



CCK REGULATIONS

(Provisional Regulation; vers. 15 april 2025)

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A.

PRELIMINARY INFORMATION ON THE EVENT

1. EVENT DESCRIPTION, PROMOTER-ORGANISER AND HOST TRACK

1.1. The CHAMPION CUP KART - INTERNATIONAL RENTAL COMPETITION (CCK) is an amateur and recreational Rental Karting Event in its fifth edition, already held in 2021, 2022, 2023 and 2024. The Event is inspired by the **COPPA DEI CAMPIONI**. The **COPPA DEI CAMPIONI** was a famous Karting Event that took place from the end of the 70's to the beginning of the 80's. The best international karting drivers, at that time, took place in the COPPA DEI CAMPIONI which was equivalent to a World Cup and the the Winner was recognised as a Top International karting driver.

CCK Hall of Fame: **2021 - Jesolo, Dennis Holler (GER); 2022 - Jesolo, Christian Douven (HOL); 2023 - Lonato, Alberto Brentegani (ITA) - Lignano, Christian Douven (HOL); 2024**

1.2 The CCK will take place **from 31 October to 2 November 2025** at the **7LAGHI International Karting Circuit**, located in Strada Bressana 6/A Via, 27040 Castelletto di Branduzzo PV www.7laghikartitalia.it (Host Track).

1.3 CCK SRL is the Promoter and Organiser of the CCK International Rental Competition. CCK is a **CCK SRL format registered**. CCK SRL may issue complements or annexes of these regulations at any time.

2. LANGUAGE, ELIGIBLE DRIVERS, CATEGORIES AND MEDICAL CERTIFICATE

2.1 English is the official CCK language.

2.2 CCK is open to all drivers who will have turned 14 by the 30.10.2025. There is no maximum age limit. Drivers aged between 14 and 17 must have signed authorisation by both parents (the authorisation form is attached on www.championcupkart.com), of which a copy must be sent to the Organiser and the original must be handed in on the day of the Race together with a photocopy of the documents of both parents as well as being accompanied by an adult, specifically cited in advance in the authorisation form. In particular, drivers aged between 14 and 16, will have to be accompanied by the a parent in all pre and post race procedures. In the event that the discharge is not delivered with the original signatures of both parents and an authorised parent is not present with the minor, the minor may not participate in the event.

2.3 The Organiser, after conferring with the Race Direction, reserves the unquestionable right to admit drivers under the age of 14 in the case of proven experience in karting.

2.4 Drivers aged under 14 must have signed authorisation by both parents (the authorisation form is attached on www.championcupkart.com), of which a copy must be sent to the Organiser and the original must be handed in on the day of the Race together with a photocopy of the documents of both parents as well as being accompanied by one parent, specifically cited in advance in the authorisation form. In particular, drivers aged under 14, will have to be accompanied by one of the parent in all pre and post race procedures. In the event that the discharge is not delivered with the original signatures of both parents and an authorised parent is not present with the minor, the minor may not participate in the event.

2.5 Drivers need to have a minimum experience with indoor/outdoor four (4) stroke rental kart races, at least on a local level. The Organization holds the right to refuse or remove a driver, if her/his driving endangers herself/ himself or others.

2.6 The CCK Categories are:

Overall (for all CCK drivers)

CCK Sub-Categories:

Junior (+14-17 yrs)

Talent (+18-34 yrs)

Expert (+35-44 yrs)

Master (+45 yrs)

Lady

Heavy (+95 kg)

2.7 In order to participate in the CCK Event, specific documents are required, which will be requested with the email driver will receive following CCK registration. The driver will need to bring the required documents to the Event in original, signed on each page. In particular, for the drivers under the age of 18 (minors), the following mandatory documents will be required in original:

- 1) information pursuant to art. 13 of legislative decree n. 196/2003 (privacy)
- 2) release of liability (to be signed on each page and by both parents)
- 3) authorization signed by both parents
- 4) non-competitive sports medical certificate of the minor (ministerial decree of 24 april 2013)
- 5) copy of identity document of both parents and the minor.

