Global Rotax MAX Challenge

Sporting Regulation 2025

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1. GENERAL

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

ROTAX MAX Challenge

Describes the concept of the ROTAX 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.

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 RMC event shall be run in accordance with the RMC Series Sporting Regulations, the RMC 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 the RMC Sporting regulations and RMC Technical regulations require the written approval of ROTAX following the agreement of the ASN presenting the series and or the CIK / FIA.

ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN.

2. REGULATIONS

The Event shall be run in accordance with:

- the FIA International Sporting Code and its appendices
- the FIA and CIK-FIA official Bulletins
- the CIK-FIA Technical Regulations
- the General Prescriptions applicable to CIK-FIA Karting International Events (Chapter 4.1 of the International Karting Regulations)
- the Global Rotax MAX Challenge Technical Regulations 2025
- the Global Rotax MAX Challenge E20 Technical Regulations 2025

  the official Bulletins
- these Global Rotax MAX Challenge Sporting Regulations 2025

All drivers, entrants and officials participating in the RMC 2025 undertake, on behalf of themselves, their employees, and agents, to observe all these regulations.

The final text of these Global RMC 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.

Rotax reserves the right to amend this regulation.

3. CATEGORIES, LICENCE, AGE AND WEIGHT

3.1 CATEGORIES

The categories available for the RMC 2025 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
- E20 SENIOR MASTERS
- E20 SENIOR
- E20 JUNIOR

3.2 LICENCES

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

For RMC events a club-sport licence, National karting licence, or international licence grade (depending on the requirements of the National ASN) is required.
For IRMC events an international karting licence grade G or E, F (depending on category) and an international entrant licence is required.

Note

Drivers who are still under aged (and therefore do not have full legal capacity) cannot be their own entrant.
A competitor must hold a valid licence issued by his parent ASN, or a licence issued by an ASN other than his parent ASN (this licence is only valid for use with written permission from his parent ASN).

3.3 AGE LIMITS

Each participant of the Rotax Max Challenge 2025 represents the nation whose ASN has issued him the licence regardless to which nationality he belongs or in which country he has qualified.
All drivers fulfilling these age limits and type of licences are eligible to qualify for the RMCGF 2025.

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 licence or National licence (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 licence or National licence or International G licence (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 **14th*** birthday (reaching their 14th birthday during the calendar year).

A driver with 15 years old during the year of the event can participate in Junior MAX category **ONLY** if he/she is placed on the official CIK FIA list for special licence cases to be eligible to hold a valid International G Karting Licence, according to Article 3.4.1 of the CIK INTERNATIONAL DRIVERS' LICENCES FOR KARTING DRIVERS & CODE OF DRIVING CONDUCT

Licence:
For national RMC events a club-sport licence, National licence or international licence grade G karting (depending on the requirements of the National ASN) is required.

For International RMC events an international licence grade G karting and an international entrant licence is required.

Note

Drivers who are still under aged (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 licence, National licence or international licence grade F or E karting (depending on the requirements of the National ASN) is required.

For International RMC events an international licence grade F or E karting licence, and an international entrant licence is required.

*If a driver is 14 years old during the year of the event, he/she must hold a valid international licence grade F karting according to CIK FIA INTERNATIONAL DRIVERS' LICENCES FOR KARTING DRIVERS & CODE OF DRIVING CONDUCT, article 3.4.2

Note

Drivers who are still under aged (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 **32nd** birthday during the year of the event.

Licence:

For national RMC events a club-sport licence, National licence, or international licence grade E karting (depending on the requirements of the National ASN) is required.

For International RMC events an international licence grade E karting and an international entrant licence 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 licence, National licence, or international licence grade E karting (depending on the requirements of the National ASN) is required.

For International RMC events an international licence grade E karting and an international entrant licence is required.

Note

Drivers who are still under aged (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 **32nd** birthday during the year of the event.

Licence:

For national RMC events a club-sport licence, National licence, or international licence grade E karting (depending on the requirements of the National ASN) is required.

For International RMC events an international licence grade E karting and an international entrant licence is required.

E20 JUNIOR

Age limits: the driver must have his/her **12th** birthday during the year of the event and must have his/her **14th*** birthday (reaching their 14th birthday during the calendar year).

A driver with 15 years old during the year of the event can participate in Junior MAX category **ONLY** if he/she is placed on the official CIK FIA list for special licence cases to be eligible to hold a valid International G Karting Licence, according to Article 3.4.1 of the CIK INTERNATIONAL DRIVERS' LICENCES FOR KARTING DRIVERS & CODE OF DRIVING CONDUCT

Licence:

For national RMC events a club-sport licence, National licence or international licence grade G karting (depending on the requirements of the National ASN) is required.

For International RMC events an international licence grade G karting and an international entrant licence is required.

~~Minimum Age: The driver must have his/her **12th** birthday during the year of the event and must have his/her **16th*** birthday after the year of the event.~~

~~A driver with **15 years old during the year** of the event can participate if he/she holds a valid **International G** Karting Licence, according to Article 3.4.1 of the CIK International Karting Licences for Drivers~~

~~A driver with **16 years old during the year** of the event can participate if he/she holds a valid **National** Karting Licence:~~

~~For national RMC events a club-sport license, National licence, or international license grade G Karting (depending on the requirements of the National ASN) is required.~~

~~**Note**~~

~~Drivers who are still underage (and therefore do not have full legal capacity) cannot be their own entrant.~~

E20 SENIOR

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

Licence:

For national RMC events a club-sport licence, National licence, or international licence grade E karting (depending on the requirements of the National ASN) is required.

For International RMC events an international licence grade E karting and an international entrant licence is required.

