

SPORTING REGULATIONS



APPROVED



ROTAX MOJO MAX EURO CHALLENGE 2006 ©

Series Sporting Regulations

Version 8.10. 2005.2

REGULATIONS

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

1 – ORGANISATION

The Series and its events shall be run in accordance with the **FIA International Sporting Code** and its appendices, the **FIA and CIK-FIA official Bulletins**, the General Prescriptions applicable to **CIK-FIA Karting International Events**, (chapter 2 of the International Karting regulations) , the **Rotax Mojo Max Challenge Technical Regulations 2006**, these **Sporting Regulations** and the **Supplementary Regulations of each Event of the Series**.

All entered Entrants and Drivers shall be holders of International Licence issued by FIA member ASNs. and visa issued by drivers ASN

2 – INFORMATION SPECIFIC TO THE SERIES.

PROMOTER / Reception office.

RGMMC Establishment

Landstrasse 60

9490 Vaduz

Liechtenstein

info@rgmmc.com

www.rgmmc.com

Contact Person

Roland Geidel

Tel +34 971 285391

Fax +34 971 283882

2.1 - DATES / EVENTS.

22 – 26 March 2006 Rotax Mojo Max Euro Challenge, Salbris, France.

17 – 21 May 2006 Rotax Mojo Max Euro Challenge, South Garda Karting, Italy

26 – 30 July 2006 Rotax Mojo Max Euro Challenge A1 Speedworld, Austria.

20 – 24 September 2006 Rotax Mojo Max Euro Challenge, Genk Karting, Belgium.

2.2 - PROVISIONAL INFORMATION OF THE MEETING

Adapted to each race circuit / track license agreement / conditions. Additional information will be available in the Event Supplementary Regulations.

The Italian race will have a variation of petrol handling which is announced in the Sporting Regulations article 3.5 and will be in the Supplementary Regulations of the event.

Detailed time schedule of each event will follow on the official notice board and www.rgmmc.com

It is forbidden to use motorbikes, scooters or any other motorised devices in the Paddock

As soon as the Driver / Entrant arrive and before being able to have access to the Paddock, all Entrants and Entrants / Drivers entered must present themselves to the Organiser's secretary for identification.

2.3 - SERIES IS PROPOSED BY THE AUSTRIAN ASN AND ITS EVENTS ARE AUTHORISED BY THE FOLLOWING ASN's

F.F.S.A. 22 - 26 March 2006. Rotax Mojo Max Euro Challenge, Salbris, France.

C.S.A.I. 17 – 21 May 2006. Rotax Mojo Max Euro Challenge, South Garda Karting, Italy.

O.S.K. 26 - 30 July 2006. Rotax Mojo Max Euro Challenge, A1 Speedworld, Austria.

R.A.C.B. 20 - 24 September 2006. Rotax Mojo Max Euro Challenge, Genk Karting, Belgium.

2.4 - ENTRIES:

2.4.1 - Reception Office.

RGMMC Establishment

Landstrasse 60

9490 Vaduz

Liechtenstein

Email: info@rgmmc.com

Web: www.rgmmc.com

Entry can be made automatically on the web : www.rgmmc.com
or request entry form by fax.

Contact Person

Roland Geidel - General Manager

Lynn Geidel - Administration

Tel +34 971 285391

Fax +34 971 283882

2.4.2 – Dates

Pay all 4 Open 15.12.2005 - Closing 18.02.2006

Race 1 Open 16.01.2006 - Closing 18.02.2006

Race 2 Open 13.03.2006 - Closing 15.04.2006

Race 3 Open 29.05.2006 - Closing 24.06.2006

Race 4 Open 17.07.2006 - Closing 19.08.2006

2.4.3 - Receipt:

Any entry not accompanied by the fee in 10 (TEN) working days shall be null and void and placed on a stand by list.

2.4.4 - Restriction:

Maximum Entries apply in all classes. Entry will be accepted in the order of receipt of the entries followed by payments.

