



# SPORTING REGULATIONS

SARNO, ITALY / OCT 19 - 26



## SPORTING REGULATIONS

ROTAX MAX CHALLENGE GRAND FINALS 2019

CIRCUITO INTERNAZIONALE NAPOLI

Edition 26 July 2019

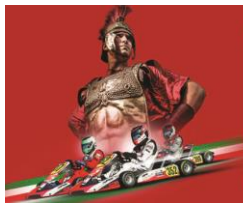
This english version is just a translation of the official RMCGF 2019 Sporting Regulations approved by ACI Sport, and thus cannot be used in legal terms.



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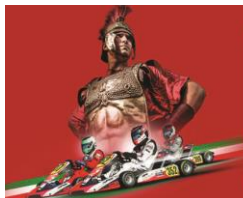
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## 1. GENERAL

- a) BRP-ROTAX GmbH & Co KG, Rotaxstr. 1, 4623 Gunskirchen, Austria is the Promotor of the ROTAX MAX Challenge Grand Finals 2019 (RMCGF 2019), an authorized national event with foreign participation (ENPEA), that will be held from the 19<sup>th</sup> to the 26 October 2019, at Circuito Internazionale Napoli (SA).
- b) Karting Club Sarno S.S.D. a r.l. is the organizer of the RMCGF 2019.
- c) The final text of these RMCGF Sporting Regulations shall be the Italian version approved by ACI Sport, which will be used should any dispute arise as to their interpretation This English version is just a translation of the official Sporting Regulations, and thus cannot be used in legal terms. as authoritative.

**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
- General Prescriptions of Karting - 2019 from ACI Sport.
- the Rotax MAX Challenge Grand Finals Technical Regulations 2019 and the official Bulletins
- these Rotax MAX Challenge Grand Finals Sporting Regulations 2019 and the official Bulletins

All drivers, entrants and officials participating in the RMC 2019 undertake, on behalf of themselves, their employees and agents, to observe all these regulations.

Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

## 3. CATEGORIES, LICENCE, AGE AND WEIGHT

### 3.1. Categories

The categories available for the RMCGF 2019 are the following:

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

### 3.2. Age limits / Licenses

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

For the RMCGF 2019 a National licence or International licence grade C will be accepted.

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



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## Summary Age Limits:

Age Limits	MICRO	MINI	JUNIOR	SENIOR	MAX-Master	DD2	DD2-Master	*.... if the
	8-11	10-13	12-14 (15	14-99	32-99	15-99	32-99	
Age Groups	2008-2011	2006-2009	(2004)* 2005 till 2007	till 2005	till 1987	till 2004	till 1987	

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

### 125 Micro MAX

The driver must have his/her 8<sup>th</sup> birthday during the year of the event and must have his/her 12<sup>th</sup> birthday after the year of the event, and must hold a national Karting licence.

### 125 Mini MAX

The driver must have his/her 10<sup>th</sup> birthday during the year of the event and must have his/her 14<sup>th</sup> birthday after the year of the event and must hold a national Karting licence.

### 125 Junior MAX

The driver must have his/her 12<sup>th</sup> birthday during the year of the event and must have his/her 15<sup>th</sup> birthday after the year of the event and must hold a national Karting licence or International C Junior Karting License.

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

### 125 Senior MAX

The driver must have his/her 14<sup>th</sup> birthday **during the year** of the event and must hold a national Karting licence or International C Restricted Karting License, International C Senior Karting License or higher.

### 125 MAX DD2

The driver must have his/her 15<sup>th</sup> birthday **during the year** of the event and must hold a National licence or International C-Senior Karting License or higher

### 125 MAX DD2 Masters

The driver must have his/her 32<sup>th</sup> birthday **during the year** of the event and must hold a National licence or International C Senior Karting License or higher.

- All entered Entrants and Drivers shall be holders of licenses issued by CIK-FIA members ASN's and a valid visa.
- All drivers fulfilling these age limits and type of licenses are eligible to qualify for the RMCGF 2019.
- Each participant of the RMCGF 2019 represents the nation whose ASN has issued him the license regardless to which nationality he belongs or in which country he has qualified.