*If a driver is 14 years old during the year of the event, he/she must hold a valid international licence grade F karting according to CIK FIA INTERNATIONAL DRIVERS' LICENCES FOR KARTING DRIVERS & CODE OF DRIVING CONDUCT, article 3.4.2

Note

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

E20 MASTERS

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

Licence:

International licence grade E karting and an international entrant licence is required.

3.4 SUMMARY AGE LIMITS

	MICRO	MINI	JUNIOR	SENIOR	SENIOR MAX MASTERS	DD2	DD2 MASTERS	E20 SENIOR	E20 JUNIOR	E20 MASTERS
Age limit	8-11	10-13	12-14 *(15)	15+ *(14)	32+	15+	32+	15+ *(14)	12-16 *(15)	32+
Age groups	2017 2014	2015 - 2012	2013 till 2011 *(2010)	from 2010* (2011)	from 1993	from 2010	from 1993	2010 *(2011)	2013 till 2009 *(2010)	From 1993

***…. if the driver holds a Karting Licence, according to Article 3.4.2 and 3.4.3 of the CIK International Karting Licence's for Drivers**

3.5 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	E20 JUNIOR *	E20 SENIOR *	E20 MASTERS *
(KG)	105	115	145	162	175	175	180	200	220	224

Note

When both DD2 categories (125 DD2 MAX and 125 DD2 MAX Masters) are run inside a combined starting grid, the 175KG weight limit may be applied to both categories.

4. ELIGIBLE DRIVERS

RMCGF 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 2025 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 2025 is covered by ROTAX and its distributors. (Except E20 class)

Drivers can qualify via International or Nationals event providing the ROTAX MAX CHALLENGE Global sporting regulations 2025 and "ROTAX MAX CHALLENGE Global Technical regulations 2025 / RMC Global Technical Regulations E20" are followed in the RMC classes. With prior pre agreement ROTAX selected distributors can utilise the seat allocation to nominate loyal ROTAX customers to participate at the RMCGF 2025.

ROTAX reserves the rights to manage participation for E20 events as it sees fit.

5. 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.

E20 RMCGF tickets will be awarded to the champions of E20 events or championships as defined in the event specific regulations. The prize is non-transferable.

Additional drivers can qualify via international or National 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 Global Sporting regulations 2025) of a national RMC in MAX or DD2 class with authorisation in writing from ROTAX may qualify.

At any time ROTAX reserves the right to offer wild cards or loyal ROTAX customer 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 RMCGF 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 RMCGF.

ROTAX reserves the rights to manage qualification for E20 events as it sees fit.

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.

The driver/entrant must not be involved in ongoing court proceedings (ongoing sporting or civil lawsuits somehow related to the RMCGF 2025 which prohibits a result) after the registration deadline, neither as a prosecutor nor as a defendant, otherwise the next placed driver is allowed to register in his/her place.

6. OTHER RULES

A driver can only win one RMCGF per year, this will be the first ticket the driver wins in the racing season defined by the date of the final.
If a driver competes in a higher ranked category the driver is eligible to qualify for the RCMGF in the higher ranked category. If this situation arises the lower ranked category ticket is passed down to the next eligible driver in the series / event it was awarded at.

Category Ranking is:

1. E20 Senior/E20 Master (depending on the age of the driver)
2. E20 Junior
3. DD2 MAX or DD2 MAX Master (depending on the age of the driver)
4. Senior Max or Senior Max Master (depending on the age of the driver)
5. Junior MAX
6. Mini MAX
7. 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 RMCGF tickets for sale, the RMCGF tickets are offered as rewards for ROTAX drivers around the world.

*Not applicable to the E20 category

E20
If a driver qualifies to race at the RMCGF in one of the categories listed above and the E20, the driver must notify ROTAX via email immediately after acquiring the second ticket which RMCGF category, they wish to participate in.
Once this email is received and accepted in return by ROTAX the decision is final and cannot be reversed.
(Email: Sara.Jernejc@brp.com)

The Qualification priority for E20 RMCGF 2025 tickers is as follows:

- Championship or Event winner
- Voucher winners.
- Drivers that drove, at least, one event in 2025 season in E20
- Open entry

All the remaining seats will be available on open registration following the requirements of these regulations.

7. 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 2025 on the National / Continental (Zone) / International calendar. Only with the approval of the ASN / CIK-FIA such special regulations can come into force.

The supplementary regulations of the RMC 2025 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 2025 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.

8. 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.

9. RACING NUMBERS AND NAME OF THE DRIVER

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

The name of the Driver and nationality shall appear on each side of the lateral bodywork and be clearly legible, in accordance with Article 3.7 of the FIA Technical Regulations. At the RMCGF, it must also appear in large letters on the drivers race overall, at the top of his back and on each of his legs.

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

All karts must have visible, at all times 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.

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 DD2 MAX 401 to 499

- 125 DD2 MAX Master 501 to 599
- E20 JUNIOR 601 to 699
- E20 SENIOR 701 to 799
- E20 MASTERS 801 to 899
- 125 Senior MAX Masters 901 to 999

10. OFFICIALS

The officials will be appointed according to 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.

11. ELIGIBLE KARTS AND EQUIPMENT

The RMC 2025 is reserved for karts with ROTAX MAX engines in different configurations and E20 Electric vehicles, as defined by the Global RMC 2025 Technical Regulations / RMC Global Technical Regulations E20 2025.

At the RMC 2025 each driver will be entitled to submit to scrutineering the equipment as defined in the Global RMC 2025 Technical Regulations / RMC Global Technical Regulations E20 2025.

Chassis must be in accordance with the RMC Global Technical Regulations 2025 / RMC Global Technical Regulations E20 2025 or the 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”.
E20, The ROTAX race manager may at any time exchange a complete vehicle or any of its components for a competitor.