2.4.5 – Drivers / Entrants

Drivers / Entrant paid all 4 events must complete a new entry form for each round by the closing date announced.

2.4.6 - Race event:

Each race event consists of free practice, Non qualifying practice, Qualifying practice, Qualifying Heats, Second Chance Heats if necessary, Pre-final and Final. Race distances will be stated in the event Supplementary Regulation.

Approximately 10 - 15 km in Qualifying Heats
Approximately 10 - 15 km Second Chance Heat
Approximately 15 - 20 km in Pre Final.
Approximately 25 - 30 km in Final

2.5 - CATEGORIES:

2.5.1 - Rotax Max Junior.

Maximum inscription of 68 drivers.

Minimum inscription of 22 driver.

Minimum age: Appendix B. International Karting Licences for Drivers Juniors, CIK-FIA 2006.

Maximum age: He/She must have his/her 17 birthday after 31.12.2006.

Minimum weight 145 Kg (including full race gear)

Numbers: Yellow number plate (backing) with black numbers.(CIK-FIA Size)

2.5.2 - Rotax Max

Maximum inscription 68 drivers.

Minimum inscriptions of 22 drivers.

Minimum age: Appendix B. International Karting Licences for Drivers Seniors, CIK-FIA 2006.

Minimum weight 165 Kg (including full race gear)

Numbers: Yellow number plate(backing) with black numbers.(CIK-FIA Size)

2.5.3 – Rotax Max Master

Maximum inscription 34 drivers.

Minimum inscriptions of 12 drivers.

Minimum age: 32 Years, Older than 32 years the 31 December 2006

Minimum weight 170 Kg (including full race gear)

Numbers: Yellow number plate (backing) with black numbers.(CIK-FIA Size)

2.5.4 - Rotax DD2.

Maximum inscription 34 drivers.

Minimum inscriptions of 12 drivers.

Minimum age: Appendix B. International Karting Licences for Drivers Seniors, CIK-FIA 2006.

Minimum weight 175 Kg (including full race gear)

Numbers: Yellow number plate (backing) with black numbers.(CIK-FIA Size)

2.6 - AMOUNT OF FEES.

980 € For all four events, paid in advance, or
295 € For each single event, (from open to closing date)
80 € Late entry administration fee. (if entry is accepted)
45 € Free practice Wednesday.
45 € Free practice Thursday.

2.7 - MANDATORY LICENCE.

International C grade(s) as a minimum licence. The series is open to all nationalities.

All Drivers must be the holder of an International Entrant / Driver's Licence, in accordance with CIK-FIA General Prescriptions 2.7. (www.cikfia.com)

When a driver has not reached his/hers 18th birthday the Entry for an event must be supported by Parent/Legal Guardian/Race Team, in possession of a valid International Entrant licence.

2.8 - MANDATORY VISA

FIA International Sporting Code 70.

Entrants and Drivers who wish to take part in an international competition organised abroad can only do so with the approval of their own ASN.

This authorisation shall be given by the ASN concerned in such form as they might deem convenient.

2.9 - PRIZES AND AWARDS

2.9.1 - Trophies in each class for the first 3 finishing drivers of final, in France, Italy, Austria and Belgium.

2.9.2 - The overall winners of the series in the classes Max Junior, Max, Max Master and DD2 will be awarded "European ROTAX MOJO MAX Champion".

2.9.3 – Invited to start at Rotax Max Grand Final 2006.

Rotax Max Juniors - 1st, 2nd, and 3rd placed in the championship.

Rotax Max - 1st, 2nd, and the 3rd placed in the championship.

Rotax Max Master - 1st placed in the championship. Must be older than 32 years 31 December 2006.

Rotax DD2 – 1st, 2nd 3rd placed in the championship, and 1st placed in the championship over 32, must be older than 32 years the 31 December 2006.

The persons invited must on their own expenses pay all travel cost.

2.9.4 - The European Rotax Mojo Max "Chassis Make Trophy". (also related to Art.6.8).

