



A) ROTAX MOJO MAX CHALLENGE Sporting Regulations 2016

Version: 30.11.2015

1. GENERAL

BRP-POWERTRAIN GmbH & Co KG, Rotaxstr. 1, 4623 Gunskirchen, Austria and its authorised distributors /partners organize the ROTAX MOJO MAX Challenge Grand Finals (RMCGF), international ROTAX MOJO MAX Challenges (IRMC) and national ROTAX MOJO MAX Challenges (RMC).

"ROTAX MOJO MAX Challenge", "ROTAX MOJO MAX EURO Challenge", "ROTAX MOJO MAX ASIA Challenge" and "ROTAX MOJO MAX Challenge Grand Finals" are the property of BRP-POWERTRAIN GmbH & Co KG (ROTAX).

The Sporting Regulations consist of the following Chapters:

Chapter A) ROTAX MOJO MAX CHALLENGE (RMC)

Describes the concept of the ROTAX MOJO MAX Challenge program and specifying the regulations for the national RMC's in various countries which are the basis for the qualification for the RMCGF.

Chapter B) ROTAX MOJO MAX CHALLENGE GRAND FINALS (RMCGF)

Describes the sporting regulations for those events.

All the parties concerned (FIA, CIK-FIA, ASN, organisers, entrants and circuits) undertake to apply and observe the rules governing the race events.

Any international ROTAX MAX Challenge event shall be run in accordance with the ROTAX MOJO MAX Challenge Series Sporting Regulations, the ROTAX MOJO MAX Challenge Technical Regulations and the International Sporting Code («the FIA-CIK International Sporting Code») and its Appendices, with the Karting Technical Regulations («the FIA-CIK Technical Regulations») and with any international regulations including these, with the General Prescriptions applicable to CIK-FIA Karting International events («the FIA-CIK General Prescriptions»), as well as with any supplementary regulations drawn up by the ASN concerned.

Any changes or exemptions to RMC Sporting regulations and RMC Technical regulations require the written approval of ROTAX following the agreement of the ASN presenting the series and of the CIK/FIA .

ANYTHING WHICH IS NOT EXPRESSILY ALLOWED IS FORBIDDEN.

2. CODE OF CONDUCT FOR DRIVERS

- 2.1.** All participants must play within the rules and respect race officials and their decisions.
- 2.2.** All participants must respect the rights, dignity and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.
- 2.3.** All participants must encourage and take responsibility for their actions at all times.
- 2.4.** All participants must ensure their equipment is safe and race worthy, prior to taking part in training, testing or race events. Only approved racewear (e.g.: helmet, gloves, race boots and suit) to be used by the driver, according to the regulations.
- 2.5.** It is the participants own responsibility to identify and measure his/her own skill level against his/her competitors, and take responsibility for the risks associated with training, testing and or racing. It should be noted that a basic level of competence is required.
- 2.6.** It is the participant's responsibility to declare, prior to any participation in training, testing or racing, of any medical condition or medication required that may be relevant in the event of an emergency.
- 2.7.** All participants are required to display courtesy and etiquette to other members and participants in training, testing and race events. Any disputes or problems that may arise during an event must be addressed in a respectful manner, to the correct person (official) at the event.
- 2.8.** The safety of children within the sport is a priority. Knowledge of the code of ethics surrounding care of children in sports will be promoted and encouraged. It is the participant's own responsibility to ensure the safety of children at training, testing or racing events.
- 2.9.** When taking part in any event, it is the responsibility of the driver to take the time to read and fully understand the posted rules, regulations and conditions for said event prior to start time, thus eliminating unnecessary delays at the beginning of the event. Requests for clarification of these rules, regulations or conditions, should be asked in the drivers meeting held before each event.
- 2.10.** All participants must have respect for the environment and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas that are used as clean and pollution free as possible.
- 2.11.** All participants must respect that drugs and alcohol are strictly prohibited at training, testing and races. It is an offence and will not be tolerated. Offenders will be excluded from the event and face further disciplinary action.
- 2.12.** Any abusive comments on social media (Facebook, Twitter etc.) between teams, competitors, officials, organizers, or any person associated with ROTAX, will be held responsible and liable for their actions.

3. STATUS OF THE CHALLENGE

3.1. The RMC, RMCGF are recognized by CIK-FIA according to the FIA-CIK Karting Recognition Regulations. Only 1 RMC per country will be sanctioned by ROTAX for the qualification of drivers to the RMCGF. Only the authorised ROTAX distributor has the exclusive right to organise a national RMC.

The ROTAX MOJO MAX Challenge (RMC) will be run as a national event and must be sanctioned by the National Sporting Authority (ASN) of the particular country.

3.2. Each RMC, IRMC or RMCGF may consist of the following classes:

RMC: Micro MAX, Mini MAX, Junior MAX, MAX, DD2 and DD2-Masters

RMCGF: Junior MAX, MAX, DD2 and DD2-Masters

It is not allowed that 2 classes are racing together in the same race, except if they are next to each other regarding age (Micro/Mini, Mini/Junior, Junior/Max or Max/DD2).

4. REGULATIONS

4.1. License

4.1.1. Allowed Licenses

All licenses hereafter have to be issued by an ASN which is member of CIK/FIA.

For RMC events a clubsport license, national license or international license grade C (depending on the requirements of the national ASN) is required.

For IRMC and RMCGF events an international license grade C or higher and an international entrant license is required.

Note: Drivers who are still under age (and therefore do not have full legal capacity) cannot be their own entrant.

4.1.2. Nation Representation at RMCGF

Each participant of the RMCGF represents the nation whose ASN has issued him the license regardless to which nationality he belongs or in which country he has qualified.

4.2. Age Limits

MICRO MAX class:

Age limits according to ASN regulations (international events for this class are forbidden)

MINI MAX class:

Age limits according to ASN regulations (international events for this class are forbidden)

Junior MAX class:

To participate in any of these national events the driver must have his/her 13th birthday during the year of the RMCGF event. He/she must have his/her 17th birthday after the 31st of December.

MAX and DD2 class:

To participate in any of these national events the driver must have his/her 15th birthday during the year of the RMCGF event.

MAX-Masters and DD2-Masters class:

To participate in any of these national events the driver must have his/her 32nd birthday during the year of the RMCGF event.

All drivers fulfilling the age limits of RMC are legal to qualify for the RMCGF.

4.3. Minimum weight

The minimum weight for the kart, including driver and all required safety equipment (helmet, overall, gloves, etc.) is at all times:

- Junior MAX class 145 kg
- MAX class 165 kg
- MAX-Masters class 173 kg (recommendation only)
- DD2 class 173 kg
- DD2-Masters class 180 kg (recommendation for national RMC)
 177 kg (for RMCGF)

For Micro MAX and Mini MAX classes the minimum weight is depending on national regulations, but ROTAX recommends the following:

- Micro MAX class 105-115 kg
- Mini MAX class 125-135 kg

4.4. Starting procedure

The regulations for "Rolling starts for karts with clutches and without gearboxes" of the CIK-FIA general regulations apply for all RMC categories. 2 grids, 1 warm up lap, followed by 1 formation lap (strictly no overtaking) is recommended.

4.5. Race events

ROTAX recommends the following format:

- Each race event of a RMC consists of non-qualifying practice, qualifying practice, heats (to qualify for prefinal and final, if necessary), prefinal and final. It is possible to have 2 race events on 1 day (example: prefinal A, B and final A, B).
- Non-qualifying practice: Certain time according to length of race track, determined by race organizer.
- Qualifying practice: Certain time according to length of race track, determined by race organizer.
- Heats to qualify for prefinals: Number of heats and points according to national organizer of challenge, min. 10 km or 15 minutes.
- Prefinal: A starting grid of max. 34 drivers and the race of min. 15 km or 15 minutes. Score points for finisher 34, 33, ... until last placed finisher, for non-finisher minus 5 points off last finisher.
- Final: A starting grid of max. 34 drivers and the race of min. 20 km or 20 minutes. Score points for finisher 55, 52, ... until last placed finisher, for non-finisher minus 5 points off last finisher.
- Definition of non-finisher: A non finisher is a participant that was physically part of the starting grid at the start of the warm up lap, even if the participant could not reach the green flag, or green lights, due to a mechanical failure.
- For MICRO, MINI and JUNIOR classes the distance or duration is depending on national regulations.
- There shall be no entry fee for the race event.
- The first 3 competitors shall wear their overalls zipped up at prize giving ceremonies.

