

# REGULATIONS



SARMC Sporting Regulations 2021 - Version V4



**VERSION 4**

South African Rotax MAX Challenge  
Sporting Regulation 2021

Edition 2021 **04 12**





# REGULATIONS

## TABLE OF CONTENTS

1.	CHAMPIONSHIP OUTLINE .....	3
2.	CALENDAR .....	5
3.	CATEGORIES, LICENCE, AGE AND WEIGHT .....	6
4.	ELIGIBLE DRIVERS .....	7
5.	QUALIFICATION FOR RMC GF 2021 .....	7
6.	OTHER RULES.....	8
7.	GENERAL CONDITIONS .....	9
8.	RACING NUMBERS.....	9
9.	OFFICIALS .....	9
10.	ELIGIBLE KARTS AND EQUIPMENT.....	10
11.	SPORTING AND TECHNICAL CHECKS.....	12
12.	BRIEFINGS .....	13
13.	RACE EVENT .....	13
14.	EVENTS COUNTING TOWARDS THE SARMC .....	14
15.	COMBINING OF CLASSES .....	15
16.	CIRCUIT CLOSURE PRIOR TO SARMC NATIONAL CHAMPIONSHIP EVENTS.....	15
17.	SERVICING PARK (PARC FERME AND PRE-RACE GRID) .....	15
18.	PRE-GRID .....	15
19.	CLASSIFICATION AND AWARDS.....	16
20.	PODIUM CEREMONY .....	16
21.	NOTIFICATIONS AND STEWARDS DECISIONS TO DRIVERS / ENTRANTS .....	16
22.	HOW DOES THE ROTAX GLOBAL APP WORK? .....	16
23.	COMMUNICATION FLOW .....	16
24.	INSTRUCTIONS AND COMMUNICATIONS TO ENTRANTS .....	17
25.	FINES .....	17
26.	PROTEST AND APPEALS.....	17
27.	ADVERTISING / BRANDING .....	17
28.	PADOCK RULES.....	17

# REGULATIONS



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2021 SOUTH AFRICAN ROTAX MAX CHALLENGE

## WHAT IS NOT WRITTEN IS NOT PERMISSIBLE

### 1. CHAMPIONSHIP OUTLINE

#### 1.1. SA ROTAX MAX CHALLENGE NATIONAL CHAMPIONSHIP

RACE CLASSES	STATUS	PRIZES
<b>Bambino</b> Minimum age: see 3.3 Minimum weight 74 Kg	SA Championship	World Final Replica Suit
<b>Micro Max</b> Minimum age: see 3.3 Minimum weight 105 Kg	SA Championship	World Final Invitation
<b>Mini Max</b> Minimum age: see 3.3 Minimum weight 118 Kg	SA Championship	World Final Invitation
<b>Junior Max</b> Minimum age: see 3.3 Minimum weight 145 Kg	SA Championship	World Final Invitation
<b>Senior Max</b> Minimum age: see 3.3 Minimum weight 160 Kg	SA Championship	World Final Invitation
<b>MASTER MAX</b> Minimum age: see 3.3 Minimum weight 180 Kg	Regional	TBA
<b>ROTAX DD2</b> Minimum age: see 3.3 Minimum weight 174 Kg	SA Championship Runner up	World Final Invitation World Final Invitation
<b>DD2 Masters</b> Minimum age: see 3.3 Minimum weight 180 Kg	SA Championship	World Final Invitation

