

## RULES

### Mini Gr.3 – Mini U10 - OK Junior – KZ2 – OKNJ - OKN

#### Art. 1 - Organization

**Parma Motorsport Srls**, holder of ACI Karting N. 507214, headquartered at 43126 Roncopascolo ( Parma-Italy ) Via Calzolari 61 . organize the event **35° Andrea Margutti Trophy** in South Garda Karting Lonato - Italy) that will take place from **14-17 March 2024**.

The event is entered in the 2024 International FIA Calendar and Enpea National Sporting Calendar Aci 2024. For the international categories, all Drivers, Entrants and Officials participating in Race undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code («the Code»), the General Prescriptions applicable to the FIA KARTING international Events and Championships, Cups and Trophies («the General Prescriptions»), the FIA KARTING Technical Regulations, these Sporting Regulations and the Events Supplementary Regulations.

For the Mini Gr.3, OKNJ,OKN category, all Drivers, Entrants and Officials participating in the event undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the National Sporting Code (for the category Mini, the FIA KARTING Technical Regulations), ( for category OKNJ-OKN ACI KARTING technical regulations) all observe these Sporting Regulations and the Events Supplementary Regulations.

#### Art. 2 - Admitted Entrants and Drivers

##### **International category Ok Junior – KZ2**

All Entrants must hold International Entrant Licences and the necessary authorisations (visas) issued by their ASNs affiliated to the FIA.

All Drivers must hold International Driver Licences and the necessary authorisations (visas) issued by their ASNs affiliated to the FIA.

The International Driver Licence grades required per category are as follows :

OKJ : International Driver Licence of Grade G

KZ2 : International Driver Licence of Grade E

##### **National category Mini Gr.3 – Mini Gr. 3 U 10 – OKNJ – OKN**

All competitors must have the Competitor's License and the necessary authorizations issued by their FIA affiliated ASNs.

All drivers must have National Mini license or National license of their country with the necessary authorizations issued by their affiliated ASNs to the FIA.

OKNJ : National Mini License from 11 years of age - National licence or International licence Grade G

OKN : National licence or International licence Grade F - National licence or International licence Grade E

MINI Gr.3 U10 age 8-10 : National licence

MINI Gr.3 age 10-12 : National licence

Drivers with a National Mini License who have reached the age of 10 can choose whether to race in the MINI Gr.3 Under 10 or in the MINI Gr.3.

The Mini Gr. 3 U10 and the Mini GR.3 can be combined for free practice. Starting from qualifying up to the Final they will compete separately.

Drivers participating with a International license grade G must not be 13 years of age.

#### Art. 3 Admitted Classes

OKJ : International Technical Rules FIA Karting2024

KZ2 : International Technical Rules FIA Karting 2024

Mini Gr. 3 – Mini Gr. 3 Under 10 : International Technical Rules FIA Karting 2024

OKNJ-OKN : National Technical Rules ACI KARTING 2024

#### Art. 4 - Entries

Entry Opening date 19 February 2024

Entry Closing date 10 March 2024

Registrations must be done online on the website [www.trofeomargutti.com](http://www.trofeomargutti.com).

Organization will accept the entries with these rules:

OK Junior	Max 36
KZ2	Max 72
Mini Gr.3	Max 54
Mini Gr.3 -U10	Max 72
OKNJ	Max 36
OKN	Max 54

The competition number will be assigned by the Organizer.

The Entrants have the faculty to replace within the terms of the Administrative Checking the drivers already entered.

The list of accepted registrations will be published on the website [www.trofeomargutti.com](http://www.trofeomargutti.com).

#### **Art. 5 - Entry fee and payment**

OK Junior – KZ2	€470,00	including VAT and services
MINI Gr.3 – U10	€470,00	including VAT and services
OKNJ - OKN	€400,00	including VAT and services

The entry fee must be paid credit card following the instructions on the site [www.trofeomargutti.com](http://www.trofeomargutti.com)

The invoice of entry will be made only to the entrant.

The entry fee will not be refunded after the entry list has been published on the website [www.trofeomargutti.com](http://www.trofeomargutti.com)

#### **Art. 6 - Track Length And Capacity**

The track of South Garda Karting has a length of mt. 1200 , clockwise

The capacity of the track is of max 36 Karts in eliminatory phases , N. 36 in final phases and N. 51 practice.

#### **Art. 7 - Briefing**

Before they can be allowed to continue the meeting, a mandatory fine of 125 Euros which must be paid to the Stewards of the Event will be inflicted on any Entrant and Driver who do not attend the Briefing.