4.6. Classification

Only results of prefinals and finals will count towards the overall score of a RMC. The last national RMC event (where it is possible to score) must be held minimum 4 weeks prior to the first official day of the RMCGF event.

In case of two or more drivers finish the season with the same number of points, the higher place in the championship will be awarded to:

- The holder of the greatest number of first places in final races, if the number of first places is the same, the holder of the greatest number of second places in final races and so on until a winner emerges.
- If it is not possible to break a tie with results of the final races the holder of the greatest number of first place in prefinal races, if the number of first places is the same, the holder of the greatest number of second places in prefinal races and so on until a winner emerges.
- If this procedure fails to produce a result ROTAX will nominate the winner according to such criteria as it deems fit.

4.7. Eligible drivers for RMCGF

The maximum number of drivers who can qualify for the RMCGF is 72 in each class (Junior MAX, MAX, DD2 and DD2-Masters). Rotax reserves the right to change this number as it deems fit.

4.7.1. Qualification for RMCGF

Junior MAX, MAX and DD2 class: The overall winner of each national RMC class which got authorized in writing by ROTAX may qualify. Additional drivers qualify via international RMC's. The number of drivers has to be mentioned in the sporting regulation of the respective race series.

DD2-Masters : The overall winner of each national RMC DD2-Masters and/or MAX-Masters class and/or the overall best placed Masters driver (fulfilling the age limits for a Masters category) of a national RMC MAX or DD2 class which got authorized in writing by ROTAX may qualify. Additional drivers qualify via international RMC's. The number of drivers has to be mentioned in the sporting regulation of the respective race series.

At any time ROTAX reserves the right to offer wild cards and driver packages to drivers of all classes according to criteria as it deems fit.

4.7.2. Registration for RMCGF

Each qualified driver has to register to the RMCGF event via online registration system. The following conditions apply:

- The driver must provide all required data, documents and a portrait photo (in which his face is predominant) minimum 3 weeks prior to the first official day of the RMCGF event. ROTAX reserves the right to extend the registration period individually upon written request at the beginning of the season.
- It is the responsibility of the authorized ROTAX distributor to make sure that the registrations of his nominated drivers are timely and complete. Incomplete or late registrations, as well as returned seats will be fined with an amount of 500,- EUR regardless for whatever reason.
- The driver must not be involved in court proceedings after the registration deadline, otherwise the next placed driver is allowed to register instead.

4.7.3. Other rules

If a driver is qualified from a national, continental (zone) or international RMC series/event at the same time, the qualification at the higher ranked series/event has priority for the qualification to the RMCGF.

Ranking is: International / continental (zone) / national. In such a case the next placed driver of the series/event in question will qualify for the RMCGF.

If a driver is qualified from two or more different national, continental (zone) or international RMC series/events at the same time, ROTAX reserves the right to decide from which series/event he will qualify for the RMCGF.

The status of an event is considered as "international", if it is listed in the official CIK-FIA International Sporting Calendar. The status of an event is considered as "continental", if it is listed in the official CIK-FIA Zone Calendar.

If a driver is qualified in two or more different categories he/she can participate in the higher ranked category only. Ranking is: DD2 / MAX / DD2-Masters / MAX- Masters / Junior.

At any double qualification ROTAX reserves the right to decide which race series counts for the qualification to avoid any strategic behaviour of competitors.

4.8. Advertising on karts

Sponsor stickers supplied by the race organizer are optional to be placed on all karts participating in RMC events according to the supplementary regulations for each event.

National organizer can declare them mandatory by offering an appropriate compensation in return for the advertising. This has to be clearly described in an appendix to the national sporting regulations.

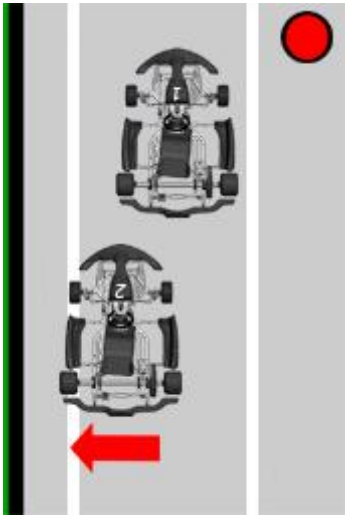
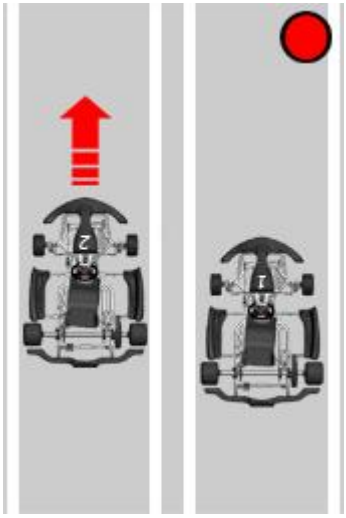
4.9. Promotions

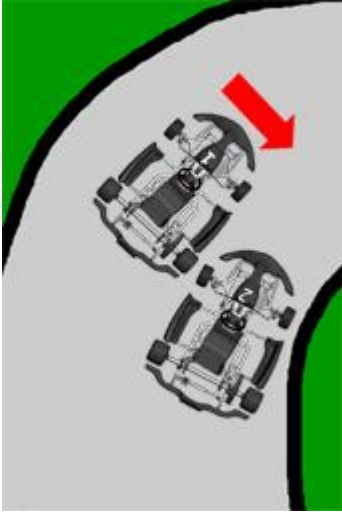
The prize winners have to wear sponsor caps if supplied by race organiser during the commendation ceremonies after the RMC races.

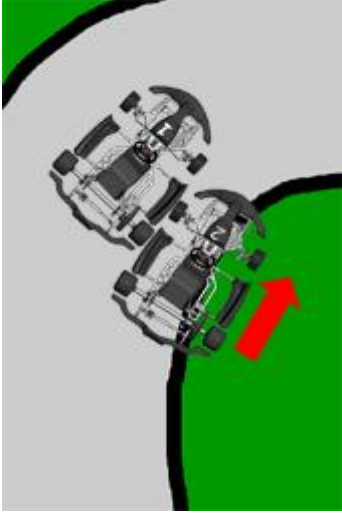
All drivers agree that ROTAX and its sponsors may use photographs of RMC races (including names and photographs of drivers) for advertising, promotion or public relations.

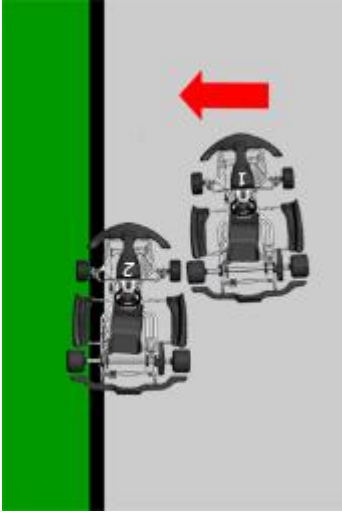
5. PENALTY CATALOGUE

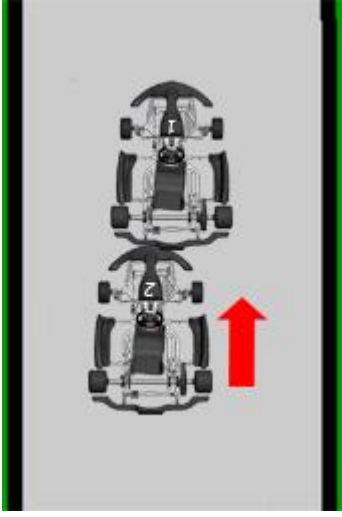
The following penalty catalogue is only a recommendation.


