CHAMPIONS OF THE FUTURE
ACADEMY PROGRAM

2026 CHAMPIONS OF THE FUTURE ACADEMY PROGRAM

SPORTING REGULATIONS

CHAMPIONS OF THE FUTURE ACADEMY SPORTING REGULATIONS 2026

(170326)

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CHAMPIONS OF THE FUTURE ACADEMY PROGRAM 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 ACADEMY PROGRAM.

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, this Sporting Regulations, the Supplementary Regulations of the Competition Concerned and all other relevant regulations applicable within this series.

The Series website www.championskartingacademy.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.
- These Series Sporting Regulations.
- The CIK-FIA 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. 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)

1.4 – Organizing Committee for the Series

The Organizing 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 Organizing 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 Organizing Committee will the only competent to clarify the matter.

ART. 3 – CATEGORIES, LICENSES AND WEIGHT

3.1 – *Categories*

For the CHAMPIONS OF THE FUTURE ACADEMY PROGRAM the following categories will be proposed:

OKN

OKN Junior

3.2 – *OKN Junior licenses*

Minimum Weight: 145 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 –*OKN licenses*

Minimum Weight 155 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 – *OKN Junior*

One chassis of the make Kart Republic.

One engine of the make IAME. Engines will be raffled at the distribution of material by the manufacturer every day after the last session, the Competitor is responsible for returning the engine in good and clean condition to the manufacturer, not following the official instructions of the manufacturers will incur in a penalty inflicted by the Stewards of those among article 12.4 ISC. Every morning the manufacturer will raffle the engine again between all drivers, this will be done with the presence of at least one Steward. The result of this process in not subject to protest or appeal as per article 12.3.4 of the ISC.

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

4.2 – *OKN*

One chassis of the make Kart Republic.

One engine of the make IAME. Engines will be raffled at the distribution of material by the manufacturer every day after the last session the Competitor is responsible for returning the engine in good and clean condition to the manufacturer, not following the official instructions of the manufacturers will incur in a penalty inflicted by the Stewards of those among article 12.4 ISC. Every morning the manufacturer will raffle the engine again between all drivers, this will be done with the presence of at least one Steward. The result of this process in not subject to protest or appeal as per article 12.3.4 of the ISC.

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

4.3 – Provided material

A single supplier of karts, selected by RGMMC, has been designated for the supply of all the karts used in the series, according to a «turnkey» principle to be applied throughout the series.

Each driver will receive a kart at the first event of the series and shall use that chassis for the first series. In the case of overseas events drivers may receive a different chassis.

The kart unit comprising all the elements delivered by the single Supplier cannot undergo any modifications whatsoever (except for the third rear axle bearing, which can be freed or totally dismounted) and must be used as supplied. The chassis elements can be set up only by using the basic mechanical settings. The transmission ratio (rear crown) must be the one indicated by the kart Supplier, with a tolerance of + or - 1 cog. An appendix document will be provided with all possible modifications permitted.

RGMMC reminds that each participant is liable for any damage caused to the vehicles that have been entrusted to him or her, regardless of the participant's responsibility, most notably in the following cases: going off track, driving over abrasive portions, hitting cones, contact, collision, etc. The driver must pay the suppliers for the damage before leaving the competition premises.

On decision of the Stewards, the Scrutineers will be authorized at any time of the Competition to interchange Competitors' equipment (chassis, engine, carburetor, ignition, inlet silencer, axle, accessories) with another Competitor's equipment or with equivalent substitution equipment taken, by drawing lots, from the stock of the Supplier concerned.

ART. 5 – ENTRY OF COMPETITIONS

5.1 – *Dates open & close of entries for the series*

5th December – 31st January

5.2 – *Entries for the Series and fees*

5.2.1 OKN Junior

5.2.1.1 – For all series the fee is established at 29,950 €. It includes a kart for the whole series, an awning space in each round, kart trolley and work bench, all tires and fuel require for each competition and the logistics of material.

5.2.1.2 – Registrations for wildcards will open and close via official communication on the series website as per article 1.2 of this Sporting Regulations. Fee will be established at the inscription form, which will be the official fee as per these regulations.

5.3.2 OKN

5.2.2.1 - For all series the fee is established at 29,950 €. It includes a kart for the whole series, a awning space in each round, kart trolley and work bench, all tires and fuel require for each competition and the logistics of material.

5.2.2.2 – Registrations for wildcards will open and close via official communication on the series website as per article 1.2 of this Sporting Regulations. Fee will be established at the inscription form, which will be the official fee as per these regulations.

