CHAMPIONS OF THE FUTURE

2026 CHAMPIONS OF THE FUTURE EURO SERIES

SPORTING REGULATIONS

CHAMPIONS OF THE FUTURE EURO SERIES SPORTING REGULATIONS 2026

(190226)

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CHAMPIONS OF THE FUTURE EURO SERIES SPORTING REGULATIONS 2026

ART. 1 – ORGANIZATION.

1.1 – General Undertakings

RGMMC GmbH with the approval of the CIK-FIA and the RFEdA organizes for the 2026 season the CHAMPIONS OF THE FUTURE EURO SERIES.

All Drivers, Competitors, Mechanics and Officials participating in the competition 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, these Sporting Regulations and all other relevant regulations applicable within this series.

1.2 – Organization

The Series and its competitions 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 Competitions, Article 3 International Karting Regulations and International Karting Licenses for Drivers & Code of Driving Conduct the Series Technical Regulations, these Sporting Regulations, the Supplementary Regulations of the Competition Concerned and all other relevant regulations applicable within this series.

The Series 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 competition a specific Digital Official Notice Board with results and information related to the competition will be established.

1.3 – Applicable regulations

The Series and its competitions 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 Series Sporting Regulations.
- The Series Technical Regulations and it's appendices.
- The RFEdA Prescriptions, in what does not contravene the specific series regulations.
- The Supplementary Regulations of the competition concerned.

The final text of the Series 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 Series 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. Tyres (for Junior classes – option tyres / for Senior classes – option or prime tyres)

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)

1.4 – Organising Committee for the Series

The Organising Committee for the Series will be formed by:

James Geidel

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1.5 – Supplementary Regulations

For each 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 – *Competitors 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 Series regulations must be requested to the Organising Committee, to whom it concerns to solve the arisen doubts.

In case of any doubt arising while applying the Series regulations in the framework of a competition, the Organising Committee will the only competent to clarify the matter.

ART. 3 – CATEGORIES, LICENSES AND WEIGHT

3.1 – *Categories*

For the CHAMPIONS OF THE FUTURE EURO SERIES the following categories will be proposed:

OK

OK Junior

3.2 – *OK Junior licenses*

Minimum Weight: 140 Kg

License: Drivers entering the Competition in the OK-Junior class must be holders of a Grade G International Karting License issued by an ASN affiliated to the FIA. Age: 12 – 14 years, A driver has to reach his / hers 12th birthday during the calendar year 2026.

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 –*OK licenses*

Minimum Weight 150 Kg

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 2026.

Competitors and Drivers who wish to take part in an international competition organised 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 – *OK Junior*

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 OK Junior will apply.

4.2 – *OK*

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 OK will apply.

ART. 5 – ENTRY OF COMPETITIONS

5.1 – *Dates open & close of entries for each round*

Round 1: Entries will open the 4 February and close the 9 March.

Round 2: Entries will open the 10 March and close the 15 of April.

Round 3: Entries will open the 16 April and close the 15 May.

Round 4: Entries will open the 16 May and close the 28 June.

Round 5: Entries will open the 29 June and close the 20 of August.

5.2 – *Entries for each round and fees*

5.2.1 OK Junior

5.2.1.1 – 695 €

5.2.2 OK

5.2.2.1 – 695 €

5.2.4 – A fee for free practice day of 125.00€ applies to all drivers, this fee has to be paid in the RGMMC office before entering the track.

5.3 – *Competitors applications*

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

5.4 – *Entry restrictions*

5.4.1 – Maximum entries in OK Junior class are 108 drivers; in exceptional cases the Organising Committee could raise the maximum entries limit. Minimum entry is 28 drivers.

5.4.2 – Maximum entries in OK class are 108 drivers; in exceptional cases the Organising Committee could raise the maximum entries limit. Minimum entry is 28 drivers.

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

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

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

5.4.6 – 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 IN THE SERIES

6.1 – *Number of competitions*.

Champions of the Future Euro Series will include five races to be held in five rounds.

6.2 – *Dates*

Round 1: 1st April – 4th April to be held at La Conca International Circuit (ITALY)

Round 2: 30th April – 3rd May to be held at Kartodromo International Lucas Guerrero (SPAIN)

Round 3: 3rd June – 6th June to be held at Motorsport Arena Mülsen

Round 4: 22nd July – 25th July to be held at Kristianstad Karting Klubb (SWEDEN)

Round 5: 9th September – 12th September to be held at Circuito Internazionale de Napoli

6.3 – *Calendar modifications*

The Organising Committee reserves the right to modify the date and place of one or more calendar competitions, with the authorization of the FIA and the RFEdeA.

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 5 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 approximately 12km for OK Junior class and 15km for OK class.