11.1 ENGINE / ELECTRIC POWERTRAINS

Engine and its accessories must be used in accordance with the RMC Global Technical Regulations 2025 / RMC Global Technical Regulations E20 2025.

11.2 BRAKES

The brakes must be homologated by the CIK-FIA. And as specified in Rotax Global Technical Regulations 2025 / RMC Global Technical Regulations E20 2025.

11.3 SAFETY EQUIPMENT

Helmets, gloves, rib protectors, boots, race overalls must all be approved under the FIA-CIK Technical Regulations Article 7.

The use of karting body protection according to FIA Standard, and of the correct size in relation to the Driver´s height shall be mandatory for all drivers at all international karting events.

11.4 TYRES

Tyres as specified in the RMC Global Technical Regulations 2025 / RMC Global Technical Regulations Project E20 2025 are the only tyres allowed for the RMC 2025.

11.5 FUEL

Fuel as specified in the Global RMC Technical Regulations 2025 is the only fuel allowed for the RMC 2025.
CIK FIA Approved synthetic 2-stroke oil (brand and type as specified in the “Global RMC Technical Regulations 2025 ").

11.6 GEAR / SPROCKET

Valid for all RMC events.

Fixed:
MICRO MAX:
Engine Sprocket: 14t
Rear Sprocket: 72t

MINI MAX:
Engine Sprocket: 13t
Rear Sprocket: 80t

11.7 EXHAUST / ISOLATING MATTING: MICRO MAX/ MINI MAX

Valid for all National, National with international Participation, Zone, or International RMC events

a) Each entrant has to purchase a new isolation matting through the organisation during the registration (voucher system). During scrutineering all drivers, mechanics or entrant must come with a dismounted and disassembled (without isolation matting) exhaust to the scrutineer. The exhaust has to be clean.
b) The exhaust will be controlled by the technical scrutineer in accordance with the RMC Global Technical Regulations prior to assembly.
c) The exhaust must be fitted with this new isolation matting provided by and in the presence of the technical Scrutineer.
d) Once the isolation matting is fitted, the exhaust will be sealed with a barcode seal by the technical scrutineer. Also, the race number of the driver will be marked on the exhaust.

This exhaust is the only exhaust allowed to be used by the driver until the end of the event. *

* If during the event an exhaust becomes damaged, at the decision of the chief scrutineer the driver can exchange the exhaust for a replacement exhaust and repeat steps A, B, C and D as above prior to leaving the parc fermé area. The seal must be removed from the damaged exhaust and the exhaust must be checked in accordance with the RMC Global Technical Regulations prior to the replacement exhaust being sealed and used.

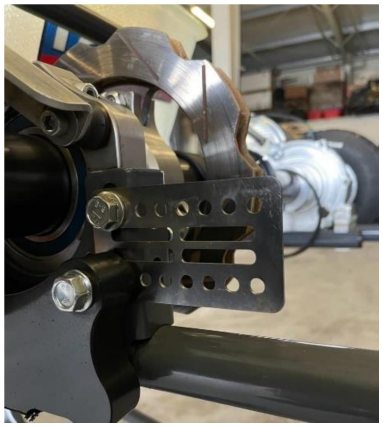
11.8 TRANSPONDER

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.

For the combustion engines category's, the transponder must be fixed on the back of the kart seat and cannot exceed the positioning 40 cm in height from the ground.

For E20 The transponder must be fixed on the back of the kart with the ALU holder in accordance with the picture (AMB **/ MyLaps TranX Style Red)**



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

11.9 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 with 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.

12. 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 with ASN / CIK Technical Regulations and according to the RMC Global Technical Regulations 2025 / RMC Global Technical Regulations 2025 Project E20.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 dismounted 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 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 licences.

13. BRIEFINGS

Location of the briefing will be published in the Supplementary Regulations.

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.

Extra meetings may be organised if this is deemed necessary.

The Entrants' and Drivers' Briefing is a meeting organised by the Clerk of the Course or the Race Director for all Entrants and Drivers entered in the Competition.

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.

Aim of the Briefing: to remind Entrants and Drivers of the specific points of the Supplementary Regulations concerning the organisation of the Competition; 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.

The presence of all concerned drivers and entrants 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. If a driver misses the briefing, before they can be allowed to continue the event, a mandatory fine of **EUR 125**, - or more which must be paid to the ASN hosting the event via the stewards, this will be charged to any entrant and driver who does not attend the briefing.

14. PARC FERME

a) Only those Officials charged with the checks may enter the Parc 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 Parc Fermé regulations will apply for the area between the Finish Line and the entrance to the Parc Fermé.
c) The Parc Fermé shall be large and protected enough to ensure that no unauthorized person may have access to it.

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. RACE EVENT

Rotax Recommends the following format below.
The event should comprise non-qualifying practice, qualifying practice, pre-final, final as a minimum.

17.1 NON -QUALIFYING PRACTICE:

The discipline applied in the Servicing Parks and on the track as well as the safety measures will be the same for all practice sessions as those applied for Qualifying Heats and the races of the final phase.

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. No Driver may take the start of a Race without having participated in at least one Free Practice session. If there is a full grid of drivers, 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.
The Clerk of the Course or the Race Director may interrupt Practice as often and for as long as he deems it necessary for the clearance of the track or the removal of a kart. Further, if, in the Stewards' opinion, the stop is deliberately caused by a Driver, the times he has achieved in that session may be cancelled and he may be refused the authorisation to participate in any other Practice session. In the case of Free Practice only, the Race Director or the Clerk of the Course, with the Stewards' agreement, may decide not to resume the Practice session after such an interruption.