<p>FALSE START (Type A) means Kart 2 leaves the marked corridor during launch phase with at least two tires before the start has been released. Leaving = the tires are completely on or outside the corridor line.</p>		<p>General:</p>
<p>FALSE START (Type B) means Kart 2 leaves the marked corridor during launch phase with at least four tires before the start has been released. Leaving = the tires are completely on or outside the corridor line.</p>		<p>A: 3 seconds B: 10 seconds</p>
		<p>Without advantage:</p>
		<p>Not relevant</p>
		<p>With advantage:</p>
		<p>Not relevant</p>
<p>JUMP-START means that Kart 2 accelerates during launch phase leaving Kart 1 behind before start has been released. It is irrelevant if the start will be repeated afterwards.</p>		<p>General:</p>
		<p>10 seconds</p>
		<p>Without advantage:</p>
		<p>Not relevant</p>
		<p>With advantage:</p>
		<p>Not relevant</p>

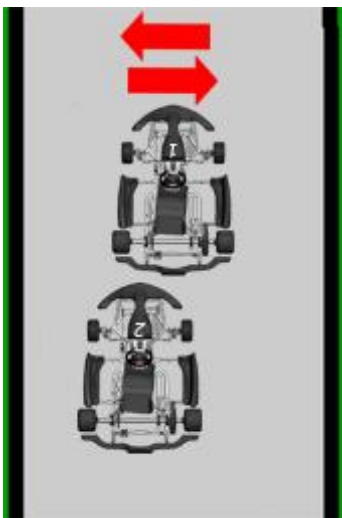
<p>CUT-IN means that Kart 1 constricts the driveable section towards the curve centre forcing Kart 2 to leave the driveable section either partial or completely for passing the curve. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tires next to rear tires) next to Kart 1.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 suffers a position loss or drop-out. - Kart 2 suffers a damage leading in a position loss or drop-out within the same lap. 		General:
		Not relevant
		Without advantage:
		10 seconds
		With advantage:
10 positions		

<p>EDGE-INTO means that Kart 2 drives next to Kart 1 (e.g. in order to start an overtaking action) without possessing enough driveable section (including kerbs). It is irrelevant if Kart 2 is completely or partial next to Kart 1 or if Kart 2 is completely or partial off the track.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position. - Kart 1 suffers a position loss or drop-out - Kart 1 suffers a damage leading in a position loss or drop-out within the same lap. 		General:
		Not relevant
		Without advantage:
		10 seconds
		With advantage:
10 positions		

<p>PUSH-OUT means if Kart 1 constricts the driveable section towards the outside line forcing Kart 2 to leave the driveable section either partial or completely. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tires next to rear tires) next to Kart 1.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 1 wins a position. - Kart 2 suffers a position loss or drop-out. - Kart 2 suffers a damage leading in a position loss or drop-out. 		General:
		Not relevant
		Without advantage:
		10 seconds
		With advantage:
10 positions		

<p>BUMP means that the front of Kart 2 touches the rear of Kart 1. Neither the reason nor the intensity of the contact is relevant. Only the consequences of the impact are relevant to judge an advantage, not the impact itself.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position and the previous order cannot be restored within the same lap. - Kart 1 suffers a position loss or drop-out. - Kart 1 suffers a damage leading in a position loss or drop-out within the same lap. 		General:
		Not relevant
		Without advantage:
		Warning only
		With advantage:
10 positions		

<p>SHORT-CUT means that Kart 2 leaves the track completely and returns to the track at a different section. It is irrelevant why Kart 2 has left the track.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position or gains time which cannot be balanced within the same lap. - Kart 1 or any other is handicapped by the return of Kart 2. - Kart 1 or any other suffers a position loss or drop-out by the return of Kart 2. 		General:
		Not relevant
		Without advantage:
		Warning only
		With advantage:
10 positions		

<p>ZIG-ZAG means that Kart 1 changes the driving line more than two times on a straight track section for more than a kart width. It is irrelevant how far Kart 1 is ahead of Kart 2 or if Kart 2 would have been able to overtake.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 1 acts more than once a time this way within the same race. 		General:
		Not relevant
		Without advantage:
		Warning only
		With advantage:
10 positions		

<p>TECHNICAL LACK is at hand, if the Kart is not fulfilling the technical regulations in all parts. It is irrelevant, if the technical lack arises before, during or after the race. It is also irrelevant, if the technical lack would have led to an advantage or not. The only relevant thing is the technical condition at the time of examination.</p> <p>Typical examples for a technical lack are:</p> <ul style="list-style-type: none"> - Lack of weight - Wrong setup - Wrong fuel, oil, coolant, ... - Modified parts etc. 		General:
		Exclusion
		Without advantage:
		Not relevant
		With advantage:
		Not relevant

<p>FORMATION FAULT is at hand, if Kart 2 improves it's starting position unforced during the formation lap after having crossed the „red line“ (and before the start has been released).</p>		General:
		Exclusion
		Without advantage:
		Not relevant
		With advantage:
		Not relevant

<p>FLAG DISREGARD is at hand, if the driver does not carry out the flag instructions given by either the track personal or clerk of the course. It is irrelevant which flag is in question, why the flag has been disregarded or if the violation would have led to an advantage or not.</p> <p>Typical examples of a flag disregard are:</p> <ul style="list-style-type: none"> - Overtaking under yellow flag. - Continuing the race after receipt of black/orange flag. etc. 		General:
		Exclusion
		Without advantage:
		Not relevant
		With advantage:
		Not relevant

Participants, who commit an irregularity, shall be punished with a penalty according to the above regulations. Further suggestion: Involved participants shall receive a malus-point for each irregularity, which will stay valid for the whole season. If a participant has received a certain number of malus-points, he shall be excluded from the following race to which he was signed in.



B) ROTAX MOJO MAX CHALLENGE GRAND FINALS

Sporting Regulations 2016

Version: 30.11.2015

1. GENERAL

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Chapter B) ROTAX MOJO MAX CHALLENGE GRAND FINALS (RMCGF)

Describes the sporting regulations for those events.

2. REGULATIONS

The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

3. GENERAL UNDERTAKINGS

A) All drivers, entrants and officials participating in the RMCGF undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code («the FIA-CIK International Sporting Code»), the Karting Technical Regulations («the FIA-CIK Technical Regulations»), the General Prescriptions applicable to the CIK-FIA karting international events and championships, cups and trophies («the FIA-CIK General Prescriptions»), the ROTAX MOJO MAX Challenge Technical Regulations and these Sporting Regulations.

B) The RMCGF are governed by these sporting regulations and by the technical regulations of the series.

C) Any special national regulations must be submitted to the CIK-FIA with the original application for inclusion of the RMCGF on the international calendar. Only with the approval of the CIK-FIA can such special regulations come into force.

D) The supplementary regulations of the RMCGF consist in standard regulations drafted in English, and possibly translated into other languages. When the organiser sends his supplementary regulations to the ASN for approval, he must enclose his civil responsibility insurance policy covering the whole running of the meeting.

E) The right to associate the name of a company, an organisation or a commercial make to the series is exclusively reserved to ROTAX. Unless there is a previous written agreement of ROTAX, no organiser or group of organisers may indicate or make believe that the said series is sponsored or financially helped either directly or indirectly by a commercial firm or organisation.

F) Only ROTAX is entitled to grant waivers to these sporting regulations, following the agreement of the ASN presenting the series and the CIK-FIA.

ANYTHING WHICH IS NOT STATED TO BE ALLOWED IS FORBIDDEN.

4. GENERAL CONDITIONS

A) It is the entrant's responsibility to ensure that all persons concerned by his entry observe all the provisions of the code, the technical regulations and the sporting regulations. If an entrant is unable to be present in person at the event he must nominate his representative in writing. The person having charge of an entered kart during any part of an event is responsible jointly with the entrant and/or separately for ensuring that the provisions are observed.

B) Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the Event.

C) The presentation of a kart for scrutineering will be deemed an implicit statement of conformity.

D) Entrants, drivers, assistants and guests must at all times wear the appropriate identification credentials which have been handed to them.

E) All drivers fulfilling the age limits of RMC and IRMC are eligible to qualify for the RMCGF. Weight limits as specified above.

F) The RMCGF is run over one single event.

G) The RMCGF will have the status of an international restricted event.

H) A race class may be cancelled if karts of fewer than twelve drivers have passed scrutineering. If no alternative formula may be found, ROTAX will study a possible solution.

5. CLASSIFICATION AND AWARDS

- A) The classification of the RMCGF will be that of the final.
- B) Trophies in each class for the first three finishing drivers of the final of the RMCGF.
- C) The title winner of the RMCGF will be awarded to the driver who has won the final.

6. OFFICIALS

The following officials will be appointed by the ASN organising the event and their names will be published in the supplementary regulations of the event:

- 3 international stewards (one of whom will be nominated chairman of the panel)
- 1 chief scrutineer
- 1 clerk of the course
- 1 deputy clerk of the course
- 1 secretary of the meeting
- 1 chief medical officer and a second doctor
- 1 chief timekeeper

The clerk of the course, the chief scrutineer, the chief timekeeper and the stewards must be present at the event at the latest one hour before beginning of the sporting checks.

The clerk of the course must stay at race control 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 clerk of the course and the chief scrutineer must be in permanent radio contact.