**Minimum average of 10 starters per class to declare a National Champion for 2021.**

# REGULATIONS



## 1.2. ROTAX AFRICAN OPEN

RACE CLASSES	STATUS	PRIZES
<b>Bambino</b> Minimum age: see 3.3 Minimum weight 74 Kg	<b>Africa Open</b>	<b>World Final Replica Suit</b>
<b>Micro Max</b> Minimum age: see 3.3 Minimum weight 105 Kg	<b>Africa Open</b>	<b>Air ticket to spectate at RMCGF or RMCGF Invitation if one becomes available</b>
<b>Mini Max</b> Minimum age: see 3.3 Minimum weight 118 Kg	<b>Africa Open</b>	<b>World Final Invitation</b>
<b>Junior Max</b> Minimum age: see 3.3 Minimum weight 145 Kg	<b>Africa Open</b>	<b>World Final Invitation</b>
<b>Senior Max</b> Minimum age: see 3.3 Minimum weight 160 Kg	<b>Africa Open</b>	<b>World Final Invitation</b>
<b>MASTER MAX</b> Minimum age: see 3.3 Minimum weight 180 Kg	<b>Africa Open</b>	<b>TBA</b>
<b>ROTAX DD2</b> Minimum age: see 3.3 Minimum weight 174 Kg	<b>Africa Open</b>	<b>World Final Invitation and air ticket to world final</b>
<b>DD2 Masters</b> Minimum age: see 3.3 Minimum weight 180 Kg	<b>Africa Open</b>	<b>Air ticket to spectate at RMCGF</b>



## 2. CALENDAR

### NATIONAL EVENTS

- 27.03.2021 Cape Town 3 races
- 25.04.2021 FK Benoni 3 races
- 10.07.2021 Idube 3 races
- 08.08.2021 Zwartkops 4 races

### ROTAX AFRICAN OPEN

- 08.08.2021 Zwartkops Final race of the day determines African Open winner

\* The African Open is a National with International Participation and is therefore higher ranked than the National Championship. If a driver wins the African Open and the National Championship, he/she will keep the ticket for the African Open and the runner up of the National Championship will receive the second ticket.

### NORTHERN REGIONS

- 06.03.2021 FK
- 10.04.2021 ZIKR
- 08.05.2021 FK
- 05.06.2021 ZIKR

### WESTERN PROVINCE

- 13.03.2021 Killarney
- 08.05.2021 Killarney
- 12.06.2021 Killarney
- 17.07.2021 Killarney

### EASTERN CAPE AND BORDER

If EC and Border do not host any regional events for a particular class(es), a national competitor can apply for NOMAD status. NOMAD status will allow these competitors to participate and score in SARMC events in various regions - subject to them notifying the controllers of the SARMC of their intention BEFORE each event. Only the first 4 (four) SARMC events participated in may be used to score points. Nomad status is not available to these competitors if they intend participating in another region's regionals championship series – choose one or the other.

- 27.02.2021 PE
- TBA TBA
- TBA TBA
- TBA TBA

### KWA-ZULU NATAL

- 07.03.2021 Idube
- 23.05.2021 Idube
- 27.06.2021 Idube
- 18.07.2021 Idube

NB! To receive any prize including an invitation to the RMCGF it is mandatory to participate in the National Final.

### INFORMATION - THE CHAMPIONSHIP CO-ORDINATOR

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### 3. CATEGORIES, LICENCE, AGE AND WEIGHT

#### 3.1. CATEGORIES

The categories available for the SARMC 2021 are the following:

- Bambino\*
- Micro MAX
- Mini MAX
- Junior MAX
- Senior MAX
- MAX Masters
- DD2
- DD2 Masters

\* **BAMBINO Class utilises a Top Kart / Comer kart and as it is not a Rotax Product, so the details of this class can be found in SARMC Bambino Supplementary Technical Regulations 2021.**

#### 3.2. LICENSES

A competitor must hold a valid WOMZA license.

Note: Drivers who are still under 18 years old (and therefore do not have full legal capacity) cannot be their own entrant and must be signed on by their parent or legal guardian

#### 3.3. AGE LIMITS FOR RACING IN SOUTH AFRICA

##### **Bambino**

Age limits: the driver must have at least his/her 5<sup>th</sup> birthday during the year of the event and must have his/her 10<sup>th</sup> birthday after 2021.

##### **Micro MAX**

Age limits: the driver must have at least his/her 7<sup>th</sup> birthday during the year of the event and must have his/her 12<sup>th</sup> birthday after 2021.

##### **Mini MAX**

Age limits: the driver must have at least his/her 9<sup>th</sup> birthday during the year of the event and must have his/her 14<sup>th</sup> birthday after 2021.

##### **Junior MAX**

Age limits: the driver must have at least his/her **12<sup>th</sup>** birthday during the year of the event and must have his/her **15<sup>th</sup>\*** birthday after the year of the event.

##### **Senior MAX**

Minimum age: the driver must have at least his/her **14<sup>th</sup> birthday** during the year of the event.