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### 3.3. Minimum Weights

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

Minimum Weights (KG)	125 Micro MAX	125 Mini MAX	125 Junior MAX	125 Senior MAX	125 DD2 MAX	125 DD2 Masters
	110	125	145	160	170	175

### 4. ELIGIBLE DRIVERS

- a) The number of entries in the RMCGF 2019 will be limited to:
  - 1) Maximum of 36 in each of the following classes: Micro MAX and Mini MAX.
  - 2) Maximum of 72 in each of the following classes: Junior MAX, Senior MAX, MAX DD2 and MAX DD2 - Masters class.
- b) RMCGF 2019 seats will be awarded by a qualification from international or national events executed by ROTAX. Responsible distributors may split up the granted seats among their territories. The organizer, after the ROTAX approval in written, reserves the right to offer wild cards and driver packages to drivers according to criteria as it deems fit.
- c) Drivers participating in the RMCGF 2019 must hold at least a “National Driver License “ and a “National Entrant License” supplied by an ASN which is a member of the CIK-FIA. According to the FIA-CIK International Sporting Code all entrants and drivers who wish to take part in an international event can only do so with the approval of their own ASN. This authorization shall be given by the ASN concerned in such form as they might deem convenient.
- d) The RMCGF 2019 is an national restricted Event with foreign participation (ENPEA), by invitations controlled by ROTAX.
- e) Expenses for the supplied karts, engines, tyres, petrol and entry fee for qualified drivers of the RMCGF 2019 is covered by ROTAX and its distributors.
- f) Qualification and registration conditions to RMCGF 2019 according chapters 5, 6, 7 and 8.

### 5. QUALIFICATION FOR RMCGF 2019

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

Additional drivers can qualify via international Rotax Max Challenges. The number of qualifying drivers must be defined in the sporting regulation of the respective race series.

The overall winner of each national RMC MAX DD2 Masters and/or Senior MAX-Masters class and/or the overall best placed Masters driver (fulfilling the age limits for a Masters category) of a national RMC MAX or DD2 class with authorization in writing from ROTAX may qualify.



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## 6. REGISTRATION FOR RMCGF 2019

Each qualified driver must register to the RMCGF event via the online registration system.

The driver/entrant must not be involved in court proceedings (ongoing sporting or civil lawsuits somehow related to the RMCGF 2019 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.

## 7. OTHER RULES

If a driver is qualified from a National, 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 2019.

Ranking is: International / Continental (zone) / National.

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 at the same time, ROTAX reserves the right to decide from which series/event he will qualify for the RMCGF 2019.

The status of an event is considered as "International", if it is listed in the official CIK-FIA International Sporting Calendar. The status of an event is considered as "Continental", if it is listed in the official CIK-FIA Zone Calendar.

If a driver is qualified in two or more categories he/she can participate in RMCGF 2019 in the higher ranked category only. Ranking is: DD2 MAX or DD2 MAX Master (depending on the age of the driver) / Senior Max or Senior Max Master (depending on the age of the driver) / Junior MAX / Mini MAX/ Micro MAX.

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

## 8. ENTRANTS APPLICATIONS

- a) There is no entry fee for the RMCGF 2019.
- b) RMCGF 2019 applicants must hold valid national or international entrants' licenses and the necessary authorizations (visas) issued by their ASNs affiliated to CIK-FIA.
- c) After being informed by ROTAX that a driver has qualified to participate in the RMCGF 2019, applications must be submitted by entrants to his/her authorized ROTAX distributor (see distributor list on <http://www.rotax-kart.com/Find-a-Dealer>) by means of the entry form supplied by ROTAX.
- d) Applications shall include the name of the driver and a confirmation that the applicant has read and understood the code, the general prescriptions, the appendices, the technical and sporting regulations and agrees, on his own behalf and on behalf of everyone associated with his participation in the event, to respect them.





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## 9. GENERAL UNDERTAKINGS

- a) Supplementary regulations must be submitted to the ASN where the event will take place with the original application for inclusion of the RMCGF 2019 on the National calendar. Only with the approval of the ASN can such special regulations come into force.
- b) The supplementary regulations of the RMCGF 2019 consist in standard regulations drafted in Italian, and possibly translated into English.
- c) The right to associate the name of a company, organisation or commercial make to the RMCGF 2019 is exclusively reserved to ROTAX. Unless there is a previous written agreement from the organiser may indicate or make believe that the said event is sponsored or financially helped either directly or indirectly by a commercial firm or organisation.
- d) Only the organizer is entitled to grant waivers to these sporting regulations, following the approval of the ASN

ANYTHING WHICH IS NOT STATED TO BE ALLOWED IS FORBIDDEN.

