

GLOBAL

**Rotax MAX Challenge
Sporting Regulation 2020**

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1. CATEGORIES, LICENCE, AGE AND WEIGHT

1.1 CATEGORIES

The categories available for the RMC 2020 are the following:

- 125 Micro MAX
- 125 Mini MAX
- 125 Junior MAX
- 125 Senior MAX
- 125 Senior MAX Masters
- 125 MAX DD2
- 125 MAX DD2 Masters

1.2 LICENCES

All licenses hereafter must be issued by an ASN which is a member of the CIK/FIA.

For RMC events a club-sport license, National license or International license grade C (depending on the requirements of the National ASN) is required.

For IRMC 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.

No one may take part in a Competition if he/she does not possess a Licence issued by his Parent ASN, or a Licence issued by an ASN other than his Parent ASN with the consent of his Parent ASN.

Each ASN shall issue Licences in compliance with the FIA regulations.

1.3 AGE LIMITS

125 Micro MAX

Age limits: the driver must have his/her **8th** birthday during the year of the event and must have his/her **12th** birthday after the year of the event.

Licence: club-sport license or National license (depending on the requirements of the National ASN).

125 Mini MAX

Age limits: the driver must have his/her **10th** birthday during the year of the event and must have his/her **14th** birthday after the year of the event.

Licence: club-sport license or National license (depending on the requirements of the National ASN).

125 Junior MAX

Age limits: the driver must have his/her **12th** birthday during the year of the event and must have his/her **15th*** birthday after the year of the event.

A driver with **15 years old during the year** of the event can participate in junior class if he/she holds a valid **International C-Junior** Karting Licence, according to Article 3.4.2 of the CIK International Karting Licences for Drivers

Licence:

For national RMC events a club-sport license, National license or International license grade C-Junior (depending on the requirements of the National ASN) is required.

For International RMC events an International license grade C-Junior 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.

125 Senior MAX

Minimum age: the driver must have his/her **14th * birthday** during the year of the event.

Licence:

For national RMC events a club-sport license, National license or International license grade C (depending on the requirements of the National ASN) is required.

For International RMC events an International license grade C, or higher and an International entrant license is required.

*If a driver is 14 years old during the year of the event, he/she must hold a valid International license grade C-restricted

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

125 Senior MAX Masters

Minimum age: the driver must have his/her **32th** birthday during the year of the event.

Licence:

For national RMC events a club-sport license, National license or International license grade C (depending on the requirements of the National ASN) is required.

For International RMC events an International license grade C or higher and an International entrant license is required.

125 MAX DD2

Minimum age: the driver must have his/her **15th** birthday during the year of the event.

Licence:

For national RMC events a club-sport license, National license or International license grade C (depending on the requirements of the National ASN) is required.

For International RMC 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.

125 MAX DD2 Masters

Minimum age: the driver must have his/her **32th** birthday during the year of the event.

Licence:

For national RMC events a club-sport license, National license or International license grade C (depending on the requirements of the National ASN) is required.

For International RMC events an International license grade C or higher and an International entrant license is required.

All drivers fulfilling these age limits and type of licences are eligible to qualify for the RMC GF 2020.

Each participant of the Rotax max challenge 2020 represents the nation whose ASN has issued him the license regardless to which nationality he belongs or in which country he has qualified.

1.4 SUMMARY AGE LIMITS

Age limit	MICRO	MINI	JUNIOR	SENIOR	SENIOR MAX MASTERS	DD2	DD2 MASTERS
	8 -11	10-13	12-14 (15) *	(14) * 15-99	32-99	15-99	32-99
Age groups	2009-2012	2007 - 2010	(2005) * 2006 till 2008	from 2005 (2006) *	from 1988	from 2005	from 1988

*... if the driver holds a Karting Licence, according to Article 3.4.2 of the CIK International Karting License's for Drivers

1.5 MINIMUM WEIGHTS

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

Minimum Weights	125 Micro MAX	125 Mini MAX	125 Junior MAX	125 Senior MAX	125 Senior MAX Masters	125 DD2 MAX	125 DD2 MAX Masters
(KG)	105	115	145	160	175	170	180

2. 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 RMCGF.

The RMCGF 2020 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 RMCGF 2020 is covered by ROTAX and its distributors.

Drivers can qualify via International or Nationals event providing the ROTAX sporting regulations 2020 and "ROTAX MAX CHALLENGE Technical regulations 2020" are followed in the RMC classes.