##### **Master MAX**

Minimum age: the driver must have at least his/her 32<sup>nd</sup> birthday during the year of the event. Drivers of 16 years or older who weigh more than 85kg in their shorts on the day of the race may race in this class. This is not a World Final class

##### **DD2**

Minimum age: the driver must have at least his/her 15<sup>th</sup> birthday during the year of the event.

##### **DD2 Masters**

Minimum age: the driver must have at least his/her 32<sup>nd</sup> birthday **during the year** of the event. Drivers of 16 years or older who weigh more than 85kg in their shorts on the day of the race may race and score in this class but will not qualify for the RMC GF.



### 3.4. SUMMARY AGE LIMITS FOR RMC GF 2021:

Age Limits	MICRO	MINI	JUNIOR	SENIOR	DD2	DD2 Masters
	8-11	10-13	12-14	14-99	15-99	32-99
Age Groups	2010 till 2013	2008 till 2011	2007 till 2009	till 2007	till 2005	from 1989

All drivers fulfilling these age limits are eligible to qualify for the RMC GF 2021.

### 3.5. MINIMUM WEIGHTS

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

Minimum Weights	MICRO	MINI	JUNIOR	SENIOR	MASTER MAX	DD2	DD2 Master
(KG)	105	118	145	160	180	174	180

## 4. ELIGIBLE DRIVERS

RMC GF seats will be awarded 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.

ROTAX also reserves the right not to accept an entry, without having to provide any justification.

ROTAX reserves the right to grant additional drivers from different classes to different countries under certain conditions to participate at the RMC GF.

The RMC GF 2021 is an international restricted Event by invitations controlled by ROTAX (according to the FIA-CIK International Sporting Code).

**Expenses for the supplied karts, engines, tyres, petrol and entry fee for qualified drivers of the RMC GF 2021 is covered by ROTAX and its distributors.**

Drivers can qualify via International or Nationals event providing the ROTAX sporting regulations 2021 and "ROTAX MAX CHALLENGE Technical regulations 2021" are followed in the RMC classes.

## 5. QUALIFICATION FOR RMC GF 2021

Micro Max, Mini MAX, Junior Max, Senior MAX and DD2/DD2 Masters class: The overall winner of each national SARMC class with authorisation in writing from ROTAX may qualify.

Additional drivers can qualify via international Rotax Max Challenges.

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.

To be eligible to qualify for a RMC GF ticket a driver must have held a licence for the territory in question from the first to the last round of the any National RMC.

A driver cannot change his/her licence to become eligible to win a RMC GFs ticket in another territory after the first round has been completed.



If a driver is not respecting the rules, under any doubt ROTAX reserves the right to refuse entry to the RMCGF.

A distributor may nominate a second placed driver from an RMC to the waiting list for RMCGF. If under any circumstances a qualified driver doesn't arrive at the RMCGF till the official registration is completed, Rotax reserves the rights to add a replacement driver from the top of the waiting list to take part at the event.

This rule applies until the start of the official non-qualifying practice at the RMCGFs.

## 6. OTHER RULES

If a driver is qualified from a National, National with International participation, 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 2021.

Ranking is as follows:

1. ROTAX MAX Challenge EURO Trophy
2. ROTAX MAX Challenge ASIA Trophy
3. ROTAX MAX Challenge International Trophy
4. International events
5. Continental (zone)
6. National with International participants \*
7. National events.

\*.... Any National event with International participation requires prior approval from ROTAX. 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 in the same category at the same time the driver must use the first ticket they win (defined by the final race date).

If the situation would arise that a driver whom is already qualified for the RMCGF is in a position to win a second ticket, this 2nd ticket in question would then be moved to the next placed driver whom is eligible to win the ticket.

A driver or distributor cannot decide which ticket a driver uses for his / her entry to 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 / Zone", if it is listed in the official CIK-FIA Zone Calendar.

If a driver is qualified in two or more categories, he / she must participate in RMCGF 2021 in the higher ranked category only.

It is not permitted to participate in more than one category at the RMCGF.

Ranking is:

1. Project E20
2. DD2 MAX or DD2 MAX Master (depending on the age of the driver)
3. Senior Max or Senior Max Master (depending on the age of the driver)
4. Junior MAX
5. Mini MAX





## 6. Micro MAX

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

**Note: \* It is strictly forbidden to offer RMCGFs for sale, the RMCGFs tickets are offered as prizes in the relevant RMC events around the world.**

\*not applicable to the Project E20 category

## 7. GENERAL CONDITIONS

It is the competitor/guardian'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.