## 10. GENERAL CONDITIONS

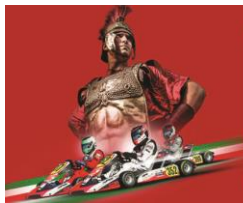
- It is the entrant's responsibility to ensure that all persons concerned by his entry observe all the provisions of the code, the technical regulations and the sporting regulations. If an entrant is unable to be present in person at the event he must nominate his representative in writing.
- The person 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 at all times wear the appropriate identification credentials which have been provided to them.
- The RMCGF 2019 is run over one single event.
- A race class may be cancelled if karts of fewer than twelve drivers have passed scrutineering. If no alternative formula may be found, ROTAX will investigate a possible solution-

## 11. RACING NUMBERS

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

Racing numbers for each category are:

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



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

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

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

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

## 12. OFFICIALS

The officials will be appointed according the supplementary regulations published for the event.

## 13. ELIGIBLE KARTS AND EQUIPMENT

The only equipment – complete kart – allowed during the event will be provided on a loan basis, by the organizer and must be according the ROTAX MAX Challenge Grand Finals 2019 Technical Regulations.

The Rotax Grand Finals 2019 is reserved for karts with ROTAX MAX engines in different configurations, as defined by the RMCGF 2019 Technical Regulations.

At RMCGF 2019 each driver will be entitled to submit to scrutineering the following equipment:

- Chassis: Drivers will be allowed to scrutinize one chassis as supplied by ROTAX only.
- Engines: Drivers will be allowed to scrutinize one engine, as supplied and sealed by ROTAX only.

Change of equipment: changing engines and its components, chassis, the chassis/engine unit and tyres is forbidden between the various drivers.

### 13.1. Vehicle

- a) For each Driver it will be raffled a complete kart (chassis and engine) according the official time schedule.
- b) The driver cannot refuse the vehicle that has been raffled.
- c) Any modification is not allowed unless specified in this regulation and the RMCGF 2019 Technical Regulations or the Supplementary Regulations.
- d) During the event drivers/competitors are not allowed to take the kart, or part of it (except the battery and battery charger), outside the track facilities. A Technical Scrutineer may check at the beginning of the day, and before the arrival of the drivers to the facilities, if the vehicle is complete. If it detects the absence of any element of the vehicle, the driver will have the following penalties:
  - If it happens before qualifying, the driver will receive a 10 places penalty on the starting grid for the qualifying heats.
  - If it happens immediately before a race, the driver will receive a penalty of 10 seconds for the next race which he will take part.
  - In the event of a repeated infringement, the driver will be excluded from the event.
  - The equipment that has been detected that was missing in the kart must be controlled by the Technical Scrutineer and can also be replaced by other equipment.



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## 13.2. Chassis

Chassis must be in accordance with the RMCGF 2019 Technical Regulations and the Supplementary Regulations.

- a) The brand for each category will be defined in the supplementary regulations.
- b) It is the Driver / Entrant responsibility to mount the seat.
- c) During the event, and in case of an accident, the driver can only change once the chassis (frame) after the authorization of the Technical Scrutineers. In this case the frame and the other needed parts must be paid in advance. The amount to be paid is defined in the price list which must be provided prior to the event by the chassis manufacturer.
- d) It is only allowed to use the parts originally supplied by the chassis manufacturer.

## 13.3. Engine

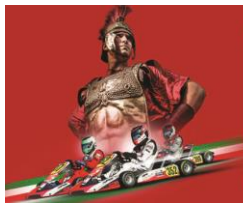
- a) Engine and its accessories must be used in accordance with the RMCGF 2019 Technical Regulations.
- b) Engine as supplied by BRP-Rotax is the only one allowed to be used per each Driver during the event. If an engine is damaged BRP-Rotax may decide to change or repair it.
- c) During any moment of the event, a Driver / Entrant cutting or manipulating any of the engine, and/or carburator and /or exhaust seals will be disqualified from the event.