Should one or several Practice sessions be interrupted in such manner, no protest relating to the possible effects of this interruption on the qualification of Drivers would be accepted.

17.2 QUALIFYING PRACTICE

Drivers who have passed Scrutineering are allowed to attend Qualifying practice.
Duration of the Qualifying practice for all categories specified in Supplementary regulations.

Each series will comprise a maximum number of 36 Drivers.

Every lap completed during the Qualifying Practice sessions will be timed to determine the position of Drivers at the start.
The use of transponders is mandatory.
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.

The karts placed on the "Pre-Grid" must be ready to race.
During the session, Drivers will take the start when they choose Any Driver having crossed the line drawn at the exit of the "Pre-Grid „will be considered as having started, and the drivers lap time will be taken into account, whatever the circumstances. Any lap fully covered is counted. The time retained is that of the best lap covered during the session. Any ties will be decided by the 2nd best time set by each Driver, and so on in the case of further ties.

If the number of drivers is less than 30 it will be done in one group, otherwise it will be divided in 2 groups (group 1 and group2).

The final classification of Qualifying Practice will be drawn up as follows.

a) **If there is only one series:**
the grid will be drawn up in the order of the fastest time achieved by each Driver.
b) **If there are two 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 time 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.

c) **If there are three series**
1st place 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 fastest time of the 3rd series,
4th place to the 2nd fastest time of the 1st series,
5th place to the 2nd fastest time of the 2nd series, and so on. - And so, on according to the same principle if there are further series.
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 shall take the start at the end of the grid. If several Drivers are in that situation, their starting positions shall be decided by drawing lots.
Pushers are not allowed to help drivers once they have crossed the line drawn at the exit of the start area. DNS competitors will be placed in front of EXC competitors If a Driver stops in the" Repair Area" or in the" Finish Park", it will be final. He/she will not be allowed to restart.

17.3 STARTING GRID

FIA-CIK International Sporting Code, CIK-FIA General Prescriptions Article 2.19

At the end of the final Qualifying Practice session, the list of qualified Drivers as well as the starting grids will be officially published.

Only these Drivers will be allowed to take the start of the Qualifying Heats, Superheat or Pre-final and/or of the final phase.

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 "Pre-Grid ", who will advise the Clerk of the Course or the Race Director as soon as he has the opportunity.

The grids will be drawn up in accordance with the fastest time achieved by each Driver, taking into account the Qualifying Practice session(s). 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.

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 or the Race Director as soon as he reaches the "Pre-Grid ". 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 designated in the Supplementary Regulations of the Competition 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.

Access to the Pre-Grid area from the servicing park will end as stated in the official timetable 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 decision 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 tire pressures, which can be adjusted by the driver or his/her mechanic and by using his/her own means (tire pressure gauge), tire pressure adjustment must stop without delay when the "3 minutes" board is shown and an audible warning is given, at this time the mechanic must leave the Pre Grid area immediately.

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 tires to the assembly area.

The mechanics will have to clear the “Pre-Grid “area three minutes before the time scheduled for the start of the race. If a driver is unable to start from the “Pre Grid “ area after the display of the green flag and/or light and if he requests the intervention of a mechanic, he will be authorized to leave the “Pre Grid” area only on the orders of a marshal and he will take the start from the back of the formation when the start at the start/finish line is given, respective of the number of formation laps. No additional time will be allowed to a driver who has not respected these instructions.
Any Driver who is present, with his/her kart, on the grid within the time limit will be considered as a starter.

17.4 STARTING GRID PROCEDURE ON THE TRACK

In certain circumstances, the karts will have to be placed on the grid on the track. This scenario will be specified in the time schedule of the Competition.

Access to the “Pre-Grid” area from the servicing park will end as stated in the official timetable. 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 decision 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 tire pressures, which can be adjusted by the driver or his/her mechanic and by using his/her own means (tire pressure gauge).**
Once the gate is closed (servicing park to “Pre-Grid” area) each driver with his kart placed on a trolley and pushed by his “A” mechanic will leave the Pre-Grid 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 tire pressures) are strictly forbidden Tire pressure adjustment must stop without delay after the “3 minutes”-board followed by the audible warning, at this time the mechanic must leave the Pre-Grid immediately. Interviews may no longer take place once the three-minute board has been shown.

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.

“30-second” signal: 30 seconds after this signal, the green flag 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.

Should a Driver require assistance after the “30-second” 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” Repair Area”, and the Mechanic may work 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” Repair Area” immediately.
If a Driver starts from the” Repair 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/her position.

17.5 STARTING PROCEDURE

The start signal should be given by means of lights.
All categories will have rolling starts with the exception of E20 which will be standing start only.

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.
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.
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.
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 pre grid only at the orders of the clerk of the course or of the officer in charge of the pre grid area.

The number of formation laps for all categories to be defined in briefing.
According to the instructions given at the Briefing, karts will cover approximately one Formation Lap 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 disqualification 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.

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. It is forbidden to use any course other than the track used during the race to regain his start position.

If he considers that a Driver has been immobilised as a result of another Driver’s mistake, the Clerk of the Course or the Race Director 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.

As soon as Clerk of the Course or the Race Director is satisfied with the formation 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 another Formation Lap must be covered.

At the end of the Formation Lap (number defined in supplementary regulations), Drivers will proceed forward at a reduced and constant speed towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track. A Driver crossing the lanes is liable to be sanctioned by the Stewards, on the basis of a time penalty of 3 seconds for partly crossing the lanes and of 10 seconds for completely getting out of the corridor. When the karts approach, the red lights 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 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 re-join 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.
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.

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 FIA General Prescriptions.
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

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.