3. QUALIFICATION FOR RMCGF

125 Micro Max, 125 Mini MAX, 125 Junior Max, 125 Senior MAX/Masters and 125 DD2 MAX/Masters class: The overall winner of each national RMC class with authorisation in writing from ROTAX may qualify.

Additional drivers can qualify via international RMC.

The number of qualifying drivers must be defined in the sporting regulation of the respective race series.

DD2 MAX Masters: The overall winner of each national RMC, DD2 MAX Masters and/or Senior MAX-Masters class and/or the overall best placed master's driver (fulfilling the age limits for a Master's category following Rotax Sporting regulations 2020) of a national RMC in MAX or DD2 class with authorisation in writing from ROTAX may qualify.

Additional drivers can qualify via international RMC.

The number of qualifying drivers must be defined 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.

In order to be eligible to qualify for a RMCGF 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 RMCGFs 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.

4. 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 2020.

Ranking is: International / Continental (zone) / National with International participants * / National.

*.... 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 can participate in RMCGF 2020 in the higher ranked category only. Ranking is: DD2 MAX or DD2 MAX Master (depending on the age of the driver) / Senior Max or Senior Max Master (depending on the age of the driver) / Junior MAX / Mini MAX / 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.

5. GENERAL UNDERTAKINGS

Any special national / Continental (Zone) / International regulations must be submitted to the ASN / CIK-FIA with the original application for inclusion of the RMC 2020 on the National / Continental (Zone) / International calendar. Only with the approval of the ASN / CIK-FIA can such special regulations come into force.

The supplementary regulations of the RMC 2020 consist in standard regulations drafted in English, and possibly translated into other languages.

The right to associate the name of a company, organisation or commercial make to the RMC 2020 is exclusively reserved to ROTAX. Unless there is a previous written agreement from ROTAX, no organiser or group of organisers may indicate or make

believe that the said event is sponsored or financially helped either directly or indirectly by a commercial firm or organisation.

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

ANYTHING WHICH IS NOT STATED TO BE ALLOWED IS FORBIDDEN.

6. GENERAL CONDITIONS

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.

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.

7. RACING NUMBERS

Racing numbers shall comply with provisions of the FIA-CIK Technical Regulations or local ASN for National events.

Racing numbers for each category are:

- | | |
|--------------------------|------------|
| • 125 Micro MAX | 1 to 99 |
| • 125 Mini MAX | 101 to 199 |
| • 125 Junior MAX | 201 to 299 |
| • 125 Senior MAX | 301 to 399 |
| • 125 Senior MAX Masters | 601 to 699 |
| • 125 DD2 MAX | 401 to 499 |
| • 125 DD2 MAX Master | 501 to 599 |

All karts must have visible, at all time during the event, the four starting numbers (one on the back, one on the front, and one on each side of the kart).

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

The name and the country flag of the driver will always be presented on each side of the lateral bodywork and be clearly legible during all events.

The flag of the driver's nationality shall be that of the nationality of his race licence.

8. OFFICIALS

The officials will be appointed according the supplementary regulations published for the event. The clerk of the course, the race director, 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.

9. ELIGIBLE KARTS AND EQUIPMENT

The RMC 2020 is reserved for karts with ROTAX MAX engines in different configurations, as defined by the Global RMC 2020 Technical Regulations.

At the RMC 2020 each driver will be entitled to submit to scrutineering the equipment as defined in the Global RMC 2020 Technical Regulations.

9.1 CHASSIS

Chassis must be in accordance with the Global RMC 2020 Technical Regulations and the Supplementary 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".

9.2 ENGINE

Engine and its accessories must be used in accordance with the Global RMC 2020 Technical Regulations.

9.3 SAFETY EQUIPMENT

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

9.4 TYRES

Tyres as specified in the Global RMC 2020 Technical Regulations are the only tyres allowed for the RMC 2020.

9.5 FUEL

Fuel as specified in the Global RMC 2020 Technical Regulations is the only fuel allowed for the RMC 2020.

CIK FIA Approved synthetic 2-stroke oil (brand and type as specified in the "Global RMC 2020 Technical Regulations").

9.6 TRANSPONDER

The driver / entrant must have his own transponder and it is his / her responsibility to have it charged and functioning all the time whenever he / she will be on the track.

The use of the transponder is mandatory at all times from the first non-qualifying practice session of each driver and until the Final. It is the entrant / driver's responsibility to mount the transponder in the correct position.

The transponder must be fixed on the back of the kart seat and cannot exceed the positioning 40 cm in height from the ground.