## 13.4. Other equipment / material assigned

- a) Each driver will be assigned his own place in a tent provided by the organizer.
- b) It is not allowed to mount individual/private tents in the paddock.
- c) Changing the location previously assigned is not allowed, unless authorised by the organizer.
- d) Each driver will also be provided with a trolley, and a toolbox. Such material must be returned to the organizer at the end of the event. Any damage or lost material will be charged by Rotax to the driver / entrant.

## 14. RETURN OF EQUIPMENT

- a) After the event, Driver must return the equipment according informations about time, location and procedures of how to return the equipment as defined by the organizer.
- b) Equipment must be returned in the same working conditions as delivered. All equipment must be dully cleaned prior to return. A fine of 200€ will be charged for any material returned unclean.
- c) Any damaged or missing part of the engine or accesories, toolbox and trolley must be paid for by the driver/entrant.
- d) Any damaged part of the chassis must be paid for by the driver/entrant.
- e) People appointed by the organizer (Rotax and chassis suppliers) will be responsible for doing a complete control of the material handed out to the Driver.



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## 15. SAFETY EQUIPMENT

Helmets, gloves, rib protectors, boots, race overalls must all be approved under the RDS ACI SPORT Technical Regulations.

## 16. TYRES

As specified in the RMC GF 2019 Technical Regulations the tyres MOJO (C2, D2 and D5 for slick tyres, and CW and W3 for wet tyres) have been chosen as the exclusive tyres for the RMC GF 2019. No other tyres than the ones given by the organizer are allowed to be used at the track at any time.

### Dry tyres:

Type:

- Mojo C2 for Micro Max and Mini Max
- Mojo D2 for 125 Junior Max
- Mojo D5 for 125 Senior Max, 125 Max DD2 and 125 Max DD2 Master.

Quantity for each category:

125 Micro Max

- 1 set for all the event. Tyres will be always in parc fermé status

125 Mini MAX, 125 Junior Max, 125 Senior Max, 125 Max DD2 and 125 Max DD2 Master.

- 1 set is for non-qualifying practices (non parc fermé status)
- 1 set is for qualifying up to and including the Finals (Parc fermé status).

### Wet tyres:

Type:

- MOJO CW for 125 Micro Max and 125 Mini Max
- MOJO W3 for 125 Junior Max, 125 Senior Max, 125 Max DD2 and 125 Max DD2 Master.

Quantity for each category:

- Maximum one set of wet tyres will be handed out for non-qualifying practices.
- Organizer keeps the right to decide if a second set of wet tyres will be handed out for qualifying practice up to and including final (pre-final and final). Maximum 2 sets are available for the whole event for each category. Wet tyres will only be handed out in the case of rain. (Parc ferme status)

### Distribution and usage of tyres:

- 1) For the 125 Micro Max category the set of slick tyres (MOJO C2) will be handed out after the chassis raffle. This set shall be used during all the event. This set of tyres is marked and it will be kept in parc ferme.
- 2) For the 125 Mini Max, 125 Junior Max, 125 Senior Max, 125 Max DD2 and 125 Max DD2 Master MOJO C2, D2 or D5 (depending on category) the first set of slick tyres will be handed out after the chassis raffle. This set shall be used during the event for all non-qualifying practices. This set of tyres is marked but it will not be kept in parc ferme. A certain number of used tyres from the first set (depending on the category) will be kept in parc ferme.

After the last session of the non-qualifying practice each driver will receive a new set of MOJO C2, D2 or D5 (depending on category) slick tyres, which has to be used for the qualification phase up to and including the final phase (pre-final and final). Each tyre of this



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- set is marked with a barcode and the starting number and must be kept in the parc ferme.
- 3) Each driver is responsible to check if the marking of the starting number is visible outside, otherwise the tyre has to be presented in parc ferme for remarking.
  - 4) If there is a reasonable risk for rain, wet tyres (MOJO CW or W3) together with rims will be handed out in time. Wet tyres provided for non-qualifying practices as well as wet tyres provided for qualifying practices up to and including the final must be kept in parc ferme at any time. Each tyre of these sets is marked with a barcode and the starting number.
  - 5) In case of mechanical failure of a tyre, each driver may exchange maximum 1 front and 1 rear tyre (each wet and dry), except if failure has been caused on purpose or by misuse. In case of a mechanical failure of a tyre, it is up to the technical scrutineer to verify if the failure was due to material defect or has been caused on purpose/misuse. If the failure has not been caused on purpose/misuse the following rule will apply:
    - In all categories a new tire will be provided as replacement during Free Practice or before Qualifying.
    - During Qualifying Heats, Pre-finals and Final a used tire (with similar wear rate) will be provided as replacement.