#### **Art. 8 - Administrative Checking**

All concurrent license, pilot license, medical certificate and Visa documents must be uploaded online at the time of registration.

The documents will be checked electronically in the days preceding the race.

All competitors must present at the sporting checks. In the sporting verification they will have to deliver the registration form signed in original and the technical passport signed in original. The responsibility for the possession of the international requirements for admissibility to the tender will be solely of the Competitor. Competitors are given the right to change the brand of the chassis / or engine declared at the time of registration. The changes must be made on the technical passport at the sporting checks.

#### **Art. 9 - Scrutineering**

The Entrants will have to declare during the Sporting Checks that the material used during the competition is in compliance with the 2024 CIK-FIA Regulations

The declared material will be verified at Scrutineering and can be verified in every moment of the competition. Drivers must be able to show, when requested by the Technical Scrutineers, the homologation forms for the material presented in the sporting checks.

With a decision of Stewards of The Meeting , the Scrutineers are authorized to substitute the Entrants ignition system with the system supplied by the organization. The new ignition must be of the same make and type of those used by Entrant.

Driver's equipment must fully comply with Article 3 of the CIK-FIA International Karting Technical Regulations.

#### **OK Junior – KZ2 – Mini Gr.3/U10- OKNJ-OKN**

For the event the Drivers can use the following material:

- Chassis: max 2 models of the same make is to be specified by the Entrants on their registration, in line with the FIA KARTING Technical Regulations 2024. The material will be identified at Scrutineering (location and time to be indicated in the timetable).
- Engines: max 2 models of the same make is to be specified by the Entrants on their registration, in line with the FIA KARTING Technical Regulations 2024. The material will be identified at Scrutineering (location and time to be indicated in the timetable).

Identification will take place via barcode labels provided by the organizer during sports verification.  
The label must be applied following the instructions included in the envelope.

- Barcodes must be intact and legible for the duration of the event.
- It is forbidden to apply material or any other product on the barcodes. The responsibility for the integrity of the barcodes will be for the entire duration of the Competitor's event.

c) Type of exhaust CIK-FIA homologation:

- **OK Junior:** exhaust model T18JR with valid FIA KARTING approved technical drawing.
- **KZ2 :** Exhaust silencer model with valid FIA KARTING homologation.
- **Mini Gr.3:** exhaust mandatory as described in Technical Drawing n.5 RDS ACI SPORT KARTING 2024

The revolutions per minute (RPM) and the clutch will be checked with the system "UNILOG" provided by Aci Sport only for Mini

### **Art. 10 - Tires**

In all category tires with a valid FIA KARTING approval must be used.

Each driver must use, for the official qualifying tests, the preliminary heats, repechage, the pre-final and final the following types of new tires both slick and rain.

Category	SLICK	RAIN
OK Junior	VEGA XH4 Option	VEGA W6
KZ2	VEGA XM4 Prime	VEGA W6
Mini Gr. 3	MG SC2	MG SCW2
OKNJ-OKN	MG SH2 Option	MG SW2

**It is mandatory to use new tyres in the Qualifying Practice.**

Distribution : At the respective category and according to the timetable, a voucher must be acquired from the tyre Manufacturer/Distributor. Tyres will be distributed and allocated by random draw in the Parc-Fermè.

The tires delivered will be stored and managed under the competitor's responsibility.

Tyres will be controlled with the "Barcode" system during the Qualifying Practice, Qualifying Heats, Pre-final and Final.

The measuring device MiniRAE Lite of the company "RAE Systems Inc. (USA)" will be used for the Qualifying , Qualifying Heats, Second Chance Heat and Final Run to check the conformity of the tyres with the regulations.

### **CATEGORY OK Junior - KZ2 – OKNJ - OKN**

SLICK Tyres N. 1 Set (max).

A set is composed of N. 8 Tyres: four front tyres and four rear tyres.

Each driver will choose four tyres among his eight ones for each race.

RAIN Tyres (\*) N. 2 Set (max), defined as :

N. 1 Set composed of N. 6 Tyres: three front tyres and three rear tyres.

N. 1 Set composed of N. 4 Tyres: two front tyres and two rear tyres ,  
set optional only if requested by the competitor.

(\*) distributed only if weather condition will impose their use.

### **CATEGORY MINI GR.3**

SLICK Tyres N. 1 Set (max).

A set is composed of N. 6 Tyres: three front tyres and three rear tyres.

Each driver will choose four tyres among his six ones for each race.

RAIN Tyres (\*) N. 1 Set (max).

