GLOBAL

Rotax MAX Challenge Sporting Regulation 2022

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REGULATION

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 2022
- the Global Rotax MAX Challenge Project E20 Technical Regulations 2022
- the official Bulletins
- these Global Rotax MAX Challenge Sporting Regulations 2022

All drivers, entrants and officials participating in the RMC 2022 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.

REGULATION

3. CATEGORIES, LICENCE, AGE AND WEIGHT

3.1 CATEGORIES

The categories available for the RMC 2022 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
- Project E20 SENIOR
- Project E20 JUNIOR

3.2 LICENCES

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

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

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

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

125 Micro MAX

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

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

125 Mini MAX

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

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

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125 Junior MAX

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

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

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

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

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

125 Senior MAX

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

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

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

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

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

125 Senior MAX Masters

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

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

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

REGULATION

125 MAX DD2

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

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

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

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

125 MAX DD2 Masters

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

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

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

All drivers fulfilling these age limits and type of licences are eligible to qualify for the RMCGF 2022.

Each participant of the Rotax max challenge 2022 represents the nation whose ASN has issued him the license regardless to which nationality he belongs or in which country he has qualified.

Project 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 license, National license or International license grade C (depending on the requirements of the National ASN) is required.

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

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

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

REGULATION

Project E20 JUNIOR

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

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

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

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

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

3.4 SUMMARY AGE LIMITS

Age limit	**MICRO**	**MINI**	**JUNIOR**	**SENIOR**	**SENIOR MAX MASTERS**	**DD2**	**DD2 MASTERS**	**PROJECT E20 SENIOR**	**PROJECT E20 JUNIOR**
	8-11	10-13	12-14 *(15)	15-99 *(14)	32-99	15-99	32-99	15-99 *(14)	12-14 *(15)
Age groups	2011-2014	2009-2012	2008 till 2010 *(2007)	from 2007 *(2008)	from 1990	from 2007	from 1990	from 2007 *(2008)	2008 till 2010 *(2007)

***…. if the driver holds a Karting Licence, according to Article 3.4.2 of the CIK International Karting License'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	PROJECT E20 SENIOR *	PROJECT E20 JUNIOR *
(KG)	105	115	145	162	175	175	180	215	195

REGULATION

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

* Project E20 SENIOR and JUNIOR.

- The Maximum weight allowed for the complete kart, including driver and all required safety equipment (helmet, overall, gloves, etc.) = 225kg
  (complete E20 vehicle = ca.142kg. Driver and all required safety equipment (helmet, overall, gloves, etc.) must be below ca.83kg to participate at an event.

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 2022 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 2022 is covered by ROTAX and its distributors.

Drivers can qualify via International or Nationals event providing the ROTAX sporting regulations 2022 and “ROTAX MAX CHALLENGE Technical regulations 2022” are followed in the RMC classes.

ROTAX reserves the rights to manage participation for Project 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.

Additional drivers can qualify via international RMC.

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

DD2 MAX Masters: The overall winner of each national RMC, DD2 MAX Masters and/or Senior MAX-Masters class and/or the overall best placed master’s driver (fulfilling the age limits for a Master’s category following Rotax Global Sporting regulations 2022) of a national RMC in MAX or DD2 class with authorisation in writing from ROTAX may qualify.

REGULATION

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

In order to be eligible to qualify for a RMCGF ticket a driver must have held a licence for the territory in question from the first to the last round of the any National RMC. A driver cannot change his/her licence to become eligible to win a RMCGFs ticket in another territory after the first round has been completed.

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

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

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

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

6. OTHER RULES

If a driver is qualified from a National, National with International participation, Continental (zone) or International RMC series / event at the same time, the qualification at the higher ranked series / event has priority for the qualification to the RMCGF 2022.

Ranking is:

1. International events
2. Continental (zone)
3. National with International participants *
4. National events.

*.... Any National event with International participation requires prior approval from ROTAX.

In such a case the next placed driver of the series / event in question will qualify for the RMCGF.

If a driver is qualified from two or more different National, Continental (zone) or International RMC series / events in the same category at the same time the driver must use the first ticket they win (defined by the final race date).

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

A driver or distributor cannot decide which ticket a driver uses for his / her entry to the RMCGF.

REGULATION

The status of the following events will be classified as “International”

1. ROTAX MAX Challenge EURO Trophy
2. ROTAX MAX Challenge ASIA Trophy
3. ROTAX MAX Challenge International Trophy
4. All events listed on the CIK FIA International Sporting Calendar

The status of an event is considered as “Continental / Zone”, if it is listed in the official CIK-FIA Zone Calendar.

If a driver is qualified in two or more categories, he / she must participate in RMCGF 2022 in the higher ranked category only.