## 17. DISTRIBUTION OF FUEL IN THE EVENT

At the RMCGF 2019 for the whole duration of the event only the premixed fuel handed out in “Servicing Park” is legal to use for all race activities. The premixed fuel will be supplied by ROTAX free of charge.

All fuel tanks will be handed in clean and empty to the “Servicing Park”, all connections must be closed to avoid any spillage. The fuel tanks will be filled with petrol pre-mixed with a CIK-FIA approved synthetic 2-stroke oil (brand and type as specified in the “Technical regulations”).

## 18. TRANSPONDER

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

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

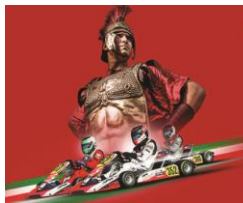
The transponder must be fixed on the back of the kart seat and cannot exceed the positioning 40 cm in height from the ground.

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

## 19. ONBOARD CAMERA

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

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



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To provide a proper support for the onboard live streaming system a special support person is available. This person must have free access to the selected Karts.

The total weight of all components (ca.700g) counts to the total weight of the kart.

All system components (camera, battery, transmitter and antenna) are mounted on and behind the front shield.

An additional front shield will be provided free of charge to the concerned drivers.

The driver cannot refuse to install the onboard camera in his kart.

## 20. 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. Following initial online registration, it is mandatory for all drivers and entrants to be present and to complete the Registration/Administrative Checks which will take place on the first day (Saturday) of the event at the time and place notified in the official time schedule.
- c. Any driver failing to attend and complete registration at the time and place notified will not be permitted to take part in the event, unless a specific exemption has been requested in writing to ROTAX and, having considered the written reasons, ROTAX have given written authority for such absence. Such authority will only be given by ROTAX in exceptional circumstances.
- d. Where authority is given for a driver to be absent from the Registration/Administrative Checks, the driver's registration must be completed by the entrant or his nominated representative at the time and place notified in the official timetable and the driver must attend, without exception, the first drivers' briefing to be held on the Sunday of the event at the time and place notified in the official time schedule.
- e. Any failure to comply, except in cases of force majeure accepted as such by the Stewards of the Meeting, will result in disqualification of the driver from the competition. Should any declared reason which has been accepted by ROTAX as the basis of authority for a driver to be absent from Registration/Administrative Checks subsequently be found to be untrue or inaccurate, the matter will be referred to the Stewards of the Meeting who may at any point disqualify the driver from the competition.
- f. 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.
- g. 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.
- h. All karts are checked by the organizer in accordance to ASN / CIK Technical Regulations and also according the Global RMC 2019
- i. 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.



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- j. At any time during an event, the scrutineers may:
  - 1) check the eligibility of the kart or of the driver's equipment.
  - 2) require a kart to be dismantled by the entrant to make sure that the conditions of eligibility and conformity are fully satisfied.
  - 3) require an entrant to supply them with such parts or samples as they may deem necessary.
- k. The clerk of the course may require that any kart involved in an accident be stopped and checked.
- l. 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 Ferme, and who alone are authorised to give instructions to the entrants.
- m. 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.
- n. Submitting a kart to scrutineering shall be considered as an implicit statement of conformity.
- o. Racing numbers and possible advertising signs must be on the kart when the equipment is presented at scrutineering.
- p. A driver is not allowed to change his/her equipment after it has been presented at scrutineering.

## 21. BRIEFING

- a) Location of the briefing will be published in the supplementary Regulations. The time of the briefing is defined in the program 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.
- b) Extra briefings may be organized if this is deemed necessary.
- c) 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.
- d) The presence of all concerned drivers is mandatory throughout the briefing under pain of a sanction or even of a possible disqualification from the event. The entry control will be performed via electronic means.
- e) 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.



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## 22. RACE EVENT

The event will comprise non-qualifying practice, qualifying practice, qualifying heats, prefinal heats and a final phase as a minimum.