3. CCK PLACE AND HOW TO REGISTER A CCK PLACE

3.1 The CCK available places are **140**. Closing registrations: **september 15 2025**.

CCK fee is **€ 549**. Registration will be secured after payment of the entry fee. Registration will be on a first-come, first-served basis. The registration is considered valid only when the registration fee has been received by CCK. No driver will be allowed to race if the registration and payment is not completed.

3.2 How to REGISTER a CCK place.

The driver must:

- access the REGISTRATION form on www.championcupkart.com or on the pages of CCK's social channels;
- fill in all the information requested in the form and send it;
- make the payment. Registration will be secured only after payment.

3.4 If by the date of september 15 less than 84 drivers will have completed the payment, the Organiser irrevocably and entirely at its discretion can:

- communicate the cancellation of the event (in this case, the fee will be refunded to the drivers who have already paid)
- prolong registration procedures until a date to communicate.
- carry out the Event or postpone the Event date.

Should there be any force majeure causes that cannot allow the event to be held for objective reasons (e.g., exceptional weather events, government prescriptions for health reasons) the Organiser irrevocably and entirely at its discretion can:

- communicate the cancellation of the event or postpone the Event date.

3.5 If a driver, should the event go ahead as planned, does not show up to the Event, she/he will lose the registration deposit and fee paid.

3.6 If, due to weather (heavy rain) or other causes (for example, force majeure), the event is suspended, it will be not rescheduled.

3.7 Fee will not be refunded if a race has already taken place.

4. CHECK IN ON TRACK AND IMAGE USE AUTHORISATION

4.1 All the administrative CHECK-IN must be carried out before the start of the Championship.

4.2 All drivers must attend to the administrative CHECK-IN where all information will be provided and questions answered.

4.3 To speed up check-in operations, CCK recommend to complete and sign every documents required in the email registration. Documents required are MANDATORY DOCUMENTS.

4.4 While participating to CCK International Rental Competition, all drivers allow CCK to use all the videos/photo captures of the CCK (photo featuring the driver's name and his/her face) for advertising & marketing purposes.

B.

GENERAL RULES

5. FAIR-PLAY, MAXIMUM SAFETY AND SPIRIT OF FELLOWSHIP

5.1 CCK is an amateur and recreational Event in order to promote the wide practice of leisure karting.

Fair-play competition, maximum safety and spirit of fellowship and fun of all participants are fundamental.

All participants in the CCK, by registering, acknowledge that they have read these CCK rules and agree all them, as explained in these regulations, which the driver and his/her companions (in the case of minors) declare that they have read and understood in its entirety, in social communications relating to the event and the Briefing.

5.2 While signing the liability disclaimer at the Administrative check-in, all drivers and their guardians accept to fully abide by this high standard of respect, in particular:

- Respect towards the operating and organizing staff;
- Respect towards other participants and any attendees;
- Respect towards the infrastructure and equipment available for the Event.

Any failure to comply with these minimum rules may be subject to any sanction deemed useful by CCK, host track of the event and Kart Supplier. This sanction can go up to the definitive exclusion of the CCK.

The promoter reserves the right to refuse or exclude a driver without having to provide justification before or during the full Event.

5.3 It is strictly forbidden to drink alcoholic beverages or to take any kind of substances or drugs before or during the races, as this will lead to automatic expulsion. Each driver and/or family member must avoid any dispute, as this will lead to a driver penalty. It is not allowed to enter to the track to people without authorization of the Organization.

5.4 Rental Karting, like any other motorsport activity, involves risks that the participant must assume. Driver must be aware of the possible consequences that may arise from the practice of this activity: bumps, burns, friction, physical fatigue and/or any other event that may occur even lethal. The CCK Organiser under no circumstances will be responsible for any incidents and / or facts occurring to the drivers (even if they are minors) and/or their companions on or off the track and only the drivers and / or companions involved in them will be held responsible.

C.