7. ENTRANTS APPLICATIONS

A) RMCGF applicants must hold valid international entrants' licenses and the necessary authorisations (visas) issued by their ASNs affiliated to CIK-FIA.

B) After being informed by ROTAX that a driver has qualified to participate in the RMCGF, applications must be submitted by entrants to his/her authorised ROTAX distributor (see distributor list on <http://www.rotax-kart.com/Find-a-Dealer>) by means of the entry form supplied by ROTAX. There is no entry fee for the RMCGF.

C) All candidatures will be studied by the organiser and/or ROTAX, which will publish the list of karts and drivers accepted, with their racing numbers, at the latest 2 weeks prior to the first official day of the RMCGF event.

D) Applications shall include the name of the driver and a confirmation that the applicant has read and understood the code, the general prescriptions, the appendices, the technical and sporting regulations and agrees, on his own behalf and on behalf of everyone associated with his participation in the event, to respect them.

8. ELIGIBLE DRIVERS

A) The number of entries in the RMCGF will be limited to max.72 in the Junior MAX, MAX, DD2 and DD2-Masters class. RMCGF seats will be given by a qualification matrix executed by ROTAX. Responsible distributors may split up the granted seats among their territories. The number of seats per territory can change yearly. ROTAX reserves the right to offer wild cards and driver packages to drivers according to criteria as it deems fit.

B) Drivers participating in the RMCGF must hold at least a „International C License“ and a “International Entrant License” delivered by an ASN which is a member of the CIK-FIA. Drivers who are still under age and do not have full legal capacity cannot be their own entrant (according to the FIA-CIK General Prescriptions). According to the FIA-CIK International Sporting Code all entrants and drivers who wish to take part in a international event 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.

C) The RMCGF is an international restricted Event (according to the FIA-CIK International Sporting Code), by invitations controlled by ROTAX. Expenses for supplied karts, engines, tyres, petrol, entry fee for qualified drivers of the RMCGF are covered by ROTAX and its distributors, as long as these sporting regulations and “ROTAX MOJO MAX Challenge Technical regulations” are followed in their national RMC classes.

D) Qualification and registration conditions to RMCGF according to Chapter 1 of “RMC Sporting Regulations”.

E) ROTAX reserves the right to grant additional drivers from different classes to different countries under certain conditions to participate at the RMCGF.

9. ELIGIBLE KARTS AND EQUIPMENT

A) The RMCGF are reserved for karts with ROTAX MAX engines in different configurations, as defined by the ROTAX MOJO MAX Technical Regulations.

B) The qualified drivers racing in the RMCGF Junior MAX-, MAX-, DD2- and DD2-Masters class will run on one brand chassis in each class with engines supplied by ROTAX free of charge. ROTAX will ask several chassis manufacturers for their best offer to supply those chassis for the RMCGF and decide accordingly.

C) At RMCGF each driver will be entitled to submit to scrutineering the following equipment:

- Number of chassis: Drivers will be allowed to scrutinize one chassis as supplied by ROTAX only. However if damage occurs to the chassis, which has been scrutinized for the meeting, if in the opinion of the scrutineer it is not practical to repair in time, one alternative chassis may be scrutinized, in order to continue the meeting.
- Number of engines: Drivers will be allowed to scrutinize one engine as supplied and sealed by ROTAX only.

D) Change of equipment: changing engines, chassis, the chassis/engine unit and tyres is forbidden between the various drivers.

10. DISTRIBUTION AND LIMITATION OF TIRES

A) As specified in the ROTAX MOJO MAX Challenge Technical Regulations the tyres MOJO (D1, D2 and D3 for slick tyres and W2 for wet tyres) have been chosen as the exclusive tyres for the RMCGF.

B) For the RMCGF the tyres (only the sets for qualifying practice and final phase up to the final) will be stocked in the servicing park by the race organiser.

C) ROTAX will hand out to all drivers free of charge:

- 1 set of MOJO D1, D2 or D3 (depending on the category) tires for free practice and non qualifying practice.
- 1 set of MOJO D1, D2 or D3 (depending on the category) tires for qualifying practice, the second chance heat, prefinal and final.

In case needed up to 2 sets of MOJO W2 tires will be handed out in servicing park to all drivers free of charge and sufficient time will be given to mount those tires.

All tires (except the MOJO D1, D2 or D3 tires handed out for use at free practice and non qualifying practice) will be marked with numbers as well as barcodes before handed out to drivers. No other tires than the ones given out in servicing park are allowed to be used at the track at any time.

11. DISTRIBUTION OF FUEL IN THE EVENT

A) At the RMCGF for the whole duration of the event only the premixed fuel handed out in "Servicing Park" is legal to use for all race activities. The premixed fuel will be supplied by ROTAX free of charge.

B) All fuel tanks will be handed in clean and empty to "Servicing Park", all nozzles must be blocked to avoid any spillage. The fuel tanks will be filled with petrol pre-mixed with a CIK-FIA approved synthetic 2-stroke oil (brand and type as specified in the "Technical regulations"). Each fuel tank should be clearly marked to indicate the level to which the fuel team must fill the tank. Remarketing is allowed, but a tank without a marking will be filled to the top. The removal of fuel is forbidden. After all non-qualifying practices, warm-up sessions, qualifying practice, qualifying heats, second chance heat and final phase races fuel tanks must be left in "Servicing Park".

12. RACING NUMBERS

Racing numbers shall comply with provisions of the FIA-CIK Technical Regulations.

13. SPORTING CHECKS AND SCRUTINEERING

A) During the initial scrutineering and sporting checks, which will take place on the dates and at the locations specified in the supplementary regulations of the event, each driver and each entrant must have all required documents and information available.

B) Unless a waiver is granted by the stewards in particular circumstances, drivers and entrants who do not keep to the time limits imposed will not be allowed to take part in the event.

- C) An entrant, a driver or any other person responsible for a kart may not be required to sign a discharge or any other document which has not previously been approved by the ASN hosting the event.
- D) The clerk of the course or the chief medical officer may ask a driver to undergo a medical examination at any time during an Event.
- E) No kart may participate in an event unless it has been checked by the scrutineers.
- F) At any time during an event, the scrutineers may:
- check the eligibility of the kart or of the driver's equipment.
 - require a kart to be dismantled by the entrant to make sure that the conditions of eligibility and conformity are fully satisfied.
 - require an entrant to supply them with such parts or samples as they may deem necessary.
- G) Any kart which, after being passed by the scrutineers, is dismantled or modified in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.
- H) The clerk of the course may require that any kart involved in an accident be stopped and checked.
- I) Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organisation of the servicing parks and/or the Parc Fermé, and who alone are authorised to give instructions to the entrants.
- J) The stewards will publish the findings of the scrutineers concerning all karts controlled and will place them at the disposal of other entrants on request. These findings will not include any specific figures except concerning fuel tests.
- K) Submitting a kart to scrutineering shall be considered as an implicit statement of conformity.
- L) At the sporting checks, each Entrant will receive a «Technical Passport» for each of his drivers. All other details relating to the full equipment must be entered on this form before submission to scrutineering. An incomplete «Technical Passport» will be rejected.
- M) Racing numbers and possible advertising signs shall be on the kart when the equipment is submitted to scrutineering.
- N) A driver shall not be allowed to change his/her equipment after it has been identified at scrutineering.
- O) At the Event, the event organiser and the stewards will control all licenses.

14. BRIEFINGS

A) Definition: The entrants' and drivers' briefing is a meeting organised by the clerk of the course for all entrants and drivers entered in the event.

B) Aim of the briefing: to remind entrants and drivers of the specific points of the supplementary regulations concerning the organisation of the event; to remind them of the safety notions, either general, or specific to the circuit used; to give any clarification concerning the interpretation of the regulations.

C) The time of the briefing is mentioned in the programme of the event. The time is considered as that of the beginning of the briefing and the entrance door and access to the briefing will be closed. The meeting shall always be held before qualifying practice or the first qualifying heat. Extra meetings may be organised if this is deemed necessary.

D) The presence of all concerned entrants and drivers is mandatory throughout the briefing under pain of a sanction or even of a possible exclusion from the event. Two attendance sheets shall be signed, one by drivers and the other by entrants or entry control to be performed via electronic means.

E) Before they can be allowed to continue the meeting, a mandatory fine of US \$125 which must be paid to the ASN hosting the event via the stewards will be inflicted on any entrant and driver who do not attend the briefing.

15. GENERAL SAFETY

A) It is strictly forbidden for drivers to drive their karts in a direction opposite that of the race, unless this is strictly necessary to remove the kart from a dangerous situation.