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.

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

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

Entrants, drivers, assistants, and guests must always wear the appropriate identification credentials which have been provided to them.

## 8. RACING NUMBERS

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

Driver will not be allowed to enter the Servicing Park without all the racing numbers present on the kart in a good condition.

Racing numbers for each category in the SARMC are:

• Bambino	1 to 99	Black number yellow backing
• Micro MAX	601 to 699	Black number yellow backing
• Mini MAX	501 to 599	White number blue backing
• Junior MAX	401 to 499	White number green backing
• Senior MAX	201 to 299	White number black backing
• MAX 175	301 to 399	Black number white backing
• DD2	1 to 99	White number red backing
• DD2 Masters	101 to 199	Black number white backing

## 9. OFFICIALS

The officials will be appointed according to the supplementary regulations published for the event. The clerk of the course, the chief scrutineer, the chief timekeeper, and the WOMZA **Event Directors** (stewards) must be present at the event at the latest one hour before beginning of the sporting checks.

- Penalties shall be imposed directly by **the Clerk of the Course or the WOMZA Event Directors** (stewards) following a hearing, either of their own volition or acting on a report from the Clerk of the Course. **A penalty issued by the Event Directors cannot be protested.**
- **Competitors must sign receipt of a penalty or findings of a hearing at the time that this is issued to them. Refusal to do so will result in any further protest or appeal being disallowed.**



## 10. ELIGIBLE KARTS AND EQUIPMENT

The SARMC 2021 is reserved for karts with ROTAX MAX engines in different configurations, as defined by the Global RMC 2021 Technical Regulations as well as the specific SARMC Supplementary Technical Regulations – published on [www.kart.co.za](http://www.kart.co.za).

At the SARMC 2021 each driver will be entitled to submit to scrutineering the equipment as defined in the Global RMC 2021 Technical Regulations and SARMC Supplementary regulations.

### 10.1. CHASSIS

Chassis must be in accordance with the Global RMC 2021 Technical Regulations and the SARMC Supplementary Technical Regulations.

During the event, and in case of an accident, the driver can only change once a chassis (frame) following the authorization of the Technical Scrutineers.

The replacement frame must be from the same “Manufacturer” and “Model”.

### 10.2. ENGINE AND CLAIM SYSTEM

Engine and its accessories must be used in accordance with the Global RMC 2021 Technical Regulations and SARMC Supplementary regulations.

Engine buy out - Karting is plagued with claims that you can import special tuned kart engines from exotic countries, rumors of extraordinary amounts of money being spent have been around in motorsport and karting for decades.

The engine claim system gives everyone peace of mind that the playing field is level and accessible.

#### ENGINE CLAIM PROCESS – APPLICABLE ONLY TO BAMBINO, MICRO, MINI AND JUNIOR MAX

- 10.2.1. By entering the SARMC Series everyone agrees to make their engine available for the claim system.
- 10.2.2. Any refusal to comply with the claim system will lead to any points scored by the competitor in question in the relevant regional or national series being annulled.
- 10.2.3. No further entries will be accepted in any SARMC class from a competitor refusing to comply with the engine claim system.
- 10.2.4. An irrevocable offer to purchase the winner’s engine must be lodged with the Event Directors by a claimant on race day before the start of the first heat. Payment in full must be made to the organisers.
- 10.2.5. The Event Directors will notify you at the end of the last race if the winner’s engine has already been claimed in which case you will buy the runner up’s engine.
- 10.2.6. The claim price will be based on the current new price of as published on [www.kartstore.co.za](http://www.kartstore.co.za) plus 10% for the inconvenience of having to run in a new engine. The claimant must specify if they want the engine with or without accessories – as supplied by Rotax – and pay that price plus 10% to the organizers.
- 10.2.7. At the end of the days racing once the 30-minute parc-ferme time period has expired or after any technical strip is concluded the motor will be impounded by the organisers.
  - As soon as conclusive proof of payment satisfactory to the seller is furnished by the organizers the complete engine will be handed over to the claimant by the organizers.
  - If the winner has used two engines on the day the claimant may choose one of the two engines used.
- 10.2.8. A competitor may only claim an engine once per season.