EVENT RULES

6. CCK FORMAT

6.1 CCK Format for each CCK driver is:

- **A. TRAINING SESSIONS** (31 Oct 2025; Training Session plan with Promo package (4x) will be released soon. The schedule of Training Sessions could also take up 29 and 30 October. Stay tuned!)

During the training session days, slots will be available directly at the track according to remaining availability and the first-come, first-served basis.

- **B. CHAMPIONSHIP (31 October - 2 November 2025)**

a) 4 HEATS

b) 3 SEMIFINALS (NEW!)

c) 2 SUPERPOLE (NEW!)

d) 1 FINAL

e) 1 KNOCKOUT QUALIFYING for the best drivers after a) and b):

7. QUALIFYING HEATS

7.1 The HEATS composition (4 Rounds) will be drawn randomly.

7.2 In every HEAT, the drivers will have one (1) Qualy lap to determine every HEAT starting grid. During the qualifying the drivers must be spaced and not use the driver's wake in front, otherwise taking penalty.

7.3 At the end of the 4 (four) HEATS a general ranking by points will be established. In each HEAT a point score will be awarded. The worst HEAT of each driver will be discarded.

7.4 At the end of the HEATS, in case of ties, the best driver lap timing obtained in the HEATS (including the qualifying lap) will count. In case of the same time, the second best time will count, and so on.

7.5 The general ranking by points after the 4 (four) HEATS will determine:

- the composition of the SEMIFINALS Groups;

- the starting grid for the SF1 (A, B, C and so on);

HEAT Pole Position: the driver will obtain **two (2)** extra points.

8. SEMIFINALS

8.1 All drivers will take part in the SEMIFINALS 1, 2 and 3

8.2 The composition of SF1 Groups (A, B, C ad so on) will be defined by the points obtained in the (4) HEATS. In the counting of the points determining the SF1 groups the worst result from each driver from the HEATS stage will be discarded. In particular, the driver with more points will be on Pole Position for the grid of group SF1A / SF2A, the second the Pole Position in group SF1B / SF2B, the third the Pole Position in group SF1C / SF2C etc, and so on.

8.3 SF2 and SF3 are a single events. The starting grid for SF3 is given by the ranking of the SF1 event and SF2 event (sum of the driver's points).

9. FINALS

9.1 All drivers will take part in the FINALS.

9.2 The FINAL Groups composition (FA, FB, FC and so on) will be defined by the points obtained by each driver in the HEATS+SF1+SF2+SF3. The worst HEAT of each driver will be discarded in the ranking counting.

9.3 In case of ties, the best driver lap timing obtained in the SF will count to determine the FINAL Groups. The best time obtained in the combined SF classification will count to determine the FINAL groups. In the event of a tie, the second best time will count and so on

10. POINTS

10.1 HEATS:

points to be awarded starting with the allocation of points from the first classified driver of the HEAT to the last classified driver of the HEAT.

10.2 SEMIFINAL:

the points scale will vary depending on the SF (SF1 - SF2 - SF3)

10.3 FINALS:

the points will count differently depending on the final reached.

10.4 HEAT POLE POSITION: the driver on Pole Position in each HEATS will obtain **two (2) extra points**;

10.5 FB and FC POLEPOSITION: the driver on Pole Position in FB and FC will obtain three **(3) extra points**;

10.6 'KNOCK OUT' GROUP "A" QUALYFING: extra points

10.7 DNF - DNS - DSQ:

- in case of DNF, points will be awarded;
- in the case of DNS the score of 0 will be awarded;
- in the case of DSQ, a score of 0 shall be awarded.

11. WEIGHT - CONTROL - TOLLERANCE

11.1 Minimum weight:

A. **85kg.**

B. Heavy Class: **95kg.** The driver must declare HEAVY class during the Check In. Thereafter, the category will no longer be exchangeable.