B) During non-qualifying practice, qualifying practice, the qualifying heats and the races of the final phase, drivers may use the track only and must at all times observe the dispositions of the code relating to driving on circuits.

C) During non-qualifying practice, qualifying practice, the qualifying heats and the races of the final phase, a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or impede another driver. If the driver is unable to remove the kart from a dangerous position by driving it, it is the marshals' duty to help him; however, if the kart restarts as a result of such help, it will be excluded from the classification of the qualifying practice or the race in which this help was provided. Except for medical or safety reasons, the driver must stay close to his kart until the end of non-qualifying practice, qualifying practice, the qualifying heat or the race(s) of the final phase.

In the case of a practice session run over two parts separated by an interval, all karts abandoned on the circuit during the first part must be taken back to the servicing park during the interval and may participate in the second part of practice.

D) Any repairs with tools are banned outside the repairs area. It is forbidden to take any tools and/or spare parts on board the kart. The driver can receive help only in the repairs area determined by the supplementary regulations or during the briefing.

E) Except in cases expressly provided for by the regulations or by the code, no one except the driver is authorised to touch a stopped kart unless it is in the repairs area.

F) When the track is closed by the clerk of course during and after practice and after the finish until all concerned karts, whether they are mobile or not, have arrived at the «Finish» servicing park or at the Parc Fermé, no one is allowed to access to the track, with the exception of marshals carrying out their duties and of drivers when they are driving.

G) During qualifying practice, the qualifying heats and the race(s) of the final phase, the kart may be restarted only by the driver himself, except if he restarts from the repairs area. The driver may not receive any outside help on the track during the running of an event, except in the repairs area, which he may reach only by his own means.

H) A speed limit may be imposed in the pit lane and in the repairs area during practice and the formation laps. Any driver braking this speed limit will be imposed a penalty provided for in the regulations or the code.

I) If a driver is faced with mechanical problems during practice, the qualifying heats or the race(s) of the final phase, he must evacuate the track as soon as possible for safety reasons.

J) If a driver is involved in a collision, he must not leave the circuit without the stewards' agreement.

K) No driver may leave the repairs area without having been invited to do so by marshals.

L) Official instructions will be transmitted to the drivers by means of the signals provided for in the code. Entrants must not use flags similar to these ones in any way whatever.

M) Any driver who intends to leave the track, to return to the servicing park or to stop in the repairs area shall demonstrate his intention in due time and shall ensure that he may do so safely.

N) During the event and at the order of the clerk of the course a driver who breaches the technical regulations, except during the final lap, must stop in the repairs area and remedy the breach before rejoining the track.

O) When they participate in non-qualifying or qualifying practice, in the qualifying heats or the races of the final phase, Drivers must at all times wear the full equipment defined in the FIA-CIK Technical Regulations.

P) It is forbidden to circulate with motorbikes, scooters or any other motorised devices in the paddock.

Q) The organiser undertakes to have on the track all safety devices provided for meetings in appendix 2 to the International Karting Regulations, from the beginning of non-qualifying practice until the end of the event.

R) In the case of a «wet race» (conditions signalled by means of a panel by the clerk of the course), the choice of tyres will be left to the appreciation of the drivers, the 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.

16. NUMBER OF KARTS ALLOWED ON THE TRACK

The number of karts allowed on the track is limited to 34 for final phase races, 36 for qualifying practice and the qualifying heats and 51 for non-qualifying practice.

17. CODE OF DRIVING CONDUCT ON KART CIRCUITS

Observance of signals:

The instructions detailed in the FIA-CIK General Prescriptions and in the FIA-CIK Circuit Regulations are deemed to be part of this code of driving conduct. All drivers must be thoroughly acquainted with them.

Overtaking:

A) During a race, a kart alone on the track may use the full width of the said track. However, as soon as it is caught up by a kart which is either temporarily or constantly faster, the driver is not allowed to swing from one side to the other or make a move sideways in order to prevent a legal overtaking maneuver when the other competitor is already by his side. He shall give the other kart the right of way in order to allow for passing.

B) If the driver who has been caught does not seem to notice that another driver wants to overtake him, the flag marshal(s) will give a warning by waving the blue flag to indicate that another competitor wants to overtake. Any driver who does not take notice of the blue flag may be penalized by the stewards.

Systematic or repeated offences may result in the exclusion of the offender from the race.

C) Curves, as well as the approach and exit zones thereof, may be negotiated by the drivers in any way they wish, within the limits of the track. Overtaking, according to the circumstances, may be done either on the right or on the left. However, maneuvers liable to hinder other drivers such as premature or dangerous changes of direction, more than one change of direction, deliberate crowding of karts towards the inside or the outside of the curve or any other dangerous change of direction, are strictly prohibited and shall be penalized, according to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.

D) Any obstructive maneuver carried out by one or several drivers, either having common interests or not, is prohibited. The persistent driving abreast of several karts, as well as fan-shaped arrangement, is authorized only if there is not another kart trying to overtake. Otherwise the blue flag will be waved.

E) The penalty inflicted for ignoring the blue flag will also be applied to the drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, thus ranging from a fine to the exclusion from the race. The same penalty shall be applied to drivers who swing from one side of the track to the other in order to prevent other competitors from overtaking.

F) The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the exclusion of the drivers concerned.

G) The race track alone shall be used by the drivers during the race.

H) Contacts / collisions (during the race, declaration lap included): sanctions may be imposed on a driver who pushes another driver.

Stopping of a kart during the race:

A) The driver of any kart leaving the race shall signal this intention in good time and is responsible for ensuring that the maneuver is carried out safely and as near as possible to the point of exit.

B) Should a driver be compelled to stop his/her kart, either involuntarily or for any other reason, the kart shall be moved off the track as soon as possible so that its presence does not constitute a danger or prevent the normal running of the race. If the driver is not able to move the kart out of the potentially dangerous position, it is the duty of the marshals or other officials to help.

C) Any replenishment carried out on the track itself is prohibited, and will entail immediate exclusion.

D) Apart from the driver - and, in exceptional cases, the competent officials - nobody is allowed to touch a stopped kart under penalty of its exclusion from the race.

E) Pushing a kart along the track or pushing it across the finish line is not allowed, and will entail immediate exclusion.

F) Any kart abandoned on the circuit by its driver, even temporarily, shall be considered as withdrawn from the race. A kart left temporarily by its driver whilst a race is suspended will not be considered abandoned.

Entrance to the pits (or repairs area or servicing parks):

A) The so-called «deceleration zone» is a part of the pits area.

B) During the practice sessions and the race, access to the pits or to the repairs area is allowed only through the deceleration zone. The penalty for a breach of this rule shall be exclusion from the race.

C) Any driver intending to leave the track or to enter the pits or the servicing park or the repairs area shall signal his intention in good time and make sure that it is safe to do so.

D) Except in cases of force majeure (accepted as such by the stewards of the meeting), the crossing, in any direction, of the line separating the deceleration zone and the track is prohibited.

E) Except in cases of force majeure (accepted as such by the stewards of the meeting), any line painted on the track at the pit exit or the repairs area for the purpose of separating karts leaving the pits or the repair area from those on the track must not be crossed by any part of a kart leaving the pits.

RUNNING OF THE EVENT

The event will comprise non-qualifying practice, qualifying practice, qualifying heats, a second chance heat and a final phase as a minimum.

A) Non-qualifying practice:

The time schedule of the event must provide for non-qualifying practice for each category. They are reserved for those drivers having passed the sporting checks and scrutineering. The drivers shall be divided into two series for odd and even numbers. Sessions will be alternated every thirty minutes. The use of transponders is mandatory as from the beginning of the non-qualifying practice.

B) Qualifying practice:

Drivers who have passed scrutineering are divided into equal series if possible. One up to 15-minute session per series is provided for. 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 being a starter and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is timed. The time retained is that of the best lap covered during the two sessions. Any ties will be decided by the 2nd best time set by each driver, and so on in the case of further ties.

The final classification of qualifying practice will be drawn up as follows:

- If there is only one series: the grid will be drawn up in the order of the fastest time achieved by each driver.
- If there are two series and if the fastest time achieved in the slower series is not more than 101% of the fastest time achieved in the faster series: the classification will be determined by the order of the fastest times achieved by each driver.
- If there are two series and if the fastest time achieved in the slower series is more than 101% of the fastest time achieved in the faster series: 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.
- and so on according to the same principle if there are further series.