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 OKN Junior class are 36 drivers.

5.4.2 – Maximum entries in OKN class are 36 drivers.

5.4.3 – A minimum of 60 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 tires and other products ordered are the belongings and responsibility of the Competitor and cannot be reimbursed or carry forward to any other competitions, neither the entry fee. 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.

5.5 – *Practice and race ban*

Drivers registered in the series or for a single competition cannot take part in professional practice, testing or racing in the track where a competition is programmed from 10 days before the last day of the competition.

If a driver is founded in an infringement of the above mentioned ban their entry registration will be withdraw, according to the article 3.14 of the ISC. If this infringement is found after the competition has started this issue will be reported to the Stewards of the competition and the driver will be disqualified for both competitions held in the same track where the driver tested or race.

In any case, the promoter and the organiser will not reimburse any entry fee.

ART. 6 – ELIGIBLE RACES IN THE SERIES

6.1 – *Number of competitions*.

Champions of the Future Academy Program will include twelve races to be held in six rounds.

6.2 – *Dates*

Round 1: 27 February – 1 March to be held in Kartodromo Valencia (Spain)

Round 2: 28 – 31 May to be held in Circuit 27 (Greece)

Round 3: 10 – 12 July to be held in Viterbo (Italy)*

Round 4: 29 October – 1 November to be held in Muscat Speedway (Oman)

Round 5: 22 – 25 November to be held in Al Ain Raceway (UAE)

Round 6: 29 November – 2 December to be held Al Forsan International Karting Circuit (United Arab Emirates)

***This article was modified according to Bulletin no.1 issued on 19/01/2026.**

6.3 – *Calendar modifications*

The Organizing 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 – *Organisation of two competitions in the same race weekend.*

During the same weekend two different competitions counting towards the Championship will be held. These competitions will share the supplementary regulations, entry list, and the sporting and technical checks. Each competition will compromise a free practice, a time qualifying, two heats per class and one final.

7.2 – *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. A minimum of one free practice session will be held before the Time Qualifying.

7.3 – *Duration of the Time Qualifying*

One Time Qualifying session for each class will be organised. They will last at least 6 minutes; final duration will be stated on the official timetable.

7.4 – *Distance to cover for Qualifying Heats*

Each Qualifying Heat will have a distance of approximately 10km for OKN Junior class and 13km for OKN class.

7.5 – *Distance to cover for the Finals*

Each Final will have a distance of approximately 23km for OKN Junior class and 27km for OKN class.

7.6 – *Laps*

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

ART. 8 – TIRES REGULATIONS AND PETROL

8.1 – *Number of tires for each competition*

Drivers will have the following number of tires for each round.

- One set of slick tires for each free practice day*.

- One set of slick tires for the first time qualifying**, heats and final.

- One set of slick tires for the second time qualifying**, heats and final.

*For the Engine Run in session drivers can use used tires of previous competitions, for the first competition they participate the will need to use his/her allocated tyres for each free practice day.

**For each Time Qualifying, drivers must use a brand-new set of slick tires.

The VEGA tires will be shipped by RGMMC to each round and the tires will be placed in a tire-pool, raffled and handed out accordingly in the Servicing Park. Tires for Time-qualifying, qualifying heats and final will be barcode scanned and controlled before each session and are compulsory to use, any infringement will result in the access denied to the session if detected at the entrance of the Servicing Park, this is not subject to protest or appeal. In all other cases, this matter will be forwarded to the Stewards for their consideration.

8.2 –*Tires for OKN JUNIOR*

VEGA Tires is the exclusive supplier of the dry and wet tires. VEGA Option tires will be the specified dry tires.

8.3 – *Tires for OKN*

VEGA Tires is the exclusive supplier of the dry and wet tires. VEGA Prime tires will be the specified dry tires.

8.4 – Wet tires regulation

It is compulsory for each Driver to use wet tires 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, and final of each competition.

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

For free practice, non-qualifying practice and warms ups the choice of wet tires is free, this includes the use of tires scanned in for racing.

8.5 – Running on wet tires

Running in of wet tires on a dry track is prohibited. Wet tires may only be used if the Race Director has declared Wet Race / Practice. The choice of tires in a declared wet race will be left to the appreciation of the Driver. The Race Director or Clerk of the Course reserves 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 – Non-qualifying practice tires

During Warm ups the driver must use slick tires from a previous day.

8.7 – Petrol and oil

CIK-FIA Karting Technical Regulations will apply.

The official fuel supplier for the championship will be RGMMC.

ART. 9 – SPORTING CHECKS AND SCRUTINEERING

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

ART. 10 – RACING NUMBERS AND RACING SUITS

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/her license.