11.2 Drivers will not allowed to place weights different from those provided by the Organisation.

11.3 At the end of each race (Heats, Semi-finals and Finals), the Organisation will check the weight. In case the driver is underweight after the races (less than 85 kg or 95 kg for Heavy Class) he will be penalised:

- from 0.001 kg to 1.000 kg - 25 seconds
- over 1.001 kg - last position

During the weight control, all drivers to check must remain seated on the kart and wait for directions from the control Officers. If not, they will be ranked last.

11.4 The weight will be calculated with full equipment (suit, helmet, protections, rubber seat etc.).

11.5 Driver will manage their additional weights by themselves. **The kart can load a maximum of 35kg.** If the driver has to load more than 25kg, one person is allowed to help the driver. The weights must always be placed in the weights box

(not in the suit, not in the seat or any other position in the kart). The ballast shall be placed in the kart before each official event (heats, semifinals and finals).

11.6 For safety reasons, the minimum driver weight taken into consideration will be 50kg. If a driver weighs less than 50kg with race equipment, the driver may not participate in the event.

Drivers weighing less than minimum weight will need to add ballasts to reach the right weight:

12. EQUIPMENT, RADIO COMMUNICATIONS, ON BOARD AND STARTING PROCEDURE

12.1 Drivers will have to wear a karting racing suit, racing driving shoes (preferably with ankle protection), gloves and full face helmet during the whole duration of the races and practice sessions. Neck braces and rib protections are highly suggested but not mandatory. **Rib protections are mandatory for Junior Class (+14-17).**

12.2 Each driver is free to use his/her own equipment (suit, gloves, helmet & racing shoes and rib protector) throughout the event. For drivers who do not have or bring their own equipment, the host track of the CCK, if available, will supply the basic equipment needed to participate (except racing footwear). In this case, all the equipment provided must be returned fully at the end of the race.

12.3 Radio communications during the races are strictly forbidden. On board cameras are forbidden if not for authorised media reasons

12.4 Start procedure will be explained in the briefing.

13. KART DRAW, TIMING AND DRIVER AND KART NUMBERS

13.1 Every driver will draw her/his kart during the check control before every race ("CHECK AREA").

13.2 HEATS and SEMIFINALS: the karts will be assigned to the drivers before every race by a ball system draw.

13.3 To minimize luck & bad luck on HEATS and SEMIFINALS kart draws, the drawing system will not allow repeated karts for the drivers during the Heats. For the Semi-Final, the Kart history is erased and the same principles apply. For the Final, the Kart history is erased.

- **FINAL A:** the karts will be assigned by a ball system draw. The driver first in the standings makes the draw first and so on. Each driver will draw twice. Once the driver has drawn the two numbers, he/she will choose the number he/she prefers.

- **FINAL B and C:** the karts will be assigned to the drivers before every Final by a ball system draw.

13.3 Every driver must be present in the control and draw area no later than the start of the previous race. If the driver is not present at the draw, he will not take part in the race.

13.4 The previous Winner of the Champion Cup, if he competes in the CCK 2024, will have the Number 1.

13.5 Driver Race numbers will be assigned before the race, during the Check In. Each driver will be given a race number and will keep the same race number for the whole event. The race bib with the driver's number will also be handed out at the check in. This bib is obligatory during the championship (not to be lost) and must be worn during the Award Ceremony.

13.6 All go-karts in the fleet will be numbered. The go-kart number may not be touched or detached, under penalty of exclusion from the Championship.

14. KART FLEET

14.1 Each kart will be calibrated for the event using the exact same settings. No stickers are permitted on the go-kart. Any kind of visual modification and marking is strictly prohibited on the kart. The equipment used must remain strictly in its original configuration. If the equipment's configuration is modified by the driver (or one of the accompanying persons),

CCK reserves the right to take any action he will consider appropriate toward the driver, up to and including definitive disqualification from the Championship.

15. KARTS ALLOCATION AND SPARE

15.1 The karts will be allocated randomly by a draw between each driving session (Heats, Semifinals and Finals) in order to ensure that all drivers have equal chances in the competition.

15.2 If a go-kart has been judged as excessively slow compared to the other go-karts of a driving session, the technical staff reserves the right to change this go-kart which will be replaced by a spare go-kart.