If no time is taken into account for a driver, he/she will take the start at the end of the grid. If several drivers are in that situation, their starting position will be decided by drawing lots. Pushers 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 shall not be allowed to start again.

C) Qualifying heats:

Case A: 36 starters or less three qualifying heats will be run with all the drivers. The starting grids of each of the three heats will be established on the basis of the results of qualifying practice.

Case B: 37 to 72 entered drivers - at the end of qualifying practice, drivers will be separated into groups for the qualifying heats. The number of drivers per group will be 18 maximum. Each group must compete versus all the other groups.

- As an example, in the case of a separation of drivers into 4 groups, the driver classified 1st in qualifying practice will be in group A, the 2nd in group B, the 3rd in group C, the 4th in group D, the 5th in group A, the 6th in group B, the 7th in group C, the 8th in group D, and so on.
- Each of the four above-mentioned groups will compete against the other groups, i.e.: A versus B, A versus C, A versus D, B versus C, B versus D and C versus D, namely a total of six qualifying heats. Each qualifying heat will have a distance of approximately 10 or 15 km according to the age bracket of drivers (Juniors/Seniors).
- For the qualifying heats, points will be awarded as follows: 0 point to the 1st, 2 points to the 2nd, 3 points to the 3rd and so on according to an increasing progression of one point per place. If a driver does not take the start in a qualifying heat, he will receive a number of points equal to the number of participants of groups A and B plus 1. If a driver has been black-flagged or excluded, he will receive a number of points equal to the number of participants of groups A and B plus 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.
- At the end of the qualifying heats, the first 28 classified drivers will be qualified for the final phase. Possible ties between two or several drivers will be settled according to their classification in qualifying practice. If the drivers have been divided into 5 groups or more, the first 34 classified drivers will be qualified for the final phase.

D) Second chance heat:

- Only the first 34 non-qualified drivers may participate in the second chance heat of approximately 10 or 15 km (according to the age bracket of the drivers - Juniors/Seniors).
- Starting positions will be determined according to the total number of points obtained in the qualifying heats.
- The first 6 finishers will be qualified for the final phase.

E) Final phase:

34 drivers will compete in the final phase according to the following format: prefinal and final.

- Prefinal : Starting positions according to the number of points received in the qualifying heats. The first six drivers qualified in the second chance heat will have the last positions respecting the finishing order of the second chance heat. Drivers who did not take the start of the prefinal or were excluded from it will not be authorized to participate in the final.
- Final: Starting positions determined by the classification of the prefinal. The distance of the prefinal and final, from the starting signal to the chequered flag, will be equal to the minimum number of full laps necessary for reaching the respective distances, which are 15 km for the prefinal and 25km for the final for the Junior Class and 20 km for prefinal and 30 km for final for all other classes. The chequered flag will be shown to the leading kart when it crosses the finishing line («the Line») at the end of the lap during which that distance is reached. The line consists in a single line across the track. The final classification of the event will be the classification of the final.

F) During the second chance heat and the final phase, any driver about to be overtaken by the race leader(s) or who has been overtaken for any reason whatsoever will be shown the blue and red (double diagonal) flag with his number. He shall return to the scales in the Parc Fermé and will be classified according to the number of laps that he has actually completed.

STARTING GRIDS (on pre-grid, qualifying heats, prefinal and final races)

FIA-CIK International Sporting Code, FIA-CIK General Prescriptions

A) At the end of the final qualifying practice session, the list of qualified drivers as well as the starting grids will be officially published.

B) Only these drivers will be allowed to take the start of the qualifying heats and/or of the final phase.

C) Any entrant whose kart(s) is (are) unable to take the start for any reason whatsoever or who has good reasons to believe that his/her kart(s) will not be ready to take the start must inform the official in charge of the assembly area, who will advise the clerk of the course as soon as he has the opportunity.

D) The grids will be drawn up in accordance with the fastest time achieved by each driver, taking into account the qualifying practice session. Should one or several drivers achieve the same time, the tie will be settled on the basis of their second best time, and so on.

E) The pole position driver of each grid will have the choice of the pole position (on the left or right side of the track), providing that he advises the clerk of the course as soon as he reaches the assembly area. This choice will only modify the first row, to the exclusion of the others. Failing this, the pole position driver of each grid will take the start of the race from the grid position which was the pole position the previous year or, if it is a new circuit, on that which was designated as such by the CIK-FIA, or designated in the supplementary regulations of the event.

F) Access to the assembly area from the servicing park will end as stated in the official time table. Any kart which has not taken its position on the pre-grid at that moment shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the clerk of the course. The karts placed on the pre-grid must be ready to race; it is strictly forbidden to carry out any work, adjustment and/or setup on the kart on the pre-grid, with the exception of tyre pressures, which can be adjusted by the driver or his/her mechanic and by using his/her own means (tyre pressure gauge), tyre pressure adjustment must stop without delay when the "3 minutes" board is shown and a audible warning is given, at this time the mechanic must leave the assembly area immediately.

G) Karts on the assembly area are prohibited to return to servicing park, except under exceptional circumstances left to the appreciation of the clerk of the course. It is prohibited to bring a second set of tyres to the assembly area.

Definition of assembly area:

- The area between the track and start servicing park (where the Karts are lined up to start the formation lap).
- The area/walk way to starting line.
- Starting line if used.

H) The mechanics will have to clear the assembly area three minutes before the time scheduled for the start of the race. If a driver is unable to start from the assembly area after the display of the green flag and/or light and if he requests the intervention of a mechanic, he will be authorised to leave the assembly area only on the orders of a marshal and he will take the start from the back of the formation, respective of the number of formation laps. No additional time will be allowed to a driver who has not respected these instructions.

I) Any driver who is present, with his/her kart, on the pre-grid within the time limit will be considered as a starter.

J) Time qualification: should a driver require assistance after the "30-second" signal in the time qualification the 2 best laps will be annulled.

STARTING GRID PROCEDURE ON THE TRACK

In certain circumstances, the karts will have to be placed on the grid on the track, it is the specific procedure below which is applied.

A) Access to the assembly area from the servicing park will end as stated in the official time table. Any kart which is not on the pre-grid at that moment shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the clerk of the course. The karts (on the trolley) placed in the pre-grid must be ready to race; it is strictly forbidden to carry out any work, adjustment and/or set-up on the kart, with the exception of tyre pressures, which can be adjusted by the driver or his/her mechanic and by using his/her own means (tyre pressure gauge).

B) Once the gates are closed (servicing park to assembly area) each driver with his kart placed on a trolley and pushed by his "A" mechanic will leave the assembly area to take up their positions on the starting grid for the race. From this point, karts must be ready to race; any further work, adjustment and/or set up on the kart (with the exception of tyre pressures) are strictly forbidden. Tyre pressure adjustment must stop without delay after the "3 minutes"-board followed by the audible warning, at this time the mechanic must leave the assembly area immediately.

C) When the "3 minutes"-signal is shown, along with a "CLEAR THE TRACK" board, all karts must be ready and laid down on the track. At this time, the mechanics will leave the grid to go to the assembly area with the trolleys of the karts. Interviews may no longer take place once the "3 minutes"-board has been shown. Everybody except Drivers and Officials must leave the grid.

D) "30-seconds"-signal/light: 30 seconds after this signal, the green flag and/or light will be shown at the front of the grid to indicate that the karts must begin a formation lap, keeping to the order of the starting grid and in conformity with the CIK-FIA general prescriptions.

E) Should a driver require assistance after the "30-seconds"-signal, he or she must indicate this to the marshals and, once the other karts have left the grid, it will be pushed to the assembly area, and the mechanic may assist on the kart. In this case, marshals with yellow flags will stand beside the kart (or karts) concerned to warn the drivers on the formation lap.

Marshals will be instructed to push any kart remaining on the grid after the start of the formation lap to the assembly area immediately.

If a driver starts from the assembly area after the intervention of a mechanic, he will be authorised to do so only on the orders of a marshal, and he will take the start from the back of the formation, irrespective of the number of formation laps and his/hers position.

START DELAYED

If the clerk of the course considers of safety reasons that the start must be delayed, the following procedure will take place.

- A) A time will be given where change can be made.
- B) Entrants/drivers outside this time will not be able to enter the race.
- C) By tyre change:
 - The width of the rear and front wheel may be adjusted but must conform to CIK-FIA Technical Regulations
 - No other modifications and/or changes are permitted.