7.4 – *Distance to cover for Superheats*

Each Superheat will have a distance of approximately 15km for OK Junior class and 20km for OK class.

7.5 – *Distance to cover for the Finals*

Each Final will have a distance of approximately 25km for OK Junior class and 30km for OK class.

7.6 – *Laps*

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

ART. 8 – TYRES REGULATIONS AND PETROL

8.1 – *Number of tyres for each competition*

Art. 14 of the FIA Karting European Championship OK Junior and OK will apply.

8.2 –*Tyres specifications*

MAXXIS Tyres is the exclusive supplier of the dry and wet tyres for both categories. Specifications of type of tyres will be the same as stated for the FIA Karting European Championship OK and OK Junior.

8.3 – Free Practice tyres

The number of slick tyres reserved for all Free Practice day (except the first session – free tyres), non-qualifying practice, and warm ups is limited to 4 sets of new tyres.

8.4 – Wet tyres regulation

It is compulsory for each Driver to use wet tyres from the organization in the case of rain declared by the Race Director with a board with the inscription "WET RACE" in time-qualifying, qualifying heats, super heats and final of each competition.

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

RGMMC will ship two (2) set of wet tyres 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 tyres (maximum 2 sets) for a price of 215.00€ each this voucher must be paid in cash with correct money (no credit card) (only for race tyres not free practice).

If any Competitor/Driver wish to pay with credit card the price is 215.00€ per set and the vouchers can NOT be returned even if the tyres are not collected, the tyres are the belongings of Driver/Competitor and must have been collected after the competition. (Depending on the tyre manufacturers performing the sales)

Competitor/Driver who have purchased vouchers with cash but not collected the tyres 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.

Tyres that have left Tyre-Park cannot be returned.

For free practice, non-qualifying practice and warms ups the wet tyres must be the ones with the specifications stated in Article 8.2 and the number of sets are not limited. Scanned in racing tyres are not allowed.

8.5 – Running on wet tyres

Running in of wet tyres on a dry track is prohibited. Wet tyres may only be used if the Race Director has declared Wet Race / Practice. The choice of tyres in a declared wet race will be left to the appreciation of the Driver. The Race Director or Clerk of the Course reserving 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. The use of «slick» tyres is therefore mandatory in any other case.

8.6 – Petrol and oil

CIK-FIA Karting Technical Regulations will apply.

The official fuel supplier for the Euro Series will be ETS Racing Fuel.

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

ART. 9 – SPORTING CHECKS AND SCRUTINEERING

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

ART. 10 – 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. 11 – 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 to be paid to the parent ASN of the competition via the Stewards.

ART. 12 – TRANSPONDER AND ON BOARD CAMERAS

12.1 – Transponders will be provided by RGMMC.

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

12.3 - Already for the free practice (see timetable) and for all race activities onwards the transponder is mandatory and has to be fixed on the lower part of the back of the kart seat. Transponder must be 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.

12.4 - The use of transponders is mandatory at all times. 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.

12.5- 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, Superheat or final phase concerned. In the case of Free Practice and Warm-Ups, only an additional fine of 100 euros will be imposed.

12.6 – Cameras on board

No private cameras are allowed on any part of karts and/or Drivers during Qualifying Practice, Qualifying Heats, Superheats and the final, no cameras are allowed on any part of the helmet at any time.

ART. 13 – GENERAL SAFETY

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

ART. 14 – INSTRUCTIONS AND COMMUNICATIONS TO DRIVERS AND COMPETITORS

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

ART. 15 – OFFICIALS

The following Officials will be appointed by the Organising Committee:

- Chair(s) of the Panel(s).

-2nd International Steward, if nominated.

-Race Director.

-A Deputy Race Director, if nominated.

-Chief Timekeeper.

-A timekeeper.

-Chief Scrutineer.

-At least one Scrutineer.

-Judge of Facts in charge of Race Control.

-Judge of Facts in charge of Pre Grid, Assembly Area and Tyre 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:

- enough Stewards chosen from among the ASN's licence-holders to make at least panel(s) of three Stewards,

- 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 Chair of the Panel of Stewards, the Race Director, the Clerk of the Course and the Chief Scrutineer, must be in permanent radio contact.

ART. 16 – FREE PRACTICE AND NON QUALIFYING PRATICE

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

16.1 - 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 as per stated 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.

16.2 - 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. 17 – TIME QUALIFYING

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

The composition of the qualifying series will base itself upon the provisional standings of the Champions of the Future

Euro Series concerned, as it stands at the beginning of the Competition, with the following principle:

- If there is only one series: the series will include all Drivers.

- If there are two series: from the Drivers presents at the Competition, the best ranked Driver in the provisional standings of the Champions of the Future Euro Series concerned is allocated to the 1st series, the 2nd best ranked in the standings is allocated to the 2nd series, the 3rd best ranked in the standings to the 1st series, the 4th best ranked in the standings to the 2nd, and so on.