15.3 If a drawn kart brakes down during the previous race and after it has been drawn for the next race, a new kart from the spares will be drawn for that driver. The new spare kart will remain in the draw fleet until the broken kart can be returned to race.

15.4 If a kart has to be taken to the garage for service the driver must draw one of the spare karts. Only rapid in track services are allowed. By rapid, mean less than 90 seconds delay on race start.

16. RACE DIRECTION, TIME PENALTIES AND UNSPORTSMANLIKE BEHAVIOUR

16.1 The Race Direction is made up of two Members. One of these, the Chief Director, is also responsible for the internal image collection system. Penalties are imposed following a collective decision and are not reviewable and unquestionable. The instructions given by the Race Directors at the occasion of the Official Briefing are an integral part of the present regulation and cannot be contested.

16.2 Anyone who believes they have suffered a wrong decision in failing to apply a sanction to a third party for an incident involving it. Driver can add their complaints up to 10 minutes after a race at cost of € 50 (the race is deemed to have ended at the time stated on the official report displayed by Race Direction). Only the interested driver can discuss penalties with the Race Direction in the person of the Chief Director (no family members or friends). In case of no complaint reasons, the driver will lost the complaint cost (€ 50) and she/he'll have 5 points less in her/his points standing and will be unable to write other complaint.

16.3 The discussion of the complaint may take place during predetermined time slots that will be communicated at the Briefing.

16.4 RACE: The basic penalty applied will be a time penalty (to be added to the race ranking). The basic time penalty is + 5 sec. A higher penalty will be motivated by the driver's conduct and behavior. The behaviour or infringement may result in exclusion from the single race. If it is particularly serious it may result in exclusion from the Championship.

16.5 QUALIFYING: Any misbehavior during the lap qualifying can lead from 1 to 5 positions of penalty in the starting grid.

16.6 Every unruly and unsportsmanlike behaviour, both on and/or off track by the drivers and accompanying persons and/or any violation reported or not reported in this regulations document, will be penalized. Every aggravation or repetition of unruly and unsportsmanlike behaviour may lead to exclusion from the single race or from the Championship.

17. BRIEFING, COMMUNICATIONS AND TIMETABLE

17.1 A "question-and-answer" session on sporting rules will be held at the following times in the building (Briefing Office):

BRIEFING: Briefing Office.

Q/A: Briefing Office.

17.2 The complete timetable (provisional & official) of the CCK is available on the CCK website. Information & results of the race will be accessible on the web application. Other communication channels might also be used to inform drivers & the public about the event (Facebook, Instagram, Whatsapp or Emails).

17.3 Official timetable of the event explicitly shows the time for each driving session. Drivers are responsible of the management of their time. Any driver arriving after the given time to the grid may be excluded from the race without further explanation. In order to secure a good organisation & timing of the global Event.

17.4 In case of force majeure (particularly bad weather conditions or any safety reason), CCK – in cooperation with the event Host Track – reserves the right to postpone the start of the race, to stop the race, to modify the duration of the race or to cancel the race.

18. KART ASSISTANCE, SAFETY KART AND RED FLAG

18.1 A kart which stops along the track will be assisted exclusively by the Technical Staff on the track.

18.2 The driver will be forbidden from taking any actions on the kart.

18.3 The starting procedure will be explained in the briefing.

18.4 In case of an accident or heavy rain or for the recovery of a kart, the SAFETY KART (SK) sign may be affixed on track by the Race Direction. In the event of bad weather allowing the race to continue, the race format may be varied by the Organizer. If, the race must be neutralized, the “Full Course Yellow” flag will be shown at all marshal posts too. The SAFETY KART will immediately enter the track. Each driver shall hold his position behind the SAFETY KART.

18.5 There must be no overtaking and speed will be reduced drastically. Pit Lane entry will remain open except if Race Direction requires the same to be closed for safety reasons if so a “PIT LANE CLOSE” board will be shown at the PIT Entrance.