### A) Non-qualifying practice:

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

### B) Qualifying Practice

- Number of sessions:
  - 125 Micro Max and 125 Mini Max: one session
  - 125 Junior Max, 125 Senior Max, 125 Max DD2 and 125 Max DD2 Master: one session for one group of odd numbers and one session for one group of even numbers
- Time per session: 8 minutes (8').
- Drivers must be on track 3 min after Qualifying Practice started. If a driver is not on track after those 3 min the driver will be disqualified from Qualifying Practice. If more than one driver has been excluded the starting positions will be done according CIK Specific Prescriptions article 18B.
- The final classification of the Qualifying Practice will be established according article 18B of CIK Specific Prescriptions.
- Any driver who has not participated in the Qualifying Practice may request in writing to the Stewards the authorization to continue in the race. Stewards will decide according the circumstances of the absence in the Qualifying Practice. There will be no appeal from the Stewards' decision.

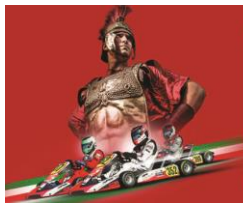
### C) Qualifying Heats

- 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:
  - 125 Micro Max and 125 Mini Max : 2
  - 125 Junior Max, 125 Senior Max, 125 Max DD2 and 125 Max DD22 Master: 3
- Starting positions for Qualifying Heats will be established according article 18 C of CIK Specific Prescriptions.

### D) Pre-Finals

- Number of laps for all categories: to be defined in the Supplementary Regulations.
- For 125 Micro Max and 125 Mini Max there will be only one Pre-Final, with 36 drivers.
  - a. Starting positions for pre-final will be done according the total points obtained after the Qualifying Heats, according article 18 C1 of CIK Specific Prescriptions.
  - b. Starting position for Final will be done according the classification of pre-final.





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- For 125 Junior Max, 125 Senior Max, 125 Max DD2 and 125 Max DD22 Master there will be two Pre-Finals (A and B).
  - a. After the Qualifying Heats qualified drivers will be divided in 2 groups, each one doing a Pre-Final.
  - b. After the Qualifying Heats the final results will be done according Article 18 C case B in the 2017 CIK Specific Prescriptions.
  - c. Drivers will be so distributed: the first qualified Driver takes the start into Pre-Final A, the second into Pre-Final B, the third into Pre-Final A, the fourth into Pre-Final B, the fifth into Pre-Final A, the sixth into Pre-Final B, and so on up to the 72nd.
  - d. After Pre-Finals A and B, it will be established another classification, as follows:
    1. Each driver will get the same points as for the Qualifying Heats, according his position on the race.
    2. Those points will be added to the ones he got after the Qualifying Heats.
    3. Total points will establish the classification for the Final, according Article 18 C case B of CIK Specific Prescriptions.
    4. Only the first 36 classified drivers will be eligible for the Final.
    5. 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 Pre-Final will not be authorized to participate in the Final and will be discounted when determining the 36 eligible drivers

## E) Finals

1. Number of laps for all categories: to be defined in the Supplementary Regulations
2. The final classification of the event will be the classification of the final.
3. During the Pre-Finals and Finals, any driver about to be overtaken or who has been overtaken by the race leader for any reason whatsoever will be shown the blue and red flag (double diagonal) with his starting number. He shall compulsorily go to the scales in the Parc-Ferme and will be classified according to the number of laps that he has actually completed.

## 23. STARTING PROCEDURE

- a) All categories will be rolling starts.
- b) Due to the circuit length, there will only be one formation lap before each race. There will not be a separate warm up lap. Karts will therefore cover only a single lap before the start may be given.
- c) There will be no mechanics nominated to restart the engine of any driver which stops during the formation lap. Drivers may only restart themselves and no assistance may be given.
- d) Any driver who is present, with his/her kart, on the grid within the time limit will be considered as a starter

## 24. 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 therefore be suspended by the showing of red flags in



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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 that 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.

## 25. SERVICING PARK

Only ONE driver per kart and ONE mechanic is allowed in "Servicing Park" 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).

## 26. PRE-GRID

- A) The pre-grid gate closes three minutes (3') 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!
- 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 servicing park.
- F) During qualifying should a driver require assistant after the "30-second" signal in the timed qualification the two best laps will be annulled.