- If there are three series: from the Drivers presents at the Competition, the best ranked Driver in the provisional standings of the Champions of the Future Euro Series concerned is allocated to the 1st series, the 2nd best ranked in the standings is allocated to the 2nd series, the 3rd best ranked in the standings to the to the 3rd series, the 4th best ranked in the standings to the 1st series, the 5th best ranked in the standings to the 2nd series, and so on.

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

- The placement of Drivers who has not taken part in the Championship within qualifying series for the Champions of the Future Euro Series concerned will be randomized.

One 6-minute session per series is provided for. Each series will comprise a maximum number of 36 Drivers. 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. 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.

For further details on the Starting Grid, please refer to Article 2.19D of the General Prescriptions.

ART. 18 –QUALIFYING HEATS

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

ART. 19 – SUPERHEATS

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

ART. 20 – FINAL

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

ART. 21 – STARTING PROCEDURE

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

ART. 22 – 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. 23 – SUSPENDING A PRACTICE, HEAT OR RACE

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

The only exception to article above mentioned will be the following:

23.1 - 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 repair window time of 15 minutes. Once these 15 minutes window ends all mechanics/drivers must have completed any work on the kart and have the kart ready on the ground in their grid position. After this time has been completed, the Race Director will announce with the grid boards the time remaining for the restart (in any case, it will be no more than 5 minutes). Failure to be ready to race means that kart/driver cannot restart the race. *

***This article was modified according to Bulletin no.1 issued on 19/02/2026.**

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

ART. 24 – FINISH

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

ART. 25 – PARC FERME

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

ART. 26 – 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.

26.1 - 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 report to the Stewards for a time penalty of 5 seconds for the Heat or Race concerned will be sent. If the Stewards finds that no penalty should be applied then no decision will be issue, therefore no penalty will be applied. However, if they find that a penalty different or higher from 5 seconds shall be applied, they will do so according to the power given to the Stewards under the ISC.

26.2 - 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.

26.3 – 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.

26.4 - 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. 27 – FRONT FAIRING & FRONT FAIRING MOUNTING KIT

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

The only exception to article above mentioned will be the following:

27.1 – At any time from Qualifying Heats until the final phase, including after the «black and white chequered flag» has been waved, or when the race has been stopped under Article 2.21 of the General Prescriptions, except if less than two laps have been done, and until the weighing of the kart, if it is found / proven that a Driver or a third party has attempted to refit or has successfully refitted, outside the repair area, a front fairing that was not correctly positioned, the Driver concerned will be disqualified from the session concerned. This decision is not subject to appeal.

ART. 28 – PADDOCK AND SERVICING PARKS REGULATIONS AND SAFETY

28.1 - 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.

28.2 - 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.

28.3 - 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.

28.4 - 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 competition 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 competition including free practice.

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

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

28.7 - Competitor, 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.

28.8 - 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.

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

28.10 - 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.

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

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

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

28.14 - 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.

28.15 - 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. 29 – PROTESTS AND APPEALS

29.1 - 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 Competitors. They shall be delivered to the chair of the panel of the stewards 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 chair of the panel of the stewards, such protests should shall be delivered to one of the other stewards, or in their absence, to the race director or assistant if such exists, or the clerk of the Course or assistant if such exists.

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).

29.2 - As established in the art. 15 of the CDI, all competitors have the right to appeal the decisions of the Stewards of the competition, 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.

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

27.4 - A decision becomes immediately binding, even in the event of an appeal, provided that it is rendered prior to the final phase of the Competition.*

***This article was modified according to Bulletin no.1 issued on 19/02/2026.**

ART. 30 – CHAMPIONSHIP POINTS

30.1 – *Classifications*

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

The only exception to article above mentioned will be the one in article 30.2.

30.2 – *Retained results*

The classification of a CHAMPIONS OF THE FUTURE EURO SERIES will be established as follows:

-Worst result obtained in the Intermediate Classification established after the Qualifying Heats will not be retained.

-Worst result obtained in the Intermediate Classification established after the Superheats will not be retained.

-Worst result obtained in the finals will not be retained.

-A blank result due to a disqualification may not be discounted.

30.3 – *Dead heats*

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

ART. 31 – PRIZE AND AWARDS

31.1 – Trophies in each class for the first 3 finishing drivers in the final in each competition.

31.2 – The title of CHAMPIONS OF THE FUTURE EURO SERIES driver of the year will be awarded to the top 3 drivers in each class that competed at the Champions of The Future Euro Series competitions in 2026.

ART. 32 – APPLICATION AND INTERPRETATION OF THE REGULATION

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

32.2 – The Organising 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.