N. 1 Set composed of N. 6 Tyres: three front tyres and three rear tyres.

(\*) distributed only if weather condition will impose their use.

### **Art. 11 - Fuel**

The gasoline (KART RON 102) will be given on the track with 25 lt containers by PANTA SPA in compliance with the FIA KARTING Technical Regulations (Art. 21). DIGATRON DT 15 devices are used to control that the gasoline complies with these regulations, comparing it with a sample taken from the fuel distributor (PANTA SPA). In addition, the Stewards of the meeting, after hearing the opinion of the Technical Scrutineers, are entitled to rule, at their sole discretion, that the entire contents of a vehicle's gas tank be replaced with a mix consisting of gasoline taken from the fuel distributor above and oil, whose make and percentage shall be declared by the Entrant.

#### **Art. 12 – Official Free Practice**

All Drivers must run in the Official Free Practice.

No more than 51 karts will be allowed on the track during these practices.

#### **Art. 13 - Development of Race**

Verified	Development
Up to 36	Qualifying + 3 Manche + Prefinal + Final
From 37 to 54	Qualifying + Eliminary heats (A-B-C) + 1 Repechage + Prefinal + Final
From 37 to 54 (KZ2)	Qualifying + Eliminary heats (A-B-C-D) + 1 Repechage + Prefinal + Final
From 55 to 72	Qualifying + Eliminary heats (A-B-C-D) + 1 Repechage + Prefinal - Final

#### **Qualifying practice**

One 6' minute session per series is provided for every category. Drivers who have passed Scrutineering are divided into two series or three if possible, by drawing lots in the presence of at least one Steward. Each series will comprise a maximum number of 36 Drivers. During each session, Drivers will take the start when they choose. Any Driver having crossed the line drawn at the exit of the start area 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 ex-aequo will be decided by the 2<sup>nd</sup> best time set by each Driver, and so on in the case of further ex-aequo. The final classification of Qualifying Practice will be drawn up as follows : - If there is only one series the grid will be drawn up in the order of the fastest time achieved by each Driver. - If there are two or more series the ranking will be drawn up from the time obtained by every driver inside his series and the drivers will be divided up into different groups according to the placement achieved in the series they belong to and the classification will be determined: 1st place goes to the fastest time of the 1st series (fastest time overall), 2nd place to the fastest time of the 2nd series, 3rd place to the 2nd fastest of the 1st series, 4th place to the 2nd fastest time of the 2nd series, 5th place to the 3rd fastest time of the 1st series, and so on. If no time is taken into account for a Driver, he shall take the start at the end of the grid. If several Drivers are in that situation, their starting positions shall be decided by drawing lots. Mechanics are not allowed to help Drivers once they have crossed the line drawn at the exit of the start area. If a Driver stops in the Repairs Area or in the Servicing Park, it will be final. He/she will not be allowed to restart.

#### **Qualifying Heats**

##### **a) 36 or less Verified Drivers**

Drivers will run three Qualifying Heats. The starting grid of the first heat is decided out of the official Qualifying Practice. The starting grid of the second heat is decided out of the classification of the first heat. The starting grid of the third heat is decided out of the classification of the second heat..

For each heat, for which Drivers will be classified according to the number of laps run, the following penalties will be applicable:

0 to 1<sup>st</sup> classified ,2 to 2<sup>nd</sup> classified ,3 al 3<sup>rd</sup> classified and so on.

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

If a Driver does not take the start in a Qualifying Heat, he will receive a number of penalties equal to the number of participants, plus 1.

If a Driver has been black-flagged or excluded, he will receive a number of penalties equal to the number of participants, plus 2.

Possible ex-aequo between two or several Drivers will be settled according to their classification in Qualifying Practice. At the end of the Qualifying Heats, the first 36 classified Drivers will be qualified for the PREFINAL.

#### **b) 37 or more Verified Drivers**

The Drivers, considering the placing of the timed practice, will be divided in groups (see table above) : for example if verified drivers are 48 , drivers will be divided in three groups , as follows: **Group A.** Based on the placing of the timed practice , it will be made up from 1° - 4° - 7° - 10° etc. **Group B.** Based on the placing of the timed practice, it will be made up from 2° - 5° - 8° - 11° etc. **Group C.** Based on the placing of the timed practice, it will be made up from 3° - 6° - 9° - 12° etc.

Each Eliminary heat will be assigned, based on the arrival order, the following penalties: to the 1st: 0 penalties; to the 2nd: 2 penalties; to 3rd : 3 penalties and so onwards, progressively increasing.