18.6 All the karts will have to slow down and follow the SK, without overtaking, until the GREEN flag (or ITALIAN FLAG) will be displayed by the Race Direction.

18.7 The procedure of SK will be explained in detail at the briefing.

18.8 Drivers that do not follow the rules above will incur in a penalty.

18.9 If, for any reason, the race must be STOPPED, the Red Flag will be shown at all marshal posts.

The classification of the Race will be the classification when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped. Any time penalty will be taken into account – and will determine the single file starting grid should the race be resumed. Drivers shall slow down hold their position in a single file and proceed slowly to the start and finish line.

18.10 In case it is not possible to stop on the start and finish line, this could happen in any other part of the circuit, hence drivers must be ready to stop at any moment when under red flag procedure.

18.11 If necessary, the SAFETY KART will enter the track. It is important that all drivers understand that driving speed under RED FLAG procedure is walking pace. If the race is stopped after 75% (rounded to the higher lap) of the total of laps, this will be considered a final result.

19. KART CHANGE

19.1 Karts will be allocated randomly by drawing lots between each driving session (heats, semifinals and finals) to ensure that all drivers have an equal chance in the competition.

19.2 If a go-kart has been judged, for objective reasons, to be too slow compared to the other go-karts in a driving session, the technical staff has the right to replace this go-kart with a spare go-kart for the next event.

19.3 If a drawn kart breaks down during the previous race and after it has already been drawn for the next race, that driver will draw a new kart from the spare ones. The draw for the spare karts will take place in the spare kart area and the new spare kart will remain in the draw for the drawn events (unless it is judged to be too slow for objective reasons).

19.4 No change of kart is allowed before and after the start of the race, unless the kart is ‘broken’, as certified by the kart Assistance. A ‘broken’ kart is defined as a kart with serious problems (e.g. no braking or objective and inadequate power)

19.5 If a driver calls Kart Assistance after his timed lap to inform him that his kart is broken, he will lose his position. Kart Assistance will waste time testing the kart to make a decision and delay the programme. If the driver is right, the kart will be repaired if possible or replaced among the spares by extraction. In this case, the driver will keep his starting position.

19.6 If the kart is not 'broken', it is a lack of performance. In this case, if the unquestionable decision of Kart Assistance is that the kart is not 'broken' and it is not necessary to change the kart, the driver will start last and 5 points will be deducted from his ranking.

19.7 Changing karts during the race is only allowed if the kart is 'broken'. The driver may enter the service area. The driver will be responsible for moving his ballast, plate and installation into the next kart drawn by the kart Assistance.

20. TIMING SYSTEM FAILURE

20.1 If the race was less than 75% completed and there is a total timing failure, with no possibility of recovering position information, a new race of half the original time considering the original grid formation will be restarted.

20.2 If over 75% was completed, a new race will not be restarted and the last available saved position record will serve as race result.

20.3 If over 75% was completed and no results can be recovered, then a new race obeying the original race start with half the time will be started.

20.4 If only one or a few driver's results are lost or scrambled, organizers will attempt to calculate proper finishing order and announce official results later. If it is not possible, this will be considered as an unfortunate electronic mechanical retirement from race.

21. WINNERS AND PRIZES

21.1 Winner of the CCK: the driver to classify first by the points ranking after the HEATS, SEMIFINALS and FINAL considering the importance of the final reached by the driver. **In case of tie points in the Final Ranking, best driver position in Finals will decide the CCK Winners and CCK Sub-Categories and the General Ranking.**

21.2 Winner of the JUNIOR Trophy (+14-17 yrs): the driver to classify first by the points ranking after the HEATS, SEMIFINALS and FINAL, considering the importance of the final reached by the driver.

21.3 Winner of the TALENT Trophy (+18-34 yrs): the driver to classify first by the points ranking after the HEATS, SEMIFINALS and FINAL, considering the importance of the final reached by the driver.

21.4 Winner of the EXPERT Trophy (+35-44 yrs): the driver to classify first by the points ranking after after the HEATS, SEMIFINALS and FINAL, considering the importance of the final reached by the driver.