Racing suits will be provided to all participants that signed up for the whole series. For wildcards drivers racing suits will be provided subject to availability. Once delivered to them, each participant is responsible for his/her suit and must wear it during all sessions since the beginning of the competition in all competitions. Any participant that breaches this article will be reported to the Stewards.

First racing suit is included in the entry fee (except customs one, comes with a surcharge of 100€ in all cases). Any extra racing suit will come with a cost of 350€ per piece.

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.

ART. 12 – TRANSPONDER AND ON BOARD CAMERAS

12.1 – Transponders will be provided by RGMMC.

12.2 – Transponders 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.

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 or final phase concerned. In the case of Free Practice and Non-Qualifying practices, 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 from first Time Qualifying practice to the end of the competition, no cameras are allowed on any part of the helmet at any time.

ART. 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 Organizing Committee:

- Chairperson of the Panel.

-Race Director.

-Chief 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 Tire park.

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

- two Stewards chosen from among the ASN's licence-holders,

- a Clerk of the Course from among the ASN's licence-holders,

- the rest of the scrutineers.

- a Secretary of the meeting,

- a Chief Medical Officer and a second doctor,

- the rest of the officials.

The Clerk of the Course must stay at the orders of the Race Director and be in contact with all Marshals' posts whenever karts are allowed to drive on the track. The Chairman 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.

ART. 17 – TIME QUALIFYING

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

17.1 - Drivers who have passed Scrutineering will be authorised to take part on a one 6-minute session per category. Each series will comprise a maximum number of 36 Drivers.

17.2 - The drivers will be able to start moving their karts from the "Start Servicing Park" to the "Pre-Grid" from five minutes before the time scheduled for the start of the Qualifying Practice concerned until the end of the same Qualifying Practice period. Each driver has to take his/her 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.

17.3 - During the session, drivers will take the start when they choose. Any driver having crossed the line drawn at the exit of the "Pre-Grid" will be considered as having started, and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is counted. The time retained is that of the best lap covered during the session. Any ties will be decided by the 2nd best time set by each driver, and so on in the case of further ties.

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

- The grid will be drawn up in the order of the fastest time achieved by each driver.

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

ART. 18 –QUALIFYING HEATS

With the exception of the number of Qualifying heats, where only two Qualifying Heats will be run with all the Drivers and the starting grids of each of the Heats will be established on the basis of the results of Qualifying Practice, art. 18C of the CIK-FIA Specific Prescriptions will apply.

ART. 19 – FINALS

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

ART. 20 – STARTING PROCEDURE

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

ART. 21 – 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. 22 – 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

22.1 - 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.*

22.2 –The race will be resumed according to Article 21 of this Sporting Regulations.

***This article was modified according to Bulletin no.2 issued on 17/03/2026.**

ART. 23 – FINISH

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

ART. 24 – PARC FERME

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

ART. 25 – 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.

25.1 - 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.

25.2 - 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.

25.3 – 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.

25.4 - 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. 26 – 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:

25.1 – 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. 27 – PADDOCK AND SERVICING PARKS REGULATIONS AND SAFETY

27.1 - 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.

27.2 - 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.

27.3 - 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.

27.4 - 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.

27.5 - 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.

27.6 - 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.

27.7 - 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.

27.8 – The paddock area will be equipped with enough amount of fire extinguishers.

27.9 - 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.

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

27.11 - Refuelling is only allowed **at the dedicated space established by the organizer.***

27.12 - 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.

27.13 - 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.

27.14 – No telemetry data stations or data stations of any type must be mounted on the paddock unless those owned by the Organization or the manufacturers suppliers, with permission by the Organizing Committee.**

***This article was modified according to Bulletin no.2 issued on 17/03/2026.**

****This article was modified according to Bulletin no.1 issued on 19/01/2026.**

ART. 28 – PROTESTS AND APPEALS

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

28.2 - 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.

28.3 - Certain decisions are not subject to appeal (see article 12.3.4 of the ISC and article 25.4 on this Sporting Regulations)

28.4 – 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.2 issued on 17/03/2026.**

ART. 29 – CHAMPIONSHIP POINTS

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

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

ART. 30 – PRIZE AND AWARDS

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

30.2 – The title of CHAMPIONS OF THE FUTURE ACADEMY PROGRAM driver of the year will be awarded to the top 3 drivers in each class that competed at the Champions of The Future Academy Program competitions in 2026.

ART. 31 – APPLICATION AND INTERPRETATION OF THE REGULATION

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

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