The stewards may use any video or electronic system likely to help them to take a decision. The steward's 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.

E20 STANDING START:

The start signal shall be given by means of lights or flag.

The start will be of the «standing» type. The regulations for "Standing start for karts with clutches and with gearbox" of the FIA Karting general regulations apply. The grid being constituted of two lines of karts.

At the end of their Formation Lap, Drivers will take their starting positions and the Clerk of the Course, his deputy or the Race Director will be on the Starting Line raising a red flag. All lights will remain switched off until the last kart has taken its position on the grid.

When all karts are immobile on the grid, a Marshal will display a green flag at the end of the grid. The Clerk of the Course, his deputy or the Race Director and the Marshal will evacuate the track together and the Drivers will then be at the orders of the Clerk of the Course or of the Race Director. The Clerk of the Course or the Race Director will launch the automated 4-red-light switching on sequence (which lasts 4 seconds). The start will be considered as given at the switching off of the red lights manually operated by the Clerk of the Course or the Race Director within the next 2 seconds. In a case of combined grids (E20 Juniors, E20 Seniors/E20 Masters), the Start can be also given with the meaning of Nation flag.

Any movement of the kart during the starting procedure (movements while the red lights are on) that is evaluated as a false start will be punished with a minimum 5-second penalty.

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. If a Driver is unable to start, he must remain in his kart and notify this situation by raising his arm. In this case, an additional Formation Lap may be granted; any Drivers who have been unable to start will be allowed to get out of their karts and restart only by their own means and once the whole field has passed them. They will not be authorised to regain their original position in the formation and will take the start from the back of it. No other Drivers will be allowed to occupy the places which have remained vacant. Drivers can only go back on the track after the start of E20 Junior category was given.

During the Formation Lap(s), it is forbidden to practice start simulations. If it is necessary to interrupt the starting procedure, the Clerk of the Course or the Race Director will show a waved red flag, indicating to the Drivers that they must switch off their karts.

Drivers may only restart themselves and no assistance may be given. (Except from official E20 Rotax track safety team members).
Any driver who is present, with his/her kart, on the grid within the time limit will be considered as a starter.

Depending on the number of drivers, E20 Junior and E20 Senior/E20 Masters category can have start done in two different phases (on same starting grid): The first start will be only for E20 Senior/E20 Masters category, and 15 to 25 seconds later it will be the start for E20 Junior category.

E20 will have half of formation lap. Any additional Formation laps are forbidden, any movement of the kart during the starting procedure (movements while the red lights are on) that is evaluated as a false start will be punished with a minimum 5-second penalty.

In order to regain one's position, it is forbidden to use any course other than the track used during the race. A Driver who is delayed will have the possibility of regaining his grid position until the red starting lights are switched on.

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.

START DELAYED.

If the clerk of the course considers for 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 tire 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.

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 .The race will 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.
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 start / finish line. Simultaneously, red flags will be shown at marshal's 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:

Case 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.

Case B: during the qualifying heats, all karts will immediately reduce their speed and go to the «Finish» servicing park entrance or stop on the track at the place designated during the briefing, 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.

Case C: during a race of the final phase, all karts will immediately reduce their speed and go to the «Finish» servicing park entrance or stop on the track at the place designated during the briefing, 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.

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:

a) Less than 2 laps. No points will be awarded. If the race can be restarted, the article of CIK-FIA General Prescriptions will apply.
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 CIK-FIA General Prescriptions will apply. Should this not be possible, half the points will be awarded.
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)

a) Working on karts will be allowed only in the Repair Area; the only persons allowed to intervene on a kart are the Driver himself and his appointed Mechanic, holder of the appropriate pass. Refuelling will not be allowed. All karts must be ready at the 3 minutes board.
b) After a suspending situation, the delay will be kept as short as possible and as soon as resuming time is known, Drivers will be informed. In all cases at least a 10-minute warning will be given. Boards will be presented 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds before the resumption. Each signal will be accompanied by an audible warning.
c) The Race or Heat will be resumed with the “SLOW” process and Article 2.20 (CIK-FIA General Prescription). 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 Repair Area when the red flag was shown will be allowed to take the new start.
d) Resuming start positions will be determined by the finishing order at the end of the lap before the one on which the race was suspended.

17.6 RESUMING A RACE WITH “SLOW PROCESS”

If a Race is suspended under FIA General Prescription, the resuming procedure will be conducted with the “SLOW” process.
At the order of the Race Director, Drivers will proceed to start in a neutralised situation for one or more laps.
The Marshals’ Posts will display “SLOW” boards with static yellow flags.
If the formation is satisfactory, the Race Director or the Clerk of the Course will signal the resuming of the Race by means of a waved green flag at the Line.
Overtaking will remain prohibited until the karts have crossed the Line.

On approaching the Line, where a green flag will be waived 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 Marshals' Posts will then be withdrawn and replaced by waved green flags. These flags will be displayed for a maximum of one lap.

17.7 SUSPENDING A PRACTICE OR RACE

Should it become necessary to suspend the Practice or Race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director (if nominated) or the Clerk of the Course (or, if he had to leave, by his deputy) 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 suspend the race or practice may be taken only by the Race Director (if nominated) or 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 Servicing Park, and all karts abandoned on the track shall be removed; Practice will be resumed as soon as possible to meet the original Practice time.

b) During the Race:
All karts will immediately reduce their speed and proceed as directed by the Race Director (if nominated) or the Clerk of the Course (or, if he had to leave, by his deputy).

c) To the" Repair Area":
At this point changes and adjustments are allowed including the introduction of replacement equipment – provided that was placed within" Start Servicing Park" prior to the original race start, refuelling is allowed.
In case of restart procedure "more than 2 laps but less than 75% of the race distance":
If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the race was suspended, in all situations a time penalty of
5 seconds will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal.

d) Stop on the track at the place designated in the briefing:
When instructed by the Race Director (if nominated) or the Clerk of the Course (or, if he had to leave, by his deputy) no changes or adjustments can be made to the original equipment (except to reset the front fairing in the correct position under the supervision of the Scrutineers) and refuelling or chassis/engine changes are not permitted. All karts must be ready at the 5 minutes board. Karts not available at this time will start from the pit lane once the race start has been given.