The European Rotax Mojo Max "Chassis Make Trophy" will be awarded to the chassis make - scoring the most points overall in the series with points being taken in the pre-final and the final at each round.

3 – ORGANISER'S SUPPLEMENTARY PROVISIONS

3.1 - TYRES DRY MOJO D1

Front 4.5 x 10.0 – 5 Rear 7.1 x 11.0 – 5

It is compulsory for each driver to order 8 tyres (4-front and 4 rear) for each RMEC event.

All tyres must be paid in full with inscription.

The price for 8 tyres (4 front and 4 rear) will be 312.00 € (Euros). The MOJO tyres will be shipped by RGMMC to each RMEC event. The tyres will be placed in a tyre-pool, raffled and handed out accordingly in the "Servicing Park".

Strict "Parc Ferme" rules apply during Qualifying Practice, Qualifying Heats, Second Chance Heat and the Finals, including Warm-Up Saturday and Sunday morning and under no circumstances may the tyres leave the "Servicing Park Area" during the whole race meeting.

From Wednesday to Friday lunch break, the choice of tyres is free. (Free practice before official race) See timetable.

3.2 - TYRES WET MOJO W1

Front 4.0 x 10.0 – 5 Rear 6.0 x 11.0 – 5

It is compulsory for each driver to order 8 tyres (4-front and 4 rear) for each RMEC event.

All tyres must be paid in full with inscription.

The price for 8 tyres (4 front and 4 rear) will be 356 € (Euros).

The MOJO tyres will be shipped by RGMMC to each RMEC event.

Strict "Parc Ferme" rules apply during Qualifying Practice, Qualifying Heats, Second Chance Heat and the Finals, including warm up Saturday and Sunday morning, and under no circumstances may the tyres leave the "Servicing Park Area" during the whole race meeting.

From Wednesday – Friday lunch break; the choice of tyres is free. (Free practice before official race) See timetable.

3.3 - TYRES AVAILABILITY.

Tyres used for free practice are available from all well stocked kart traders, Rotax Service Centres and Rotax Distributors. Or to be ordered from RGMMC.

3.4 - PETROL (Servicing Park) – For Race Rounds 1, 3 and 4

From Friday (see time table) until end of the event only premixed fuel handed out in “Servicing Park” is legal to use for all race activities. (unleaded standard pump petrol)

The petrol is included in the inscription fee from “Qualifying Practice Friday” until the end of race on Sunday at each race event, and strict “Servicing Park” rules apply. All petrol tanks will be handed in clean and empty (see time table) to “Parc Ferme” , all holes must be closed. The petrol tanks will be filled with petrol pre-mixed with 2% synthetic 2-Stroke Oil, Castrol XR 77 . Each fuel tank should be clearly marked to indicate the level to which the fuel team must fill the tank. Remarking is allowed, but a tank without a marking will be filled, to the top. The removal of fuel is forbidden.

After each official race, practice or timing, petrol tanks must be left in “Park Ferme”.

All petrol will be supplied from the same tank, Batches of 200 liters mixed with 2% Synthetic oil. Petrol will be from the local supplier/pump.

No karts / Persons are allowed to enter “Servicing Park” with any liquids. (Except water in clear transparent plastic bottles, for drinking purposes.)

The same already premixed petrol as used during the race event will be available Wednesday and Thursday at the price of 3.00 € per liter and must be ordered and paid for with inscription.

3.5 – PETROL HANDLING – ITALIAN ROUND (NON “PARC FERME” STATUS)

It will be each competitors responsibility to purchase their own petrol from Wednesday free practice until the end of the race weekend on Sunday. The place of purchase and the octane of the petrol will be stated in the Supplementary Regulations of the event. For events where the fuel is not supplied as pre-mix, the mixture ratio shall be verified by comparison with Digatron DT-47 to a controlled sample of 50:1. Competitors fuel must measure within points to the controlled sample (points to be stated in the Supplementary Regulations for the event and / or on the official posting board of the event). The official oil for the Rotax Mojo Max Euro Challenge is Castrol XR77 and is compulsory to use, one litre of Castrol XR77 will be supplied free of charge, no other oils are allowed.