- 10.2.9. A competitor may only have his/her engine claimed once per season and may not race the engine claimed again in the same season. This is to prevent competitors from coluding to buck the system.
- 10.2.10. If a winner's engine is claimed and it happens to be someone whose engine has previously been claimed (as in 10.2.9. above) then the second placed competitors engine automatically becomes the „winner's claimed“ engine. Note point 10.2.4 above.
- 10.2.11. If the competitor submitting the successful buyout claim is the winner of the day then the second placed competitors engine automatically becomes the „winner's claimed“ engine. Note point 10.2.4 above.
- 10.2.12. The organisers are only the facilitator in the claim system and cannot be held responsible for the condition or eligibility of the engine and all the risk lies with the claimant. The claimant is advised to be present at every step of the process.
- 10.2.13. Once the claimant has paid to the satisfaction of the Organisers the seller will be issued with a certificate from Ed Murray Racing CC against which a new engine (as per claim) as well as the payment of the 10% into their nominated bank account will be made.

### 10.3. SAFETY EQUIPMENT

Helmets, gloves, rib protectors, boots, race overalls must all be approved under the FIA-CIK Technical Regulations or WOMZA approved apparel. NB The use of a neck brace is highly recommended for all competitors under the age of 13 years. A neck brace is mandatory at the RMCGF.

### 10.4. TYRES

The only tyres permitted will be Mojo imported and distributed by Ed Murray racing CC. This, combined with the use of the unique Rotax Tyre Tracking System, ensures tyres of the same batch are used at race events and excludes the “fresh special import” advantage. Only one set of tyres may be used from qualifying to the end of the event.

- **Bambino, Micro & Mini Max:** Mojo C2: F 4.0/10.0 – 5 R 5.00/11.0 -5
- **Junior, Senior Max and DD2:** Mojo D5: F 4.5/10.0 – 5 R 7.10/11.0 -5
- **Wet weather tyres all classes:** Mojo W2 / W3

Strictly no modifications or tyre treatment allowed.

NB: Please remember to always fit the tyres / wheels in such a way the **direction of rotation** arrow is correct. Failure to comply with this will result in a R 500 fine being imposed.

### 10.5. FUEL

Commercial quality petrol from a specified roadside petrol station only, maximum 95 Octane, mixed with Rotax XPS Synmax Kart Racing Oil Dye only at 50:1 for all Rotax classes.

It is incumbent on the competitor to ensure that they purchase the correct fuel and mix it in the correct ratio as specified in the SR's for the event so that when a pre-race check is conducted on the pre-race grid that the fuel meets the Digatron reading for the day as well as a black light test.

The following test method will apply to all karting events and classes as approved by WOMZA, Club, Regional and Nationals.

The test instrument will be the Digatron FT64 which must be clearly identified by a serial number or identifying mark and will be the only instrument of the day to be used. Only WOMZA approved Fuel TC's may perform fuel testing.

The only calibration on the instrument of the day will be the reading from the mixed reference sample fuel that is kept by the fuel TC.



A clearly marked reference sample of every mix ratio (fuel: oil) will be kept by the fuel TC or COC.

The difference in reading between the reference sample that is applicable for each class and competitor fuel reading may not be more or less than 2 points, this value may be changed by the Fuel TC of the event before qualifying. Fuel testing can be done at any time during the event.

The temperature difference may not be more than 2 degrees Fahrenheit. If the temperature is not within the limits, the fuel tank of the competitor must be impounded and sealed, the competitors fuel temperature will be allowed to equalize to the reference sample and a new reading obtained no later than 30 minutes before publication of final results.

The minimum amount of fuel in the tank at any time may not be less than 300ml, the fuel may be decanted into a suitable container for the necessary testing to be done.

It is the responsibility of the competitor to be present at all times when readings of the fuel are done and to check with the fuel TC that the fuel used by competitor is within the set parameters.

The COC or Fuel TC may at any time have competitors fuel replaced with organisers fuel.

A penalty of exclusion will apply for any infringements of the above and is not protestable, and repeat offenders will have their race licence revoked.

## 10.6. ONBOARD CAMERA

The organizer reserves the right to equip Karts of drivers with an onboard camera system.

