate Classification of the Qualifying Heats will start in first position in Super Heat A, the second Driver in the Intermediate Classification of the Qualifying Heats will start in first position in Super Heat B, the third Driver in the Intermediate Classification of the Qualifying Heats will start in second position in Super Heat A, the fourth Driver in the Intermediate Classification of the Qualifying Heats will start in second position in Super Heat B, the fifth Driver in the Intermediate Classification of the Qualifying

Heats will start in third position in Super Heat A, the sixth Driver in the Intermediate Classification of the Qualifying Heats will start in third position in Super Heat B, and so on, until the final grid of 36 Drivers per Super Heat is assembled/constituted.

### **18E - Final phase (according to the regulations of the championships concerned):**

Final, 36 Drivers will take part in it (25 or 30 km according to the age categories). Starting positions will be determined according to the Final Intermediate Classification established after the Qualifying Heats and the Super Heat(s).

During the Final, any Driver about to be overtaken or who has been overtaken by the race leader for any reason whatsoever will be shown the blue and red flag (double diagonal) with his number. He shall compulsorily go to the scales in the Parc Fermé and will be classified according to the number of laps that he has actually completed.

### **ARTICLE: 5. 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**