It is recommended that evaluation of fuels at the racetrack be conducted using one or all of the following tests.

- 1) Digatron DT- 47 Fuel Meter Test or Digatron DT 15.
- 2) Specific Gravity Test
- 3) Water Solubility Test
- 4) Ceric Nitrate Reagent Test

Further test, if positive will be at the cost of the Entrant/Driver, cost will be stated in the supplementary regulations of the meeting / event

4 - ROTAX MOJO MAX Challenge event

4.1. From the second Sunday before official free practice the nominated tracks for each round will be closed for practice racing in any category and any kart for all drivers taking part in the 2006 Rotax Mojo Max Euro Challenge. Making a total of 10 days before first free practice on Wednesday's. Offenders will be excluded from the event with no rights of refund of entry fee.

4.2. Free Practice is on Wednesday and Thursday before race event; the daily fee is 45.00 € (Euros). All drivers before taking part in free practice must have passed the sporting checks. Drivers are also obliged to show their racing numbers from Wednesday on front & back bumpers and side pods. Racing numbers should be of CIK/FIA size.

4.3 – Non / Qualifying practice.

Already for the obligatory non qualifying practice on Friday and for all race activities from Saturday onwards the transponder is mandatory and has to be fixed on the lower part of the back of the kart seat. The practice will commence in groups of even and odd numbers. Every group will have their practice according to the timetable; all drivers and karts must have passed the Sporting Checks and Scrutineering.

4.4 - Warm up – Saturday & Sunday morning.

For the official warm up it is obligatory to use “Parc Ferme” tyres and petrol. Petrol not applicable to Italian round.

4.5 - Qualifying Practice Session (15 Minutes Timed)

Drivers in each class will be divided in groups depending on number of registered drivers in each class in the following way .

4.6 - Rotax Max Junior, Inscriptions

1 - 34 in 1 group.

1 - 68 in groups of odd and even

4.7 - Rotax MAX Senior, Inscriptions

1 - 34 in 1 group.

1 - 68 in groups of odd and even

4.8 – Rotax Max Masters, Inscriptions

1 – 34 in 1 group

4.9- Rotax DD2, Inscriptions

1 - 34 in 1 group. (DD2)

4.10 - Each group will be allowed out for a 15 minute qualifying practice during which every lap will be timed. The fastest time during this session will determine the grid position. Any ties will be decided by the second best time and so on.

4.11 – In the Qualifying Practice, If a driver stops in the Repair Area or in the Servicing Park, it will be final. He / She will not be allowed to restart during qualifying practice.

4.12 - After qualifying practice drivers will be grouped into new groups (A, B, C, D) to number of registered drivers in each class for the qualifying heats. The maximum number of drivers per group will be 18.

4.13 - If a driver returns to “Servicing Park” (for whatever reason) he/she must immediately go over the scale for checking the weight. All drivers must leave only through the “Servicing Park”.(Please ensure you check with “Servicing Park” personnel if you can leave “Servicing Park”).

5. - QUALIFYING HEATS.

5.1. - Winner of each race is the driver with the stipulated quantity of laps in the shortest time. All drivers behind him have finished the race without taking into consideration the numbers of laps completed.

5.2. - The classification of the heats is determined by the quantity of the completed laps as well for the drivers, which have not finished. Driver with the same amount of laps will be classified as passing the finish line. The classification of every heat will be counted in points added to the total sum for the final as below:

1. Place = 0 points

2. Place = 2 points

3. Place = 3 points

4. Place = 4 points

5. Place = 5 points

34 Place = 34 points

5.3. - If a Driver does not take the start in a Qualifying Heat, he/she will receive a number of points equal to the numbers of participants of groups A and B plus 1.

If a Driver has been black-flagged or excluded, he/she will receive a number of points equal to the number of participants of groups A and B plus 2.