The classification of the Race at the moment of the suspension will be the classification when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped and any front fairing penalty will be taken into account – and will determine the single file starting grid should the race be resumed (see Article 2.22 CIK FIA General Prescription).

RESTART PROCEDURE

a) **LESS THAN TWO LAPS**
The original start will be deemed null and void and all competitors who are able to restart the race will do so in their original grid positions – a normal start procedure will be adopted. The length of the new race will be the full original race distance.

b) **MORE THAN 2 LAPS BUT LESS THAN 75% OF THE RACE DISTANCE** (Rounded up to the nearest higher whole number of laps)
If the Race can be resumed (at the discretion of the Race Director (if nominated) or the Clerk of the Course (or, if he had to leave, by his deputy), Article 2.22 CIK FIA General prescription will apply. The single file grid will be determined by the finishing order when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped. Only karts in the Repair Area at the time when

the Race was stopped by the red flag, will be allowed to take the restart. Should a restart of a race in the final phase not be possible, half championship points will be awarded for this race.

c) **NO RESTART PROCEDURE**
75% OR MORE OF THE DISTANCE OF THE RACE (Rounded up to the nearest higher whole number of laps).

The race will be called complete – 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. In case of a race in the final phase, full championship points will be awarded for this race.

17.8 NEUTRALIZATION 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 neutralizes the qualifying heat or race, all observer's 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 re-join the track only when authorized to do so by a marshal. A kart re-joining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart. Overtaking is strictly prohibited.
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 waived 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 checkered flag as usual, without being allowed to overtake. Overtaking will be permitted only if a kart slows down because of a serious problem.

17.9 QUALIFYING HEATS

Duration for all categories to be defined in supplementary regulations.
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: More than 36 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 maxima. Each group must compete versus all the other groups (groups A, B, C, D).

As an example for (Case B 4 groups), 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.
- 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 (not present in Pre-Grid with kart) 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.

Ranking after heats:
At the end of the qualifying heats will be done “A RANKING AFTER HEATS”. The ranking is the sum of the qualifying heats points and sorted on least points, in case of an ex-aequo the better position from the qualifying practice will be decisive. Championship points will be assigned as showed in the table below:

Position	1	2	3	4	5	6	7	8	9	10	From position 11 to the end
Points Ranking after Heats	55	52	50	49	48	47	46	45	44	43	A drop down of 1 point 42, 41, …. From position 53 each competitor will get 1 point

In case of combined grid in any of the categories), the points for all elements of the event have to be calculated for each class separately. (Qualification, Heat, Finals etc)

Case A: If only 39 starters or less are qualified, no second chance heat will take place. Drivers on position 1-36 are qualified for Final 1, the ranking after heats determines the start positions.

Case B: If 40 or more starters are qualified, a second chance heat will take place. Drivers on position 1-30 are qualified for Final 1, the ranking after heats determines the start positions. Drivers on position 31-66 will drive a second chance heat, the ranking after heats determines the start positions.

17.10 SECOND CHANCE HEAT

Numbers of laps to be defined in Supplementary regulations
Second Chance heats, if necessary, drivers on position 1-6 move up to Final 1 and getting start position 31-36 for Final 1, according to their race position.

17.11 PRE-FINALS

Duration of the pre-final for all categories to be defined in the Supplementary Regulations

36 Drivers are qualified from “Ranking after heats” and “Second Chance Heat”.

Position	1	2	3	4	5	6	7	8	9	10	From position 11 to the end
Points Ranking after Heats	55	52	50	49	48	47	46	45	44	43	A drop down of 1 point 42, 41, …. From position 53 each competitor will get 1 point

Drivers with kart which will be present in the pre-grid will be counted as started and get points (see table

above), drivers which will be disqualified of the Pre-final will get no points. A blank result due to a disqualification may not be discounted.
Any driver who has not covered all the laps scheduled, even if he has not finished the Pre-final, will be classified according to the number of laps he has actually completed.
The pre-final finishing order determines the start position for the Final

17.12 FINALS

36 Drivers are qualified from Pre-final.

Position	1	2	3	4	5	6	7	8	9	10	From Position 11 to the end
Point - Final	55	52	50	49	48	47	46	45	44	43	A drop down of 1 point 42, 41, …. From position 53 each competitor will get 1 point

Drivers with kart which will be present in the pre-grid will be counted as started and get points (see table above), drivers which will be disqualified of Final will get no points. A blank result due to a disqualification may not be discounted.

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

18. DEAD HEATS BETWEEN DRIVERS

If two or more Drivers finish the season with the same number of points, the highest place in the Karting Championship held over a series of Competitions (in either case) will be awarded to:

a) the holder of the greatest number of first places in the Finals or Race 1 and Race 2 (depending on the format of the Competition),
b) if the number of first places is the same, the holder of the greatest number of second places in the Finals or Race 1 and Race 2 (depending on the format of the Competition),
c) if the number of second places is the same, the holder of the greatest number of third places in the Finals or Race 1 and Race 2 (depending on the format of the Competition), and so on until a winner emerges.
d) if there is still a dead heat, the better position in the Final Race of the last Competition will be decisive.