## 27. SCALE / WEIGHING PROCEDURE

- A) According CIK Specific Prescriptions
- B) 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.
- C) Driver needs to stand on the middle of the scale with all his/her racing equipment.
- D) Drinking water from a clear plastic bottle is allowed in the servicing park before the scale (one bottle per driver), however any driver pouring water over his/her head and race overall will be penalized with - **1 (one) KG** on the weight of kart and driver (i.e. Junior 145 - 1 = 144)

## 28. FRONT FAIRING

The use of a homologated Front Fairing and of the homologated Front Fairing Mounting Kit of the bodywork homologation period 2015 – 2020 is mandatory, in accordance with CIK Specific Prescriptions, article 30 and CIK Technical Drawing No 2d. Appropriate fairings and mounting kits will be provided to Entrants/Drivers with each kart and are the only ones which may be used.

The provisions of CIK Specific Prescriptions, article 30 regarding mounting, installation, checking, reporting of breaches and application of penalties will be applied in full.

## 29. CLASSIFICATION AND AWARDS

- The classification of the RMCGF 2019 will be that of the relevant event / series regulations.



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- Trophies will be awarded in each class for the first three finishing drivers of the final of the RMCGF 2019.
- The title of the RMCGF 2019 winner will be awarded to the driver who has won the final.

## 30. PODIUM CEREMONY

- a) The drivers classified 3rd, 2nd and 1st in the final shall climb on the podium one after the other.
- b) The winning driver's national anthem will be played and the national flags of the first three finishers will be hoisted.
- c) The first 3 competitors must wear their overalls zipped up at prize giving ceremonies.
- d) If caps are supplied by the organiser of the RMCGF 2019 they must be worn by the drivers during the podium ceremony.
- e) All drivers agree that ROTAX and its sponsors may use photographs of RMCGF races (including names and photographs of drivers) for advertising, publicity and public relations purposes.

## 31. 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.

## 32. 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. BRP-Rotax will provide free internet access to the Driver and the Entrant.

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

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

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

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

## 33. 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.



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- 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.

## 34. INSTRUCTIONS AND COMMUNICATIONS TO ENTRANTS

All classifications and results of qualifying practice, the qualifying heats and the race(s) of the final phase, as well as any decisions of the officials of the event will be sent to the ROTAX GLOBAL APP and also be posted on the official notification board.

## 35. FINES

- A fine may be inflicted on any entrant, driver, assistant 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 that cannot be more than € 1500, - for costs of inviting the driver to the event.
- Fines imposed by the Stewards must be paid immediately to the organizer the total amount of those fines will be donated to an institution/organization defined in the Supplementary Regulations

## 36. PROTEST AND APPEALS

Protests and/or appeals must be in accordance with the Sporting Regulations from ACI Sport.

Amount of the Protest fee: 350 € ( for each protest)

Decisions communicated by posting on the Official Notice Board shall serve as notification in all respects.

Payment of any appeal fees should be done according National Sporting Regulations from ACI Sport. Amount of the Appeal fee: 1500 € ( for each appeal)

The deposit may be paid in the currency of the organizing ASN (euro) or in USA dollars.

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.

## 37. ADVERTISING / BRANDING

Drivers must accept the advertising supplied with the karts. It is forbidden to put any kind of advertisement on the karts other than those supplied with the karts.

Drivers are not allowed to expose brands of competing companies with those partners of the Rotax MAX Challenge Grand Finals (Sodikart, Birel, Praga, Dell'Orto, Mojo, Rotax, XPS).



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

## 38. PADDOCK RULES

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

- A) The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Areas is strictly prohibited. Offenders will be fined at least €250 and may be disqualified in case of a repeat, a sanction where a possible appeal will not be suspensive, according paragraph 2.14 (article Q) of CIK General Prescriptions.
- B) Starting of engines is only allowed inside the Servicing Park in area and engines may only be run there for a maximum of 5 seconds. A driver exceeding the permitted running time, will be penalized with a fine of 150€. A second offence may lead to exclusion.
- C) 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. It is forbidden to cook in the Paddock, except with a special authorization from the Organizer.
- D) Children under 7 years old who are not permanently accompanied will not be admitted in the Paddock Area. Animals who are not kept on a leash will not be authorized on the location.
- E) 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.

## 39. FIRE EXTINGUISHERS

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

During all the event there will be also a permanent fire truck with a fire brigade parked besides the parc-ferme.

## 40. 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.
- 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.



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- 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.

----- END OF RMCGF 2019 SPORTING REGULATION -----