If a Driver does not take the start in a Qualifying Heat, he will receive a number of penalties equal to the number of participants of groups A and B plus 1 (A+B+1).

If a Driver has been black-flagged or excluded, he will receive a number of penalties equal to the number of participants of groups A and B plus 2 (A+B+2).

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

A classification will be prepared at the end of these Qualifying Heats, totalling all the penalties of each Driver. In case of ex-aequo between two or more Drivers, the runoff will be determined according to their positions in Qualifying Practice. First 30 (36 if repechage will be not applicable) will be admitted in final phase.

#### **Repechage**

Drivers from 31th position onwards of heat classify for a maximum of 36 will take part of the Repêchage.

The starting grid is made up considering their position in heat classify , and in case of parity, taking into account their position in the timed practice.

The first 6 Drivers in the Repêchage will be admitted in Prefinal, placing themselves from the 31th position onwards.

#### **Prefinal**

- *Without Repechage*

All the Drivers will take part into Prefinal. The starting grid is made up considering the position obtained in the heat classify , and in case of parity, taking into account their position in the timed practice.

- *With Repechage*

The first 30 Drivers of the heats classify + the first 6 Drivers of the Repêchage will take part into Prefinals. Starting grid will be made taking account of eliminary heats classify (first 30 position) and last 6 position will be occupied from first 6 of repechage.

At the end of prefinal , the classify will be the starting order of the final.

#### **Final**

Starting order of the final will be the classify of the prefinal.

At the end a final placing will be issued, based on the order of arrival.

#### **Art. 14 - Awarding**

The first 3 Drivers of each class will be awarded.

Awarding will be held 17 March 2024 from 18,00 at the podium paddock zone.

The presence to the awarding is compulsory with suits.

#### **Art. 15 - Other disposition**

The Pre-Grid will close in all cases 5 minutes before the time fixed for the start. The start of the 5 minutes time for the access to the grid will be signalled by a siren sound. Each doubled Driver will be shown a blue flag with a red cross along with his/her race number. In this case, the doubled .

Driver must reach immediately the servicing park (only in Prefinal and Final). He will be qualified according to the number of laps he will have actually run. Drivers not respecting the orders given through the above flag signalling will be excluded from the race by being shown the black flag with their race number.

#### **Art. 16 - Access to the Tyres Servicing Parks**

Access to the Tyres Servicing Parks is admitted solely to the Driver, to his kart and to the authorised Assistant Mechanic.

#### **Art. 17 – Technical Passes**

The Entrants will receive the following passes :

1 Entrant pass, where the concurrent is not also the Driver

1 Driver pass

2 Mechanics passes, of which 1 giving access to the servicing parks

#### **Art. 18 - Official Rules language**

The Italian Text is the authentic one.

#### **"APPENDIX A"**

*For all categories it will be forbidden to start the engines in accordance with the FIA KARTING Regulations General Prescriptions art. 2.14 lett. Q.*

*Art. 2.14 - (GENERAL REQUIREMENTS)*

***Q. It is forbidden to ride motorcycles, scooters or other motorized devices in the Paddock. The starting, running in, warming up or testing of kart engines in the paddock and in the reserved areas (see article 20 of the international sporting code) is strictly prohibited. Violators will be penalized by a fine of at least € 250. In case of repeated violations, the marshals may disqualify the affected driver from the competition. In application of article 12.2.3 of the Code, appeals against the stewards' decisions do not have suspensive effect when, during the same competition, a further violation is committed which justifies the Disqualification of the same Competitor.***

#### **"APPENDIX B"**

*Art. 30.2 R.D.S. KARTING 2024 "General safety - paddock and other areas"*

*In the paddock and inside the permanent circuits, speed is limited to a "walking pace".*

*Outside the track, properly so called, it is forbidden for Drivers, mechanics and assistants to circulate with karts, motorcycles, scooters, other motor vehicles.*

*The use of vehicles by children and/or people without a driving license is also prohibited, the use of scooters, skateboards and similar means of transport, the use of any means of transport without adequate insurance as required by Italian law.*

*In the event of a breach of this provision, the Stewards of the Meeting must adopt, a responsibility of the Tenants concerned, the disciplinary measures envisaged by RSN art. 216 bis.*

***In the area assigned to them in the paddock under their direct responsibility, Competitors/Drivers must have at their disposal at least one hand-held fire extinguisher of adequate capacity (4 litres), loaded with the extinguishing agents envisaged by Annex J of the CODE positioned so as to be easily accessible and usable.***