19. 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.
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 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.
b) Driver needs to stand on the scale with all racing safety equipment.
c) 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).
d) Only Scrutineers and Officials may penetrate in the Weighing.
Area. No intervention whatsoever is allowed in that Area unless it has been authorised by these Officials.

e) A kart or a Driver are not allowed to leave the Weighing Area without the authorisation of the Technical Delegate (or Scrutineer).
f) Any infringement to these provisions relating to the Weighing of karts may entail the imposition of a penalty on the Driver and kart concerned.
g) 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 disqualified from the Qualifying Practice session or from the Qualifying Heat concerned or, in the case of a final phase Race, as a minimum classified last (Without allocation of any Championship points, if applicable).
h) Drinking water from a transparent plastic bottle (0,5L) is allowed in the servicing park before weighing (if approved by the technical delegate), 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 = 144)

20. FRONT FAIRING

The use of a CIK FIA homologated Front Fairing and the CIK FIA homologated Front Fairing Mounting Kit of the bodywork of latest homologation period 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.

The front fairing must be in the correct position at all times during a competition according to the CIK-FIA technical regulations. If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the “black and white checkered flag” was waved and the kart(s) concerned crossed the finish line, in all situations a time penalty of **5 seconds (for heats and races) or a drop down of three positions in qualifying practice sessions** will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal (in application of Art. 12.2 ISC).
When the Scrutineers/Judges of Fact send the reports regarding the incorrect position of the front fairing, the Stewards will automatically apply the decisions. The stewards can also do a collected decision for the involved drivers in a session. The Entrants concerned shall not be invited to sign the decision documents.
Should a Driver or a third party be found/proved to have intentionally replaced a front fairing which is not installed correctly during the last lap or after the “black and white checkered flag” was waved this will lead to a disqualification.

21. CLASSIFICATION AND AWARDS

The classification of the RMC 2025 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 2025 events / series.

22. PODIUM CEREMONY

The drivers classified 3rd, 2nd and 1st as determined in according with the 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 2025, they must be worn by the drivers during the podium ceremony.
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.

23. 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. Or will be published on the official notice board.

24. 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 than 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.

25. 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, the 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.

26. 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.

27. 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 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.
Fines imposed by the Stewards must be paid to the organizer immediately.

28. PROTEST AND APPEALS

The Supplementary Regulations shall include all the necessary information concerning the amount of the protest or appeal fees set by local ASN.

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.

29. 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 designated area / Servicing Park and engines may only be run in the designated area / servicing park for a maximum of 5 seconds. A driver starting an engine outside these areas, 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 Fermé, the pre grid 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.

30. FIRE EXTINGUISHERS

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

31. CODE OF CONDUCT FOR DRIVERS

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

b) All participants (Drivers, Entrants, Mechanics, Officials) must respect the rights, dignity, and value of their fellow participants regardless of gender, sexual orientation, ability, physical appearance, race, skin colour, language, political opinion, family disability, cultural background or religion.

There is absolutely NO TOLERANCE for the manifestation of discrimination toward above mentioned.

c) All participants must encourage and take responsibility for their own 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.

32. 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 Free Practice (according to the regulations of the championships concerned), 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. The circuit is defined by the white lines on both sides of the track. Drivers are allowed to use the whole width of the track between these lines. If the four wheels of a kart are outside these lines, the kart is considered as having left the track.

c) During Free Practice (according to the regulations of the championships concerned), 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 be an impediment for other Drivers. 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 disqualified 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 Free Practice, Qualifying Practice, the Qualifying Heat, or the races 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 "Start Servicing Park „during the interval and may participate in the second part of Practice.

d) Any repairs with tools are banned outside the "Repair Area ". It is forbidden to take any tools and/or spare parts on board the kart. The Driver can receive help only in the "Repair Area" determined by the Supplementary Regulations or during the Briefing.

e) If refuelling is authorised, it may be carried out only in an area provided for this purpose.

f) 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 "Repair Area ".

g) When the track is closed by the Race Director during and after Practice and after the finish until all concerned karts whether they are mobile or not, have arrived at the "Finish 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.

h) During Free Practice (according to the regulations of the championships concerned), Qualifying Practice, the Qualifying Heats and the races of the final phase, the kart may be restarted only by the Driver himself, except if he restarts from the "Repair Area ". The Driver may not receive any outside help on the track

during the running of a Competition, except in the “Repair Area “, which he may reach only by his own means. Pushers are not allowed to help Drivers once they have crossed the line drawn at the exit of the “Pre-Grid “.

i) A speed limit may be imposed in the pit lane and in the “Repair Area” during Practice, races, and the Formation Laps. Any Driver breaking this speed limit will be imposed a penalty provided for in the Regulations or the Code.

j) If a Driver is faced with mechanical problems during Practice, the Qualifying Heats, or the Races of the final phase, he must evacuate the track as soon as possible for safety reasons.

k) If a Driver is involved in a collision, he must not leave the circuit without the Stewards’ agreement.

l) No Driver may leave the “Repair Area” without having been invited to do so by Marshals.

m) Official instructions will be transmitted to the Drivers by means of the signals provided for in the Code. Competitors must not use flags similar to these ones in any way whatsoever.

n) Any Driver who intends to leave the track, to return to the “Finish Park” or to stop in the “Repair Area “shall demonstrate his intention in due time and shall ensure that he may do so safely.

o) During the Competition and at the order of the Clerk of the Course or the Race Director, a Driver who breaches the Technical Regulations, except during the final lap, must stop in the “Repair Area” and remedy the breach before re-joining the track.

p) When participate in Free Practice (according to the regulations of the championships concerned) or Qualifying Practice, in the Qualifying Heats or the Races of the final phase, Drivers must at all times wear the full equipment defined under Article 3 of the Technical Regulations.