5.4. - The best 28 drivers are qualified for the Pre Final. Should there be a dead heat between two or several drivers, it will be settled by their classification in qualifying practice. The drivers from position 29 till 62 are qualified for the Second Chance Heat (last chance to qualify in pre final). The 6 (six) best of the Second Chance Heat will be promoted to the Pre Final.

5.5. - The start grid position for starting in the Pre Final is according to the rating of points of the heats and according the finish of the Second Chance Heat.

The Pre Final finishing order determines the start position for the Rotax Mojo Max Euro Challenge Final.

6. - POINT SCORING PRE-FINAL & FINAL.

6.1. Only points achieved at pre-final and final of a race event count towards the series.
A total of 4 pre-finals and 4 finals will be raced for the series.

6.2. Each driver must drop his/her worst pre-final and worst final result of the overall championship.
It is not mandatory to take part in all 4 (four) race events to be classified in the final classification of the series, the drop result rule also apply for not attended events.

6.3. In case a pre-final or final is cancelled because of « force majeure » no points will be given.
Therefore this race cannot be classified as a worst result.

6.4. Any exclusion from the event by scrutinizing or Juridical Action, no points are given, the pre-final or the final are not allowed for deduction.

6.5. Pre-Final a starting grid of maximum 34 drivers, Score points 34.33.32.31.to the last placed finisher.

6.6. Final a starting grid of maximum 34 drivers. Score points 55.52.50.49.48.47.to the last placed finisher. Bonus point (1-one) for each start in a pre-final and/or final. Each competitor must have started in at least 4 pre-finals and/or finals to receive bonus points. (Maximal 8 points)

6.7. Half points, at races with less than 9 competitors participating in the pre-final and final.

6.8. The European Rotax Mojo Max “Chassis Make Trophy”.

The European Rotax Mojo Max “Chassis Make Trophy” will be awarded to the chassis make scoring the most points in the pre-final and the final at each round. In the class Rotax Junior, Rotax Max, Rotax Max Master and Rotax DD2. (each class separated)

6.8.1. Pre-Final score points 34.33.32.31.to the last placed finisher, divided by the numbers of drivers of the same make of chassis in the pre-final

6.8.2. Final score points 55.52.50.49.48.47 to the last placed finisher, divided by the numbers of drivers of the same make of chassis in the final.

6.8.3. Any exclusion from the event by scrutinizing or Juridical Action, no points will be given.

6.8.4. All (4) Pre-Finals and all (4) Finals will counted towards the “Chassis Make Trophy”, no deduction allowed.

7. – STARTING PROCEDURE.

7.1. All starts shall be rolling type. The regulations for “Rolling starts for karts with clutches and without gearboxes” of the CIK-FIA general regulations apply for all categories in Rotax Mojo Max Euro Challenge. At the end of the Formation Lap, Drivers will go at a slow speed towards the Start Line assembled in two lines of karts. During the approach stage, the red lights will be on. No karts shall accelerate or overtake before having crossed the Yellow Line and in no way before the red lights have been switched off. 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 the Formation Lap, an Official or Mechanic nominated to carry out this task may restart him as soon as he has been passed by the entire field. He may then rejoin at the back of the Formation and must not try to regain his grid position. If the kart cannot be started, then it must be removed from the track to a place of safety. Similarly should a driver fall behind the entire field without stopping, he must remain at the rear for the Start and must not attempt to regain his position.

7.2. - The grid shall be made up of two lines of karts. For the Heats, the grid shall be arranged in the order of the best lap times set during the Qualifying Practice. The grid positions for the Pre-Final shall be based on points accumulated in the heats. Starting position in the Final will be determined by the finishing positions of the Pre-final.

7.3. - Any competitor who is not able to start the Formation lap must raise his arm. After all the other karts have left the grid, his/her mechanic will be allowed to make an attempt to start the engine. If it can be started before the completion of the Formation lap, the driver may only rejoin the Formation lap at the back of the formation and must not try to regain his grid position.

7.4. – Jump start.

(i) 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.