STARTING PROCEDURE

- A) The start signal shall be given by means of lights.
- B) The start will be of the «rolling» type. The regulations for "Rolling start for karts with clutches and without gearbox" of the CIK-FIA general regulations apply. The grid being constituted of two lines of karts.
- C) To give the start, the clerk of the course shall be placed on a platform located at least 5 meters from the trackside and behind a permanent protecting barrier (article 7.7.1C of the circuits regulations, part 1).
- D) Two 2-meter wide lanes bordered by white lines will be painted over the 110 meters leading to the start line. A yellow line shall be painted 25 m ahead of the start line.
- E) As soon as the clerk of the course indicates with the green flag that the karts may take the start, the drivers are «at the orders of the clerk of the course» and may no longer receive any outside help. Any driver who has not placed himself at the orders of the clerk of the course in time with his kart in working order will be allowed to leave the assembly area only at the orders of the clerk of the course or of the officer in charge of the assembly area.
- F) Karts will cover one warm up lap and one formation lap (total 2 laps) before the start may be given. It is forbidden to overtake another driver under pain of a penalty inflicted by the stewards (10 seconds or exclusion from the heat).
If a driver stops for any reason during the formation lap, he will not be allowed to try and start again before he has been passed by the whole field. He shall start again from the back of the formation. Should he try to start ahead of the field in the hope that the leading drivers overtake him, he would be shown the black flag and be excluded from that race.
- G) Driver who is delayed will have the possibility of regaining his grid position only if this manoeuvre does not impede other drivers and in all cases before having reached the red line which will be materialized on the track, equipped with a time keeping loop and indicated by the race director or the clerk of the course at the briefing.
- H) If he (the clerk of the course) considers that a driver has been immobilized as a result of another driver's mistake, the clerk of the course may stop the formation lap and start again the starting procedure on the basis of the original grid or allow the impeded driver to regain his position.

I) The Clerk of the Course will give the start as soon as he is satisfied with the formation.

J) At the end of the formation lap, drivers will go at slow speed towards the start line assembled in two lines of karts. During the approach stage, the red light will be on. No karts may accelerate before the red lights have been switched off. Karts must maintain their position until the start signal is given. If the clerk of the course he is satisfied with the formation he will give the start by switching off the red lights. If he is not satisfied with the procedure, he will switch on the orange light, which means that an extra formation lap must be covered. Should the engine of a driver stop during formation lap, an official or mechanic nominated to carry out that task may restart him as soon as he/she has been passed by the entire field. He may then rejoin at the back of the formation and must not try to regain his grid position. If the kart cannot be started, then it must be removed from the track to a place of safety. Similarly should a driver fall behind the entire field without stopping, he must remain at the rear for the start and must not attempt to regain his position.

K) In the case of repeated false starts or incidents during the formation lap(s), the clerk of the course, acting as a judge of fact, may stop the starting procedure by means of the red flag and inform the stewards, who will be entitled to inflict on the offending drivers a penalty according to the FIA-CIK General Prescriptions. A new procedure will begin either immediately or within 30 minutes, according to the circumstances. The starting grid will be the same as for the initial procedure. All the drivers present in the starting area or in repair area before the procedure was stopped will be allowed to take the start of the new formation lap.

L) Any attempts to jump the start or delay it and any karts leaving the lane before the lights are switched off shall be sanctioned according to the FIA-CIK General Prescriptions.

M) A jump start will be deemed to have occurred when a driver crosses the start line ahead of his prescribed grid position at the start of the race. This is recorded by the timing system, and the official timekeepers who act as judges of fact and will determine if a jump start has been committed. The penalty refers to the FIA-CIK General Prescription of CIK FIA.

N) As soon as the start has been given, racing conditions are applied and, irrelevant of the position of a kart on the track, it is forbidden to give it any assistance, except for parking it to a safe location.

O) The stewards may use any video or electronic system likely to help them to take a decision. The stewards' decisions may supersede those taken by judges of fact. Any infringement to the provisions of the code or of these sporting regulations relating to the starting procedure may entail the exclusion of the kart and of the driver concerned from the event.

STOPPING A RACE

A) Should it become necessary to stop the race or practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course shall order a red flag to be shown on the line. Simultaneously, red flags will be shown at marshals' posts provided with these flags. The decision to stop the race or practice may be taken only by the clerk of the course (or, if he had to leave, by his deputy). If the signal to stop racing is given:

- a) during practice, all karts shall immediately reduce speed and go back slowly to the «Finish» servicing park, and all karts abandoned on the track shall be removed;

b) during the qualifying heats: all karts will immediately reduce their speed and go to the «Finish» servicing park entrance, considering that:

- the classification of the race will be the classification at the end of the lap prior to that during which the signal to stop was given
- karts or rescue vehicles may be on the track
- the circuit may be totally blocked because of an accident
- the weather conditions may have made it impossible to drive at high speed on the circuit.

The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop was given:

- less than 75% of the distance scheduled for the race (rounded up to the nearest higher whole number of laps). If the race can be restarted, the article of the FIA-CIK General Prescriptions will apply.
- 75% or more of the distance scheduled for the race (rounded up to the nearest higher whole number of laps). The karts will be directly led to the Park Fermé, and the race will be considered as having stopped when the leading kart crossed the line at the end of the lap prior to that during which the signal to stop was given;

c) during a race of the final phase, all karts must immediately reduce speed and go to the entrance to the «Finish» servicing park, considering that:

- the classification of the race will be the classification at the end of the lap prior to that during which the signal to stop the race was given
- karts or rescue vehicles may be on the track
- the circuit may be totally blocked because of an accident
- the weather conditions may have made it impossible to drive on the circuit at racing speed.

B) The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop the race was given:

Case A: less than 2 laps. No points will be awarded. If the race can be restarted, the article of FIA-CIK General Prescriptions will apply.

Case B: more than 2 laps but less than 75% of the distance scheduled for the race (rounded up to the nearest whole number of laps). If the race can be restarted, the article of FIA-CIK General Prescriptions will apply. Should this not be possible, half the points will be awarded.

Case C: 75% or more of the race distance (rounded up to the nearest whole higher number of laps). The karts shall be sent directly to the Park Fermé and the race will be deemed to have finished when the leading kart crossed the line at the end of the lap prior to that during which the race was stopped. Full points will be awarded.

RESTARTING A RACE (Qualifying heats or final races)

Working on karts will be allowed only in the servicing park; it will even also be allowed to introduce spare equipment (only the equipment identified in the case of chassis and/or engines) in the servicing park. Re-fuelling will be allowed.

Case A: If less than 2 laps have been covered, a new start will be given within 30 minutes after presentation of the red flag (in the conditions provided for under FIA-CIK General Prescriptions). The length of the new race will be the full original race distance. The original start will be deemed null and void.

The starting grid will be the same as for the original race.

Those drivers having crossed the finish line at the end of the lap prior to that during which the race was stopped and those who were in the repairs area when the red flag was shown will be eligible to take the restart, either in their original kart or in their reserve kart. Unoccupied places on the grid shall remain vacant.

Case B: If more than 2 laps have been covered, a new start will be given within 30 minutes after presentation of the red flag (in the conditions provided for under FIA-CIK General Prescriptions). The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered. The drivers who have crossed the finish line at the end of the lap prior to that on which the race was stopped and those who were in the repairs area (except in a final phase race) when the red flag was shown will be allowed to take the new start, either in their original kart, or with a reserve kart. The first kart and the reserve kart are allowed in the «Start» servicing park.

Grid positions will be determined by the finishing order at the end of the lap before the one on which the race was stopped.

The result of a race which has been stopped and restarted is the addition of the times of the stopped race and those of the race held after the restart.

NEUTRALISATION OF A QUALIFYING HEAT OR RACE

A) The clerk of the course or the race director may decide to neutralize a qualifying heat or a race. This procedure will be used only if the track is obstructed, or if the drivers or officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the qualifying heat or race.

B) When the order is given to neutralize the qualifying heat or race, all observers' posts will display waved yellow flags and a "SLOW" board (yellow board with the word "SLOW" written in black), which shall be maintained until the neutralization is over. Flashing orange lights will be switched on at the line.

C) All the competing karts must then line up behind the leading kart, and overtaking is strictly forbidden.

Overtaking will be permitted only if a kart slows down because of a serious problem.

D) During the neutralization laps, the leading kart will dictate the pace, at a moderate speed, and all the other karts must remain in as tight a formation as possible.

E) The karts may enter the repair zone during the neutralization, but they may rejoin the track only when authorized to do so by a marshal. A kart rejoining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart.