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

Ranking is:

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

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

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

*****not applicable to the Project E20 category

Project E20
If a driver qualifies to race at the RMCGFs in one of the above listed categories and the Project E20, the driver must notify ROTAX via email immediately after acquiring the second ticket which RMCGFs 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)

REGULATION

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 2022 on the National / Continental (Zone) / International calendar. Only with the approval of the ASN / CIK-FIA can such special regulations come into force.

The supplementary regulations of the RMC 2022 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 2022 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.

REGULATION

The name of the Driver and nationality shall appear on each side of the lateral bodywork and be clearly legible, in accordance with Article 2.24 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 time during the event, the four starting numbers (one on the back, one on the front, and one on each side of the kart).

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

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
• Project E20 JUNIOR	601 to 699
• Project E20 SENIOR	701 to 799
• 125 Senior MAX Masters	801 to 899

10. OFFICIALS

The officials will be appointed according the supplementary regulations published for the event. The clerk of the course, the race director, the chief scrutineer, the chief timekeeper and the stewards must be present at the event at the latest one hour before beginning of the sporting checks.

11. ELIGIBLE KARTS AND EQUIPMENT

The RMC 2022 is reserved for karts with ROTAX MAX engines in different configurations and Project E20 Electric vehicles, as defined by the Global RMC 2022 Technical Regulations or the Global RMC Project E20 Technical regulations.

At the RMC 2022 each driver will be entitled to submit to scrutineering the equipment as defined in the Global RMC 2022 Technical Regulations or in the Global RMC Project E20 Technical regulations.

11.1 CHASSIS

Chassis must be in accordance with the RMC Global 2022 Technical Regulations or the Global RMC Project E20 Technical regulations and the Supplementary Regulations.

During the event, and in case of an accident, the driver can only change once a chassis (frame) following the authorization of the Technical Scrutineers.
The replacement frame must be from the same "Manufacturer" and "Model".

REGULATION

Project E20, The ROTAX race manager may at any time exchange a complete vehicle or any of its components for a competitor.

11.2 ENGINE / ELECTRIC POWERTRAINS

Engine and its accessories must be used in accordance with the RMC Global 2022 Technical Regulations.

Project E20, the powertrain and its accessories must be used in accordance with the RMC Global Project E20 2022 Technical Regulations.

11.3 BRAKES

The brakes must be homologated by the CIK-FIA. Brakes must be hydraulic. The brake control [the link between the pedal and the pump(s)] must be doubled and always be in conformity with the Homologation. (as specified in CIK Bulletin 53_RT_BRAKES April 2020)

The use of the hand-operated front brakes is prohibited.

11.4 SAFETY EQUIPMENT

Helmets, gloves, rib protectors, boots, race overalls must all be approved under the FIA-CIK Technical Regulations Article 3, 3.2.

As from 1 January 2022, the use of karting body protection according to FIA Standard 8870-2018 shall be mandatory for all drivers at all international karting events.

11.5 TYRES

Tyres as specified in the Global RMC 2022 Technical Regulations are the only tyres allowed for the RMC 2022.

Project E20 Tyres as specified in the RMC Global Project E20 2022 Technical Regulations.

11.6 FUEL

Fuel as specified in the Global RMC 2022 Technical Regulations is the only fuel allowed for the RMC 2022.

CIK FIA Approved synthetic 2-stroke oil (brand and type as specified in the “Global RMC 2022 Technical Regulations ").

11.7 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.

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

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

11.8 ONBOARD CAMERA

The organizer reserves the right to equip Karts of drivers with an onboard camera system.
Selected drivers must mount the onboard camera system in accordance to the series / event Supplementary regulations.
The total weight of all components counts to the total weight of the kart.
The driver cannot refuse to install the onboard camera on his / her kart.

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 to ASN / CIK Technical Regulations and according the RMC Global 2022 Technical Regulations. However, if any kart is dismantled or modified in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.

f) At any time during an event, the scrutineers may:

- check the eligibility of the kart or of the driver's equipment. require a kart to be 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.

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h) The stewards will publish the findings of the scrutineers concerning all karts controlled and will place them at the disposal of other entrants on request. These findings will not include any specific figures except concerning fuel tests.

i) Submitting a kart to scrutineering shall be considered as an implicit statement of conformity.

j) Racing numbers and possible advertising signs must be on the kart when the equipment is presented at scrutineering.

k) A driver is not be allowed to change his / her equipment after it has been presented at scrutineering.

l) At the Event, the event organiser and the stewards will check all licenses.

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.

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.

The presence of all concerned drivers is mandatory throughout the briefing under pain of a sanction or even of a possible exclusion from the event. The entry control will be performed via electronic means.