Selected drivers have to mount the onboard camera system in accordance to the series / event Supplementary regulations.

The total weight of all components counts to the total weight of the kart.

The driver cannot refuse to install the onboard camera on his / her kart.

## 11. SPORTING AND TECHNICAL CHECKS

- a) During the initial scrutineering and sporting checks, which will take place on the time and 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 **Event Director** in particular circumstances, competitors who do not keep to the time limits imposed will not be allowed to take part in the event.
- c) A competitor 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) All karts are checked by the organizer in accordance to KSA WOMZA / CIK Technical Regulations and also according the Global RMC 2021 Technical Regulations. However, if any kart 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.
- f) At any time during an event, the scrutineers may:
  - check the eligibility of the kart or of the driver's equipment.

# REGULATIONS



- 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.
  - The clerk of the course may require that any kart involved in an accident be stopped and checked.
- g) 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.
- h) The findings of the **TC and** scrutineers concerning all karts **inspected will be published**. These findings will not include any specific figures except concerning fuel tests.
- i) Submitting a kart to scrutineering shall be considered as an implicit statement of conformity.
- j) Racing numbers and possible advertising signs must be on the kart when the equipment is presented at scrutineering.
- k) A driver is not be allowed to change his/her equipment after it has been presented at scrutineering. **Only two engines may be used during an event and the engine and seal number of the one first raced must be completed on the scrutineering form. If a second engine is used this must be fitted under supervision of the Technical Consultant and the first engine left in Parc Fermé until the end of the event.**
- l) At the Event, the event organiser will check all licenses.

## 12. BRIEFINGS

- a) Location of the briefing will be published in the Supplementary Regulations. The briefing can be held virtually.
- b) The time of the briefing is defined in the programme of the event. The time stated is 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.
- c) Extra meetings may be organised if this is deemed necessary.
- d) It is the competitor's duty to enquire about time and place of the briefing and / or consecutive briefings. Time and detailed location will be posted in official notice board and available from the race office.
- e) The presence of all concerned drivers is mandatory throughout the briefing under pain of a sanction or even of a possible exclusion from the event. The entry control will be performed via electronic means.
- f) Before they can be allowed to continue the event, a mandatory fine of R 500 for not attending must be paid to the organizers.

## 13. RACE EVENT

### Non-qualifying practice:

The time schedule of the event must provide a non-qualifying practice for each category. They are reserved for those drivers having passed the sporting checks and scrutineering.

### Qualifying Practice



A 10-minute timed session for each class or a 3- lap super pole.

Drivers must be on track 3 min after Qualifying Practice started. If a driver is not on track after those 3 min the driver will be disqualified from Qualifying Practice.

Any driver who has not participated in the Qualifying Practice may request in writing to the Stewards the authorization to continue in the race. **Event Directors** will decide according to the circumstances of the absence in the Qualifying Practice. There will be no appeal from the **Event Directors** decision.

### Qualifying Heats

Number of laps for all categories: to be defined in the Supplementary Regulations

- At least one heat at the regionals determines the grid for the first final. Min 10 km.
- Grid positions at SARMC national events:
  - Final 1 determined by fastest lap in qualifying practise.
  - Final 2 determined by fastest lap in final 1.
  - Final 3 determined by fastest lap in final 2.For the fourth and final event of the SA National Championship
  - Final 4 determined by fastest lap in final 3.
- Final(s)/ points: A starting grid of max. 34 drivers and the race of min. 15km or 15 minutes.

### 14. EVENTS COUNTING TOWARDS THE SARMC

The SARMC series points are calculated by adding your Regional points to your National points with the following formula.

#### Regional Points:

- a. A driver must nominate the region in which he/she wishes to score points regionally – normally the region in which he/she lives. Nomination must be made after the first scoring event.
- b. Each region designates four rounds of their regional championship as SARMC scoring events.
- c. The first heat is seen as a qualifying heat and the second and third heats are scored as two finals.
- d. Drivers may score points in 8 regional finals.
- e. The sum of points obtained in the best 6 (six) of these 8(eight) regional final heats will be divided by 6 (six). This will be added to their total series score.
- f. Drivers who take part in Regional events will receive 1 (one) bonus point for each final heat started (crossing the start line).
- g. At regional events with less than 6 (six) starters the points are to be scored as follows: from 2nd place if only five starters, 3rd place if four starters and so on.