By determination of the Chief Scrutineer, under approval of Stewards, the transponder positioning may be changed for one or for all drivers.

9.7 ONBOARD CAMERA

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

Selected drivers must 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.

10. SPORTING CHECKS AND SCRUTINEERING

- 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 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) All karts are checked by the organizer in accordance to ASN / CIK Technical Regulations and according the Global RMC 2020 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. 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 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.
- 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.
- l) At the Event, the event organiser and the stewards will check all licenses.

11. BRIEFINGS

- a) Location of the briefing will be published in the Supplementary Regulations.
- 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 Drivers / Entrants duty to enquire about time and place of the briefing and / or consecutive briefings. Time and detailed location will be posted in official posting 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 **EUR 150**, - or more which must be paid to the ASN hosting the event via the stewards, this will be charged to any entrant and driver whom does not attend the briefing.

12. RACE EVENT

Rotax Recommends the following format bellow

12.1 NON -QUALIFYING PRACTISE:

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.

The drivers shall be divided into two series for odd and even numbers. The use of transponders is mandatory from the beginning of the non-qualifying practice.

The number of non-qualifying sessions and time for each session will be defined in the Supplementary Regulations.

12.2 QUALIFYING PRACTISE

Number of sessions: one session for one group of odd numbers and one session for one group of even numbers.

Time per session: 8 minutes.

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.

If more than one driver has been excluded the starting positions will be done according CIK Specific Prescriptions article 18B.

The final classification of the Qualifying Practice will be established according article 18B of CIK Specific Prescriptions.

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

12.3 QUALIFYING HEATS

Number of laps for all categories: to be defined in the Supplementary Regulations
Groups will be divided according article 18C of CIK Specific Prescriptions.

Number of Qualifying Heats per group: 3

Starting positions for Qualifying Heats will be established according article 18 C of CIK Specific Prescriptions.

12.4 PRE-FINALS

Number of laps for all categories: to be defined in the Supplementary Regulations
After the Qualifying Heats the final results will be done according Article 18 C case B in the 2017 CIK Specific Prescriptions.

After Pre-Final, it will be established another classification, as follows:

Each driver will get the same points as for the Qualifying Heats, according his position on the race.

Total points will establish the classification for the Final, according Article 18 C case B of CIK Specific Prescriptions.

Only the first 34 classified drivers will be eligible for the Final. (the number of starters needs to respect the track licence limits)

In the event of a tie, the best classification of the Pre-Final will be considered.

If the tie remains, it is considered the best lap of the Pre-Finals.

A driver who was disqualified from the Prefinal will not be authorised to participate in the Final.

12.5 FINALS

Number of laps for all categories: to be defined in the Supplementary Regulations
The final classification of the event will be the classification of the final.

13. STARTING PROCEDURE

All categories will be rolling starts.

Drivers may only restart themselves and no assistance may be given.
Any driver who is present, with his/her kart, on the grid within the time limit will be considered as a starter.

14. STOPPING / RESTARTING A RACE

The procedure which will be used should it become dangerous to continue with a race will be a Suspension and Resumption of the race in accordance with CIK-FIA General Prescriptions Articles 2.20c, 2.21 and 2.22, not a Stopping and Restarting of the race as set out in the Global RMC Sporting Regulations. The race will therefore be suspended by the showing of red flags in accordance with General Prescriptions Article 2.21 and, if appropriate, resumed with a "SLOW" process in accordance with General Prescriptions Article 2.20c and 2.21.

Note: no reserve karts are permitted in the Servicing Park.

The race classification will be the finishing order at the showing of the chequered flag at the end of the resumed race.

15. 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).

16. PRE-GRID

- a) 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.
- b) Mechanics must clear the pre-grid immediately.
- c) Karts on the pre-grid must be ready to race, all further work and or adjustment (except for tyre pressure) to the kart on the pre-grid is strictly forbidden
– **NO TOOLS – except tyre pressure gauge**
- d) 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 respective 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 assistant after the "30-second" signal in the timed qualification the 2 best laps will be annulled.

17. SCALE / WEIGHING PROCEDURE

- a) The scale of the day will be in the "Servicing Park". This scale is the **ONLY** one which will be officially used and counted. The scale will be available from the first non-qualifying session.
- b) Driver needs to stand on the scale with all racing safety equipment
- c) Drinking water from a clear plastic bottle is allowed in the servicing park before weighing, however any driver pouring water over his/her head and race overall will be penalized with an additional 1 (one) KG on the weight of kart and driver
(i.e. Junior 145 + 1 = 146)

18. FRONT FAIRING

The use of a CIK FIA homologated Front Fairing and the CIK FIA homologated Front Fairing Mounting Kit of the bodywork homologation period 2015 – 2020 is mandatory, in accordance with CIK Specific Prescriptions, article 30 and CIK Technical Drawing No 2d. The provisions of CIK Specific Prescriptions, article 30 regarding mounting, installation, checking, reporting of breaches and application of penalties will be applied in full.