q) It is forbidden to circulate with motorbikes, scooters, or any other motorised devices in the Paddock. The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Areas (see Article 20 of the International Sporting Code) is strictly prohibited. Offenders will be penalised by a fine of minimum 250 €. In the event of repeated breach, the stewards may disqualify the driver concerned of the competition. In application of Article 12.2.3 of the Code, appeals against the stewards’ decisions have no suspensive effect when in the course of the same Competition, a further breach is committed justifying the Disqualification of the same Competitor.

r) The Organiser undertakes to have on the track all safety devices provided for meetings the Circuit Regulations, Part 2, from the beginning of Free Practice until the end of the Competition.

s) In the case of a «wet race» (conditions signalled by means of a panel by the Race Direction or Clerk of the course), the choice of tyres will be left to the appreciation of the Drivers, the Race Director or 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. The use of “slick” tyres is therefore mandatory in any other case.

t) General Safety. CIK-FIA International Karting Regulation, General Prescription Article 2.14

u) The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Areas (see Article 20 of the International Sporting Code) is strictly prohibited. Offenders will be penalized by a fine of minimum 250 €. In the event of repeated breach, the stewards may disqualify the driver concerned of the competition. In application of Article 12.2.3 of the Code, appeals against the stewards’ decisions have no suspensive effect when in the course of the same Competition, a further breach is committed justifying the Disqualification of the same Competitor.

v) Kart Safety. CIK-FIA International Karting Regulation, Technical Regulations Article 3

w) Equipment Safety. CIK-FIA International Karting Regulation, Technical Regulations Article 3 and 3.2

33. 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)

Leaving corridor: If a driver leaves the corridor (lines) before the start was given the following penalties will count:
Case A: 1 to 2 tires out of corridor time penalty 3 seconds Case
B: more than 2 tires out of corridor time penalty 5 seconds

Time penalty 5 seconds: In addition to the CIK-FIA General Prescriptions the Clerk of the Course has the power to decide a 5 second penalty. The penalty will be shown with the black and white flag in connection with the start number and a board 5 seconds at the start/finish line. During the 2 last laps no flags will be shown, the clerk of the Course informs during the briefing on the procedure for the imposition and notification of these penalties. If there are more offences of the same driver in the same session, the clerk of the course will report that to the stewards for possible further punishment.
It is not possible to go in protest these decisions. (In application of Art. 12.2 ISC).

In case a driver has 2 penalties, “front fairing” and “5 seconds clerk of course decision” in the same session, both penalties should be added to the results.

5 seconds penalties can be given for the following:
- Unfair driving behaviour,
- Dangerous driving behaviour,
- Ignoring the yellow flag, - blocking another driver to avoid overtaking,
- Not following the instructions of the stewards of the meeting or the clerk of the course,
- Leaving the corridor before the start,
- 2 tires – 3 seconds
- More than 2 tires – 5 seconds - Causing a false start,
- Not following the specific instructions mentioned during the briefing.

For any incident that is not mentioned, but deemed incorrect by the clerk of the course, a sanction can be proposed by the stewards of the meeting. The above-mentioned incidents can also remain Tires mounted with wrong driving direction: If a driver is detected in the “pre grid area” with tires mounted with wrong driving direction, he will be moved to the repair are/zone, there he should mount his tires correctly. Afterwards he can take the start of the session, first when the start was given at the start/finish line, he is not allowed to follow the formation before

following penalty catalogue is only a recommendation.

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 - Ignore Technical Flag Twice	Black Flag
Contravention of flag signal - Black Flag (ignored more than once)	Race or Meeting Disqualification
Abusive Language, Behaviour or Assault	Race or Meeting Disqualification
Failure to attend Drivers’ Briefing	Fine of 125€

Failure to obey an Official of the Meeting	Race or Meeting Disqualification
Scrutiner 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



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.		**General** A: 3 seconds B: 10 seconds Without advantage Not relevant	
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.		With advantage Not relevant.
JUMP START means that Kart 2 accelerates during launch phase leaving Kart 1 behind start has been released. It is irrelevant if the start will be repeated afterwards.		**General** 10 seconds Without advantage Not relevant With Advantage: Not relevant
CUT IN means that Kart 1 constricts the drivable section towards the curve centre forcing Kart 2 to leave the drivable 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, Kart 2 has to be at least 1/3 (front tyres next to rear tyres) next to Kart 1. An advantage is at hand, if (either/or): - Kart 2 suffers a position loss or drop – out. - Kart 2 suffers a damage leading in a position loss of drop-out in the same lap		**General** Not relevant Without advantage 10 seconds With Advantage: 10 positions

EDGED – INTO means that Kart 2 drives next to Kart 1 (e.g., in order to start an overtaking action) without possessing enough drivable section (including kerbs). It is irrelevant if Kart 2 is completely or partial off the track. An advantage is at head, if (): -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 in the same lap. -		**General** Not relevant Without advantage 10 seconds With Advantage: 10 positions
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. An advantage is at head, if (either/or): -Kart 2 wins a position or gains time which cannot be balanced at 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
PUSH OUT means if Kart 1 constrict the drivable section towards the outside line forcing Kart 2 to leave the drivable 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 An advantage is at head, if (either/or): - 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 a drop - out		**General** Not relevant Without advantage 10 Seconds With Advantage: 10 positions

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. An advantage is at head, if (either/or): - 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 a drop – out within the same lap		**General** Not relevant Without advantage Warning only With Advantage: 10 positions
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 fat Kart 1 is ahead of Kart 2 or if Kart 2 would have been able to overtake. An advantage is at head, if (either/or): - 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 ----------