(ii) The penalty will be 15 seconds, which will be added to the total race time of the driver concerned.

7.5. – Restarting a Race (Qualifying heat or the final phase)

Working on karts is not allowed, however, should a race be red flagged and severe damage has been incurred by various karts, under the discretion of the Stewards, Race Director or Clerk of the Course a time period of 15-60 minutes repair time may be allowed. Should this situation occur, repair time must take place in the servicing area and each driver, by his own means, must return his kart to the servicing area before repair work can commence, only one mechanic is allowed to take part in the repair. No mechanics are allowed on the track. Drivers not requiring servicing work must remain with their karts.

8. - SCALE / WEIGHING PROCEDURE

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

8.1. After Qualifying Practice, the Qualifying Heats and the races of the final phase, each kart crossing the Line will be weighed. If the kart is unable to reach the Weighing Area by its own means it will be placed under the exclusive control of the Marshals, who will take it there or have it taken there, and the Driver shall report to the Weighing Area as soon as he returns to the pits so that his weight may be established.

8.2. At the end of Qualifying Practice the Driver and his kart will be weighed simultaneously then separately. Should for reasons of force majeure the Driver be unable to go to the scales at the end of a Qualifying Heat or of a race of the final phase, his kart would be weighed on its own and the Driver's weight registered after Qualifying Practice would be added to that of the kart.

8.3. 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).

8.4. Only Scrutineers and Officials may penetrate in the Weighing Area. No intervention whatsoever is allowed in that Area unless it has been authorized by these Officials.

8.5. A kart or a Driver are not allowed to leave the Weighing Area without the authorization of the CIK-FIA Technical Delegate (or Scrutineer).

8.6. Any infringement to these provisions relating to the Weighing or karts may entail the exclusion of the Driver and kart concerned.

8.8. The Organiser shall place the scales under a shelter at the entrance to the “Finish” Servicing Park and must provide for sufficient personnel to ensure the placing of the kart on the scales. Mechanics will be kept away from the karts until the Weighing Procedure of their karts is over.

8.9. If the weight of a Driver and of his kart is under that specified in the Technical Regulations, the result will be communicated in writing to the Entrant, and the kart and its Driver will be excluded from Qualifying Practice, the Qualifying Heat or the race concerned.

8.10. The Organiser must provide for certified weights for the calibration of the scales.

9. - TECHNICAL REGULATIONS

9.1. – CIK-FIA Technical Regulations and “ROTAX MOJO MAX Challenge Technical Regulations 2006 apply also for the ROTAX MOJO MAX EURO Challenge.

9.2. - Chassis.

All chassis must have a valid 2003 or newer CIK-Homologation. Front brakes are allowed.

9.3. - ROTAX DD2 chassis must be manufactured to CIK specification and approved by Rotax. See further Rotax Mojo Max Challenge Technical Regulations 2006.

9.4. - Drivers will be allowed one chassis only. However if damage occurs to the chassis, which has been scrutinized for the meeting, ***if in the opinion of the scrutineer*** it is not practical to repair in time, one alternative chassis of the same make as the damaged chassis ***may*** be scrutinized, in order to continue the meeting

9.5. - Bumpers and Bodywork.

Only 2003 CIK homologated bumpers and bodywork are legal to use.

In case of a “WET RACE” the sentence the following sentence of the CIK Technical regulations 7.1.4 is not valid at the ROTAX MOJO MAX EURO Challenge events DD2 Class :” In the case of a wet race side bodywork may not be located outside the plane passing through the outer edge of the rear wheels”. For Rotax Max Junior, Rotax Max, and Rotax Max Master CIK Technical regulation 7.1.4 is valid

9.6. - Engines.

Only genuine ROTAX components that are specifically designed and supplied for the FR125 MAX, FR 125 Junior MAX AND 125 MAX DD2 engine are legal, unless otherwise specified.

9.6.1. Seals, Only engines with black ROTAX or red and black J.A.G seals are approved. Maximum TWO engines are allowed for each driver.