Before they can be allowed to continue the event, a mandatory fine of **EUR 150**, - or more which must be paid to the ASN hosting the event via the stewards, this will be charged to any entrant and driver whom does not attend the briefing.

14. RACE EVENT

Rotax Recommends the following format bellow

14.1 NON -QUALIFYING PRACTISE:

The time schedule of the event must provide a non-qualifying practice for each category.
They are reserved for those drivers having passed the sporting checks and scrutineering.
The drivers shall be divided into two series for odd and even numbers. The use of transponders is mandatory from the beginning of the non-qualifying practice.
The number of non-qualifying sessions and time for each session will be defined in the Supplementary Regulations.

REGULATION

14.2 QUALIFYING PRACTISE

Drivers who have passed Scrutineering are allowed to attend Qualifying practice

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

Each series will comprise a maximum number of 34 or 36 Drivers (depends on the circuit)

Time per session: 8 minutes.

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

If more than one driver has been excluded the starting positions will be done according Bulletin CIK (56 - August 2022)

The Drivers will be able to start moving their karts from the “Start Servicing Park” to the “Pre-Grid” from five minutes before the time scheduled for the start of the Qualifying Practice concerned until the end of the same Qualifying Practice period. Each Driver has to take his chassis to the “Pre-Grid” and this choice will be final. The karts placed on the “Pre-Grid” must be ready to race. As soon as the signal indicating the end of the Qualifying Practice is given, access to the “Pre-Grid” is forbidden. 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.
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.

If no time is taken into account for a Driver, he shall take the start at the end of the grid. If several Drivers are in that situation, their starting positions shall be decided by drawing lots. 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

REGULATION

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

14.3 QUALIFYING HEATS

Number of laps for all categories: to be defined in the Supplementary Regulations
Groups will be divided according article 18C of CIK Specific Prescriptions.
Number of Qualifying Heats per group: 3
Starting positions for Qualifying Heats will be established according article 18 C of CIK Specific Prescriptions.

14.4 PRE-FINALS

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

After Pre-Final, it will be established another classification, as follows:
Each driver will get the same points as for the Qualifying Heats, according his position on the race.
Total points will establish the classification for the Final, according Article 18 C case B of CIK Specific Prescriptions.
Only the first 34 classified drivers will be eligible for the Final. (the number of starters needs to respect the track licence limits)
In the event of a tie, the best classification of the Pre-Final will be considered.
If the tie remains, it is considered the best lap of the Pre-Finals.
A driver who was disqualified from the Prefinal will not be authorised to participate in the Final.

14.5 FINALS

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

15. 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.

REGULATION

16. STARTING PROCEDURE

All categories will be rolling starts.
Drivers may only restart themselves and no assistance may be given.
Any driver who is present, with his/her kart, on the grid within the time limit will be considered as a starter.
At the end of the Formation Lap, 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. Karts must maintain their position until the start signal is given.
If he is satisfied with the formation, the Clerk of the Course or the Race Director 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.

17. STOPING / RESTARTING A RACE

The procedure which will be used should it become dangerous to continue with a race will be a Suspension and Resumption of the race in accordance with CIK-FIA General Prescriptions Articles 2.20c, 2.21 and 2.22, not a Stopping and Restarting of the race as set out in the Global RMC Sporting Regulations. The race will therefore be suspended by the showing of red flags in accordance with General Prescriptions Article 2.21 and, if appropriate, resumed with a “SLOW” process in accordance with General Prescriptions Article 2.20c and 2.21.
Note: no reserve karts are permitted in the Servicing Park.
The race classification will be the finishing order at the showing of the chequered flag at the end of the resumed race.

18. 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).

REGULATION

19. 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.

20. SCALE / WEIGHING PROCEDURE

a) The scale of the day will be in the "Servicing Park". This scale is the **ONLY** one which will be officially used and counted. The scale will be available from the first non-qualifying session.
b) Driver needs to stand on the scale with all racing safety equipment
c) Drinking water from a clear plastic bottle is allowed in the servicing park before weighing, however any driver pouring water over his/her head and race overall will be penalized with an additional - 1 (one) KG on the weight of kart and driver
(i.e. Junior 145 - 1 = 144)

21. FRONT FAIRING

The use of a CIK FIA homologated Front Fairing and the CIK FIA homologated Front Fairing Mounting Kit of the bodywork homologation period 2015 – 2022 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.

22. CLASSIFICATION AND AWARDS

The classification of the RMC 2022 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 2022 events / series.

23. PODIUM CEREMONY

The drivers classified 3rd, 2nd and 1st in the final winners determined according to supplementary regulations of each championship shall climb on the podium one after the other.