#### National Points:

- h. The first three National rounds each have time trials and 3 (three) point scoring finals.
- i. The fourth and final National event has time trials and 4 (four) point scoring finals.
- j. The best 10 finals out of a possible 13 finals at National events count.

#### Important Note!

- k. Final(s)/ points: A starting grid of max. 34 drivers and the race of min. 15km or 15 minutes. Score-points 35, 32, 30, 29, 28..... to last placed finisher. Non-finish: minus 5 points off last finisher.
- l. Exclusions score zero



### Final Classification

The championship results as calculated above will determine the

- Rotax South African Champions
- Drivers qualifying for invitations to the RMCGF

The point standing in the SARMC will be published on the [www.kart.co.za](http://www.kart.co.za) website.

In case of 2 or more drivers finishing the season with 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 highest placed finisher in the last race at the final will be the winner.
- If this procedure fails to produce a result ROTAX will nominate the winner according to such criteria as it deems fit.

### 15. COMBINING OF CLASSES

- It is permitted to combine Rotax classes up or down according to the Rotax ranking so Micro Max combines with Mini Max; Junior Max with Senior Max (& Max Masters if a race organizer chooses); DD2 and DD2 Masters.
- Regions are requested in 2021 to always run above combinations together in practice and racing.
- Under NO circumstances ever should Bambino be combined with any other class.**
- The grid should be determined by lap times in qualifying when classes are combined.
- The results will be scored by means of the "class within a class system" as follows: All finishers are scored in the higher-ranking class first. The higher ranked class is then removed and the lower ranked rescored.
- If there is strong support in a region for both classes in a combined category, application can be made to the series promoters to run these classes separately.
- These principles are applied to promote better value for both competitors and spectators. It also will assist to have more practice time and shorter race days.

### 16. CIRCUIT CLOSURE PRIOR TO SARMC NATIONAL CHAMPIONSHIP EVENTS

Circuits will be closed to all national competitors, as well as the equipment to be used in the National Championship event from 18:00 on the Sunday, a minimum of 10 days prior to a National Championship event until 12:00 noon the Thursday (or Friday where the final is on Sunday) of the event.

### 17. SERVICING PARK (Parc Ferme and pre-race GRID)

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

### 18. PRE-GRID

- The pre-grid gate closes 3 minutes before race time. Any kart which has not taken its position on the pre-grid at that moment will not be allowed to do so, except under exceptional circumstances left to the discretion of the clerk of the course.
- Mechanics must clear the pre-grid immediately.
- Karts on the pre-grid must be ready to race, all further work and or adjustment (with the exception of tyre pressure) to the kart on the pre-grid is strictly forbidden – **NO TOOLS!**
- Any kart which needs mechanical assistance to start must do so at the rear of the grid and remain at the rear until after the race start irrespective the number of formation laps.



- e) Karts on the pre-grid are prohibited to return to the service park.
- f) During qualifying should a driver require assistance after the "30-second" signal in the timed qualification the 2 best laps will be annulled.

## 19. CLASSIFICATION AND AWARDS

The classification of the SARMC 2021 will be that of the relevant event / series regulations. Trophies will be awarded in each class for the first three finishing drivers of the final of the SARMC 2021 events/series.

## 20. PODIUM CEREMONY

The first 3 competitors must wear their overalls zipped up at prize giving ceremonies.

If caps are supplied by the organiser of the RMC 2021 they must be worn by the drivers during the podium ceremony.

The prize winners must 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 or videos of RMC races (including names and photographs of drivers) for advertising, publicity and public relations purposes.

## 21. NOTIFICATIONS AND STEWARDS DECISIONS TO DRIVERS / ENTRANTS

All notifications, summons and **Event Directors** decisions regarding a specific Driver / Entrant will be sent electronically to the Driver's / Entrant's mobile phone using an Application developed by ROTAX for this purpose, named ROTAX GLOBAL. Should this not be available on the day the current WhatsApp group system will suffice.

## 22. HOW DOES THE ROTAX GLOBAL APP WORK?

The ROTAX GLOBAL APP is free of charge and is available for download for IOS and Android.

The ROTAX GLOBAL APP requires internet access.