F) When the race director or the clerk of the course decides to end the neutralization, he will have the flashing orange lights switched off; this will be the signal to the drivers that the race is to resume next time the line is crossed. In the last neutralization lap, the "SLOW" boards will be maintained and the yellow flags will be show immobile.

G) At that moment, the leading kart will continue to set the pace, at a moderate speed. The race director or the clerk of the course will signal the resumption of the race by means of a waved green flag at the line. Overtaking will remain prohibited until the karts have crossed the line at the end of the neutralization of the qualifying heat or race. On approaching the line, where a green flag will be waved by the race director or the clerk of the course, the drivers may accelerate only after crossing the yellow line preceding the line. The yellow flags and the "SLOW" boards at the observers' posts will then be withdrawn and replaced with waved green flags. These flags will be displayed for a maximum of one lap.

H) Each lap completed during the neutralization will be counted as a racing lap.

I) If the race finishes during the neutralization, the karts will take the chequered flag as usual, without being allowed to overtake. Overtaking will be permitted only if a kart slows down because of a serious problem.

SCALE / WEIGHING PROCEDURE

A) The scale of the day will be located in "Servicing Park". This scale is the ONLY one which will be officially used and counted. The scale will be available from Thursday morning.

B) After qualifying practice, the qualifying heats and the races of the final phase, each kart crossing the line will be weighed. If the kart is unable to reach the weighing area by its own means it will be placed under the exclusive control of the marshals, who will take it there or have it taken there, and the driver shall report to the weighing area as soon as he returns to the pits so that his weight may be established.

C) At the end of qualifying practice the driver and his kart will be weighed simultaneously then separately. Should for reasons of "Force Majeure" the driver will be unable to go to the scales at the end of a qualifying heat or of a race of the final phase, his kart would be weighed on its own and the driver's weight registered after qualifying practice would be added to that of the kart.

D) No solid, liquid or gaseous matter or substance of any nature whatsoever may be added to a kart, placed on it or removed from it before weighing (except by a scrutineer within the framework of his official duties).

E) Only scrutineers and officials may penetrate in the weighing area. No intervention whatsoever is allowed in that area unless it has been authorized by these officials.

F) A kart or a driver are not allowed to leave the weighing area without the authorization of the scrutineer.

G) Any infringement to these provisions relating to the weighing or karts may entail the imposition of a penalty of the driver and kart concerned.

H) The organizer shall place the scales under a shelter at the entrance to the “Finish” servicing park and must provide for sufficient personnel to ensure the placing of the kart on the scales. Mechanics will be kept away from the karts until the weighing procedure of their karts is over.

I) If the weight of a driver and of his kart is under that specified in the technical regulations, the result will be communicated in writing to the entrant, and the kart and its driver will be excluded from qualifying practice session, the qualifying heat or in the case of final race as a minimum classified last.

J) The organizer must provide for certified weights for the calibration of the scales.

K) Drinking water from a clear plastic bottle is allowed in servicing park, before weighing, however any driver pouring water over head and race overall will be penalized with 1 (one) additional KG on the weight of kart and driver (i.e. Junior 145 + 1 = 146)

FINISH

A) The signal indicating the end of the race shall be given on the line as soon as the leading kart has covered the full race distance.

B) Should, for any reason other than under FIA-CIK General Prescriptions, the signal indicating the end of the race be given before the leading kart completes the scheduled number of laps, the race will be deemed to have finished when the leading kart last crossed the line before the signal was given. Should the signal indicating the end of the race be delayed for any reason, the race will be deemed to have finished when, under normal circumstances, the end of the race would have been decided if there had been no delay.

C) After having received the signal indicating the end of the race, all karts shall directly go to the Park Fermé, without stopping and without any help (except that of marshals if necessary). Any classified kart unable to reach the Park Fermé by its own means will be placed under the exclusive control of marshals, who will supervise the taking of the kart to the Park Fermé in a regular manner.

D) For a finish to be considered valid, a driver must have crossed the finish line seated at the wheel of his kart.

PARC FERMÉ

A) Only those officials charged with the checks may enter the Park Fermé. No intervention whatsoever may be carried out therein without the authorization of these officials.

B) As soon as the chequered flag is displayed (finish), the Park Fermé regulations will apply for the area between the finish line and the entrance to the Park Fermé.

C) The Park Fermé shall be large and protected enough to ensure that no unauthorized person may have access to it.

SERVICING PARK

Only ONE driver per kart and ONE mechanic is allowed in "Servicing Parks" and only with proven passes. No karts / persons are allowed to enter "Servicing Park" with any liquids (except water in clear transparent plastic bottles, for drinking purposes).

FINAL CLASSIFICATIONS

The following final classifications shall be drawn up: classification of drivers in the prefinal and classification of drivers in the final.

INSTRUCTIONS AND COMMUNICATIONS TO ENTRANTS

All classifications and results of qualifying practice, the qualifying heats and the race(s) of the final phase, as well as any decisions of the officials of the event will be posted on the official posting board.

INCIDENTS

An «Incident» means a fact or a series of facts involving one or several drivers (or any driver's action reported to the stewards by the clerk of the course or noted by the stewards and reported to the clerk of the course for inquiry), who:

- provoked the stopping of a race in application of the FIA-CIK International Sporting Code
- violated these Sporting Regulations or the Code
- had jumped the start
- have not respected flag signaling
- have caused one or several karts to take a false start
- have caused a collision
- have forced another driver out of the track
- have illegally prevented a legitimate passing maneuver by a driver
- have illegally impeded another driver during a passing maneuver.

It will be the responsibility of the stewards to decide, further to a report or a request of the clerk of the course, if one or several driver(s) is/are involved in an incident (see FIA-CIK International Sporting Code); he/they must not leave the circuit without the stewards' agreement.

If a driver is involved in a collision or an incident (see FIA-CIK International Sporting Code), and if he was informed of this by the stewards within thirty minutes after the end of the race, he must not leave the circuit without their agreement.

The stewards shall inflict a 10-second time penalty on any driver having caused an incident. If the incident was caused during a qualifying practice session, they shall proceed to the cancellation of the three fastest times which he/she achieved in the session concerned. However, considering its serious nature, the stewards may decide, instead of the 10-second time penalty, of a sanction among those provided for in the penalty scale of the FIA-CIK International Sporting Code.

PROTESTS AND APPEALS

A) The right to protest lies only with entrants. They must be presented in writing to the clerk of the course or to his deputy within 30 minutes after the posting of the results of the qualifying practice and qualifying heats (including the second chance heat), as well as of the races of the final phase. They shall be accompanied by the fee provided for by the ASN as indicated in the supplementary regulations. The deposit may be paid in the currency of the organizing ASN or in one of the following currencies: American dollars and euros.

B) In the absence of the clerk of the course or of his deputy, they shall be addressed to the stewards of the event or to one of them.

C) The deposit will be refunded if the protest is judged founded. It will be possible to appeal against the stewards' judgment, pursuant to the FIA-CIK International Sporting Code, in accordance with the provisions laid down in the code (chapter XIII).

FINES

A fine may be inflicted on any entrant, driver, assistant, organizer who does not respect the prescriptions of the officials of the event. A fine may be inflicted by the ASN hosting the event, on decision of the panel of stewards of the event.

All fines must be paid to the ASN hosting the event within 48 hours after their imposition. However, fines of US \$700 or less must be paid immediately.

In case of exclusion (based on a decision of the panel of stewards of the event) from the event ROTAX reserves the right to charge accumulated cost of inviting the driver to the event.

PODIUM CEREMONY

The drivers classified 3rd, 2nd and 1st in the final shall climb on the podium one after the other. The winning driver's national anthem will be played and the national flags of the first three finishers will be hoisted. The first 3 competitors must wear their overalls (in country colours) zipped up at prize giving ceremonies. If caps are supplied by the organiser of RMCGF they must be worn by the drivers during the podium ceremony. All drivers agree that ROTAX and its sponsors may use photographs of RMCGF races (including names and photographs of drivers) for advertising, publicity and public relations purposes.

ENTRY FEES

Entry fee for RMCGF is free of charge.

ADVERTISING ON KARTS, OVERALLS AND HELMETS

Sponsor regulations (voluntary scheme to be determined) in compliance with the FIA-CIK Sporting code and the FIA-CIK General Prescriptions.

SAFETY EQUIPMENT

Helmets, gloves, rib protectors, boots, race suits must all be approved under the FIA-CIK Technical Regulations.

FIRE EXTINGUISHER

Competitors are required to have a fully serviceable fire extinguisher to the ASN minimum recommended standard.