9.6.2. – Identity Card, Only Engines with a valid “Rotax Engine Identity Card” and sealed by BRP ROTAX GmbH & Co KG, an “authorised ROTAX distributor” or “ authorised ROTAX service centre“ are legal to be used.

9.6.3. - A list of “authorised ROTAX service centres “ will be available from the series promoter.

From scrutinizing Friday morning to the end of racing on Sunday no engine seals may be replaced and/or broken throughout the race weekend, this includes engines which have been seized and/or hit by other defects.

All engines registered on the Scrutineering Card, regardless whether or not the engine is defective, the seal MUST NOT be broken.

9.7. - Spark plugs

Denso Iridium IW (24,27,29,31) is the only accepted spark plug in the Rotax Mojo Max Euro Challenge.

9.8. - Intake silencer

Position of MAX, Max Master and MAX Junior Intake silencer

The intake silencer must be installed in its original position by using the support bracket mounted on intake manifold. It is not allowed to turn the intake silencer in a different position. It is allowed to drill a 8 mm hole in the bottom part of the intake silencer in the centre of the plastic injection mark, so in case of heavy rain, water will be automatically drained.

9.9. - Rims

Rims should apply to the CIK/FIA rules, Technical Regulations, Art.2.22 and has to have a minimum of three (3) bedding screws.

9.10. – Impound.

The Chief Scrutineer has the right to impound carburettor, exhaust, electronic ignition and petrol at his discretion. Should this be the case the parts impounded will be replaced with new original manufactured parts at the expense of the Organiser.

9.11. - Petrol tank / volume.

At any time the volume of fuel in the tank must be over or equal to 3 litres. The capacity of the fuel tank must be 8 litres minimum. CIK-FIA Technical regulations 20.

9.12. - Chain Guard.

It is compulsory and must efficiently cover the sprocket and the crown-wheel down to the centre of the crown wheel axis. In addition, it must incorporate efficient side protection.

10. - SAFETY .

10.1. Helmets, gloves, rib protectors, boots, race suits must all comply with the Article 3 of the - 2006 CIK-FIA Technical Regulations.

10.2. Drivers & Entrants Briefing will take place on Friday morning, exact time will be stated on timetable for the event and is obligatory for all Drivers and Entrants to attend. A further Drivers briefing may also be obligatory on Saturday and Sunday under the discretion of the Race Director or Clerk of the Course. It is the Drivers / Entrants duty to enquire about any further Driver's Briefing. This information will be posted on the official posting board and available on the RGMCM office. Drivers / Entrants not attending the briefing will be liable to incur a fine of 125 euros to be paid to the ASN hosting the event via the Stewards.

11. – SERVICING PARK AND DUMMY GRID

Only ONE driver per kart and ONE mechanic is allowed in "Servicing Park" and only with proven passes.

12. - FIRE EXTINGUISHER

Competitors are required to have a fully serviceable fire extinguisher to the ASN minimum recommended standard, minimum 5 kilo suitable for oil and petrol fires.

13 - RACE ID CARD

It is compulsory for all drivers participating in the Rotax Mojo Max Euro Challenge to be in possession of the Rotax Driver's ID Card. This card will automatically be supplied with the information pack supplied when inscription has been accepted. This ID Card is to be presented at all rounds together with all other necessary documentation. The ID Card DOES NOT replace a legal licence.

14. - JURISDICTION

ROTAX MOJO MAX EURO CHALLENGE, reserves the right to issue additional statements concerning the Rules and Regulations (previously approved by the ASN proposing the series and the CIK-FIA) from time to time, and all such statements will be issued to all registered competitors by way of Competitors' Bulletins at the race meeting, or posted to the address detailed on the Series Registration Form.

15 - ADVERTISING ON KARTS, OVERALLS AND HELMETS

To be advised in official bulletins .

16. – ANNEXES

Annexe a) - Circuit Plan

Annexe b) - Technical Zone

Annexe c) - Time Table

Annexe d) - Journalist access zone

Annexe e) - Sponsors regulations