During driver's registration process Driver / Entrant will get his own and unique QR code (also known as EDIT code). With this code, Driver / Entrant will register in his/her mobile phone and the system recognizes that those are the registered persons as the official receivers of the notifications.

It is the responsibility of Driver / Entrant to keep this code confidential.

This ROTAX GLOBAL APP will communicate with the EVA Event Management system (EMS).

The EMS is the communication platform used internally by the organizer and the **Event Directors** and it will record the time that all the information / notifications will be sent to Driver / Entrant and also the time when the Driver / Entrant read the notification.

**NB: An Official WhatsApp group is currently used – please ensure that you are on it.**

## 23. COMMUNICATION FLOW

**Event Directors** will send the notification or decision via EMS to the Driver / Entrant and all the registered users will get this information immediately on their mobile phone.

When Driver or Entrant reads the notification the EMS immediately records the time at which the notification was read, thus officially confirming the notification sent to the Driver / Entrant.





During driver's registration, the organizer will provide all the important information how to use the App and how to register.

At the Drivers Registration, Entrant will sign a document stating that he/she will be responsible to register in the ROTAX GLOBAL APP all the starting numbers which he/she is responsible for as an Entrant, to check with the due diligence if he is receiving any notification and to guarantee that during the event period his mobile phone is connected to the network. Driver / Entrant must register with the QR code given during the driver's administration.

In case of loss, damage or battery failure of the mobile phone, it is Entrant's responsibility to register in another mobile phone, in order to assure he/she will receive the notifications and the steward's decisions.

In the event of internet failure in the paddock area, the Entrant / Driver will be notified personally.

**NB: An Official WhatsApp group per event is currently used – please ensure that you are on it.**

## 24. 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 sent to the ROTAX GLOBAL APP and also posted on the official notification board.

## 25. FINES

- A fine may be inflicted on any entrant, driver, assistant, organizer who does not respect the prescriptions of the officials of the event.
- In case of an exclusion (based on a decision of the panel of **Event Directors** of the event) from the event, the organizer reserves the right to charge a penalty.
- Fines imposed by the **Event Directors** must be paid immediately to the organizer.

## 26. PROTEST AND APPEALS

The right to protest lies only with the competitor / parent / guardian. They must be presented in writing to the race secretary within 30 minutes after the posting of the results of the qualifying practice and qualifying heats, as well as of the races of the final. They shall be accompanied by the protest or appeal fees as per the KSA WOMZA SKR's.

In accordance with Article 12.2.4 of the International Sporting Code, time penalties imposed by the Panel of **Event Directors** for infringements of the regulations are not susceptible to appeal.

## 27. ADVERTISING / BRANDING

Drivers are not allowed to expose brands of competing companies with those partners of the RMC 2021 (Rotax, Mojo and XPS).

This prohibition includes race overalls and other clothing and covers the entire period of the event (incl. prize giving ceremony and driver's parade).

A penalty of up to R 2 500 or scoring zero points for the event may be applied by the **Event Directors**.

## 28. PADDOCK RULES

A Paddock Observer will be appointed as a Judge of Fact in respect of the following paddock rules:

# REGULATIONS



## SARMC Sporting Regulations 2021 - Version V4



Starting of engines is only allowed in the Parc Ferme and pre-race area and engines may only be run there for a maximum of 5 seconds. A second offence may lead to exclusion. Circuits are encouraged to define an area outside of the pit area where the starting of engines for a maximum of five seconds is also permitted. Any competitor starting an engine outside this area, or exceeding the permitted running time, will be penalized with a fine of R 750. A report in this regard from any signed-on official will be sufficient evidence for a fine to be imposed.

It is strictly forbidden to smoke or to use any device which risks provoking fire in the Paddock area, the Servicing Parks, the Parc Ferme, the Assembly Area, on the starting grid or on the track (along the course). Offenders, including Officials, will be penalized by a fine of R 750 and may be asked to leave the circuit.

It is forbidden to cook in the Paddock, except with a special authorization from the Organizer.

Children under 7 years old who are not permanently accompanied will not be admitted in the Paddock Area.

Animals who are not kept on a leash will not be authorized on the location.

It is forbidden to use motorized vehicles (except authorized by the Organizer) such as mini- motorcycles, scooters etc., in the Paddock Area under the pain of exclusion.