21.5 Winner of the MASTER Trophy (+45 yrs): the driver to classify first by the points ranking after after the HEATS, SEMIFINALS and FINAL, considering the importance of the final reached by the driver.

21.6 Winner of the HEAVY Trophy (+95 kg): the driver +95Kg to classify first by the points ranking after the HEATS, SEMIFINALS and FINAL, considering the importance of the final reached by the driver.

21.7 Winner of the LADY Trophy: the driver to classify first by the points ranking after the HEATS, SEMIFINALS and FINAL, considering the the importance of the final reached by the driver.

21.8 Winner of the "KQ DUEL".

21.9 Special prize "GUSTAVO FORMINI" Trophy: this Trophy will be won by the driver standing out for speed, fairness, friendliness and sportsmanship. The driver will be chosen by a CCK judging panel.

21.10 SUPERNATION TROPHY. It consists of a special Trophy for Nations determined by the best result obtained by the Nation in the individual categories represented.

21.11 All the CCK drivers will receive a souvenir of the Event. All the drivers on the podium (1st, 2nd and 3rd) will receive:

- a Medal (HEATS)
- a Trophy (FINALS)

21.12 The Drivers and Nation listed at points 21.1 (1st, 2nd and 3rd), 21.2, 21.3, 21.4, 21.5, 21.6, 21.7 21.8, 21.9, 21.10 will receive a Special Trophy. Special Prizes are provided. The CCK Winner (21.1) will win the Entry Fee at the

CHAMPION CUP KART 2025. The CCK Subcategories Winners (21.2, 21.3, 21.4, 21.5, 21.6 and 21.7) will win the 50% of Entry Fee at the CHAMPION CUP KART 2025.

21.13 If a Driver participating to the sub-categories 21.2, 21.3, 21.4, 21.5, 21.6 or 21.7 should win the CCK (21.1), he/she will cumulate the Trophies. A 95Kg Class Driver winning 21.1, 21.2, 21.3, 21.4, 21.5, 21.7 will cumulate the Trophies.

21.14 CCK Winner cannot sell CCK Entry fee to other drivers. In case the Winner driver cannot attend CCK, the entrance will be given to the following driver in the final ranking.

21.15 All prize-Winners on the podium must wear the overalls and bib with the assigned race number. Awarded Drivers must also bring their helmets to the podium and place them in front of their feet.

22. CCK NIGHT AWARD CEREMONY AND APERITIF

22.1 Drivers will be entitled to participate in the CCK Party at the Circuit. Night Award Ceremony and Aperitif offered to the CCK drivers.

23. FLAGS

23.1 CHECKERED FLAG: Race is over; drive to the weights area.

23.2 YELLOW FLAG: A yellow flag may be displayed at a specific section of the track. This means that there is an incident ahead, people on track, a kart has stopped or any other situation requiring assistance. Slow down. Passing is not allowed. If a driver passes another under yellow will be punished with a penalty.

23.3 RED FLAG: A Red flag means the race has been stopped due to a serious accident or some other major problem. Drivers must gradually slow down and come to a full stop on the designated area in the track. If needed, due to dangerous conditions, the Race Director can expose a Red Flag. In such a case, all drivers are obliged to stop. The starting grid of the restart will be made according to the ranking of the latest lap of the race before the Red Flag.

23.4 BLACK AND WHITE FLAG WARNIG: The driver is being observed for overaggressive driving, and may receive a penalty. Marshall will not show a second warning flag in the same race, rather will provide the penalty.

23.5 BLACK FLAG WITH ORANGE BALL AND KART NUMBER. It means that the corresponding driver must go immediately to the pit lane due to mechanical failure.

23.6 BLACK FLAG: the driver has been disqualified and must go to the pit.

BE PART OF THE KARTING LEGEND!

CCK SRL

Via Ponza 2, 10121 TORINO

VAT NUMBER 12901110010

www.championcupkart.com

info@championcupkart.com