REGULATION

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 2022, they must be worn by the drivers during the podium ceremony.

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

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

24. 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.

25. HOW DOES THE ROTAX GLOBAL APP WORKS?

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

The ROTAX GLOBAL APP requires internet access.

During driver's registration process Driver / Entrant will get his own and unique QR code (also known as EDIT code). With this code, Driver / Entrant will register in his/her mobile phone and the system recognizes 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.

26. 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.

REGULATION

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

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

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

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

27. 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.

28. FINES

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

29. PROTEST AND APPEALS

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

- Amount of the Protest fee: 900€
- Amount of the Appeal fee: 3000€.
- Amount of the international Appeal fee (FIA): 6.000€.

The right to protest lies only with entrants. They must be presented in writing to the clerk of the course or to his deputy within **30 minutes** after the posting of the results of the qualifying practice and qualifying heats (including the second chance heat), as well as of the races of the final phase. They shall be accompanied by the fee provided for by the ASN as indicated in the supplementary regulations.

The deposit may be paid in the currency of the organizing or as defined in the supplementary regulations.

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

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

REGULATION

30. PADOCK RULES

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

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

It is strictly forbidden to smoke or to use any device which risks provoking fire in the Paddock area, the Servicing Parks, the Parc Ferme, the Assembly Area, on the starting grid or on the track (along the course). Offenders, including Officials, will be penalized by a fine of **125 €** and may be asked to leave the circuit. This includes the use of electric cigarettes / vaporisers.

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

Children under 7 years old who are not permanently accompanied will not be admitted in the Paddock Area. Animals who are not kept on a leash will not be authorized in the location.

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

31. FIRE EXTINGUISHERS

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

32. CODE OF CONDUCT FOR DRIVERS

a) All participants must play within the rules and respect race officials and their decisions.
b) All participants must respect the rights, dignity and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.
c) All participants must encourage and take responsibility for their actions at all times.
d) All participants must ensure their equipment is safe and race worthy, prior to taking part in training, testing or race events. Only approved racewear (e.g.: helmet, gloves, race boots and suit) to be used by the driver, according to the regulations.
e) It is the participants own responsibility to identify and measure his/her own skill level against his/her competitors, and take responsibility for the risks associated with training, testing and or racing. It should be noted that a basic level of competence is required.

REGULATION

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.

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)

REGULATION

DESCRIPTION	PENALTY
Gaining an Unfair Advantage	Up to 5 seconds
Driving in a manner incompatible with general safety	Up to 10 seconds, Race or Meeting disqualification
Contravention of flag signal - Ignore Technical Flag Twice	Black Flag
Contravention of flag signal - Black Flag (ignored more than once)	Race or Meeting Disqualification
Abusive Language, Behavior or Assault	Race or Meeting Disqualification
Failure to attend Drivers' Briefing	Fine of 150€
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

REGULATION

The following penalty catalogue is only a recommendation.

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 before 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 driveable section towards the curve centre forcing Kart 2 to leave the driveable section either partial or completely for passing the curve. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tyres next to rear tyres) next to Kart 1. 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 or drop-out within the same lap.		General: Not relevant Without advantage: 10 seconds With advantage: 10 positions

REGULATION

EDGE-INTO means that Kart 2 drives next to Kart 1 (e.g. in order to start an overtaking action) without possessing enough driveable section (including kerbs). It is irrelevant if Kart 2 is completely or partial next to Kart 1 or if Kart 2 is completely or partial off the track. An advantage is at hand, if (either/or): - Kart 2 wins a position. - Kart 1 suffers a position loss or drop-out - Kart 1 suffers a damage leading in a position loss or drop-out within the same lap.		General: Not relevant Without advantage: 10 seconds With advantage: 10 positions

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 hand, if (either/or): - Kart 2 wins a position or gains time which cannot be balanced within the same lap. - Kart 1 or any other is handicapped by the return of Kart 2. - Kart 1 or any other suffers a position loss or drop-out by the return of Kart 2.		General: Not relevant Without advantage: Warning only With advantage: 10 positions

REGULATION

PUSH-OUT means if Kart 1 constricts the driveable section towards the outside line forcing Kart 2 to leave the driveable section either partial or completely. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tyres next to rear tyres) next to Kart 1. An advantage is at hand, 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 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 hand, 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 drop-out within the same lap.		General: Not relevant Without advantage: Warning only With advantage: 10 positions

REGULATION

ZIG-ZAG means that Kart 1 changes the driving line more than two times on a straight track section for more than a kart width. It is irrelevant how far Kart 1 is ahead of Kart 2 or if Kart 2 would have been able to overtake. An advantage is at hand, 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 ----------