19. CLASSIFICATION AND AWARDS

The classification of the RMC 2020 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 RMC 2020 events/series.

20. PODIUM CEREMONY

The drivers classified 3rd, 2nd and 1st in the final winners determined according to supplementary regulations of each championship 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 zipped up at prize giving ceremonies.

If caps are supplied by the organiser of the RMC 2020 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 Stewards 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.

22. HOW DOES THE ROTAX GLOBAL APP WORKS?

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 stewards and it will record the time that all the information / notifications will be sent to Driver / Entrant and the time when the Driver / Entrant read the notification.

23. COMMUNICATION FLOW

Stewards 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/her 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.

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 posted on the official notification board.

25. FINES

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

26. PROTEST AND APPEALS

The right to protest lies only with the entrants. Protests and/or appeals must be in accordance with Article 13 and 15 of the International Sporting Code.

- Amount of the Protest fee: 900€

- Amount of the Appeal fee: 3000€.
- Amount of the international Appeal fee (FIA): 6.000€.

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 or as defined in the supplementary regulations.

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.

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

27. PADDOCK RULES

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

Starting of engines is only allowed in the Servicing Park and engines may only be run there for a maximum of 5 seconds. A driver starting an engine outside this area, or exceeding the permitted running time, will be penalized with a fine of 150€. A second offence may lead to exclusion.

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 **125 €** and may be asked to leave the circuit. This includes the use of electric cigarettes / vaporisers.

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 in 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.

28. FIRE EXTINGUISHERS

For safety reasons the organizer will provide all the servicing park area and pre-grid with the necessary and enough quantity of fire extinguishers.

29. CODE OF CONDUCT FOR DRIVERS

- a) All participants must play within the rules and respect race officials and their decisions.

REGULATION

- b) All participants must respect the rights, dignity and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.
- c) All participants must encourage and take responsibility for their actions at all times.
- d) 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.
- e) 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.
- f) 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.
- g) 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.
- h) 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.
- i) 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.
- j) 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.
- k) 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.
- l) 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.

30. PENALTY CATALOGUE

Participants, who commit an irregularity, shall be punished with a penalty according to the bellow 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.

There is no route for appealing a Stewards Decision. The breaches and penalties below do not restrict the Stewards from imposing further penalties, in accordance with the general regulations, if they deem the incident justifies it. (see table on the next page)

REGULATION

DESCRIPTION	PENALTY
Gaining an Unfair Advantage	Up to 5 seconds
Driving in a manner incompatible with general safety	Up to 10 seconds, Race or Meeting disqualification
Contravention of flag signal before or after Race - ¼ Black/Yellow / Yellow	Up to 5 seconds
Contravention of flag signal during Race - ¼ Black/Yellow / Yellow	Up to 10 seconds
Contravention of flag signal - Ignore Technical Flag Twice	Black Flag
Contravention of flag signal - Black Flag (ignored more than once)	Race or Meeting Disqualification
Abusive Language, Behavior or Assault - (license penalty points imposed)	Race or Meeting Disqualification (4 or 6 points)
Failure to attend Drivers' Briefing	Fine of 150€
Failure to obey an Official of the Meeting	Race or Meeting Disqualification
Scrutineer Non-Compliance Report, vehicle or component ineligible	Race or Meeting Disqualification
Underweight	Race Disqualification
Failure to report to Scrutineering	Race Meeting Disqualification
Incorrectly positioned front fairing - Qualifying practice	Deletion of fastest time
Incorrectly positioned front fairing - race	5 Seconds penalty
Attempting to tamper with or reattach the front fairing during race / timed qualifying	Race Disqualification
Intentionally reattaching the front fairing after chequered flag	Meeting Disqualification & Consideration of Referral to ASN

REGULATION

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 tyres before the start has been released. Leaving = the tyres 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 tyres before the start has been released. Leaving = the tyres 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>

REGULATION

<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 tyres next to rear tyres) 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		

REGULATION

<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 tyres next to rear tyres) 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>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		

REGULATION

<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>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		

----- END OF SPORTING REGULATIONS -----

REGULATION