

Global Rotax MAX Challenge

**INTERNATIONAL VERSION
Sporting Regulation 2023
Project E20**

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Version 1

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1. GENERAL

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

Any changes or exemptions to the Project E20 tour Sporting regulations and Project E20 Technical regulations require the written approval of BRP-ROTAX following the agreement of the ASN presenting the series and or the FIA.

ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN.

2. REGULATIONS

The Competition shall be run in accordance with Global Rotax MAX Challenge Project E20 Sporting Regulations 2023 and the official Bulletins and:

- FIA International Sporting Code and its appendices
- FIA and FIA Karting official Bulletins
- Article 3 International Karting Regulations and International Karting Licenses for Drivers & Code of Driving
- General Prescriptions applicable to FIA karting international karting Events
- Article 3 International Karting Regulations and International Karting Licenses for Drivers & Code of Driving Conduct
- the Global Rotax MAX Challenge Project E20 Technical Regulations 2023 the official Bulletins

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

3. CATEGORIES, LICENSE, AGE LIMIT AND WEIGHT

1.1 CATEGORIES

The categories available for the Project E20 Tour events are following:

- Project E20 Junior
- Project E20 Senior
- Project E20 Senior Masters

1.2 LICENSE / AGE LIMIT / WEIGHT

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

Drivers must be holders of a valid International Karting License And a starting permission issued by their ASN affiliated to the FIA.

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

Each participant of the Project E20 Tour events represents the nation whose ASN has issued him the license regardless to which nationality he belongs or in which country he has qualified.

Note

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

1.3 AGE LIMITS

All drivers fulfilling these age limits and type of licences are eligible to qualify for the RMCGF 2023

Project E20 Junior

Age :

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

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

Licence:

International license grade G Karting (depending on the requirements of the National ASN) and an international entrant license is required.

Note

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

Project E20 Senior

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

Licence:

International license grade F or E karting (depending on the requirements of the National ASN) 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 F karting (According to Article 3.4.2 FIA INTERNATIONAL DRIVERS LICENCES FOR KARTING DRIVERS & CODE OF DRIVING CONDUCT)

Note

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

Project E20 Senior Master

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

Licence:

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

1.4 SUMMARY AGE LIMITS

	PROJECT E20 JUNIOR	PROJECT E20 SENIOR	PROJECT E20 SENIOR MASTER
Age limit	12-14 *(15)	15+ *(14)	32 +
Age groups	2011 till 2009 *(2008)	from 2008 *(2009)	1991 +

***... if the driver holds a Karting Licence, according to Article 3.4.1 or 3.4.2 of the FIA International Karting License's for Drivers**

1.5 MINIMUM WEIGHTS

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

Minimum Weights (KG)	PROJECT E20 JUNIOR	PROJECT E20 SENIOR	PROJECT E20 SENIOR MASTER
	200	220	220

Project E20 Junior

Minimum weight: 200 Kg

Project E20 Senior

Minimum weight: 220 Kg

Project E20 Senior MASTERS

Minimum weight: 220 Kg

For guidance purposes only : the weight of the Project E20 Vehicle is estimated at 142kg. A driver with weight over 83kg including race equipment must not participate in the Project E20.

4. ELIGIBLE DRIVERS

In order to participate in a Competition, any Driver must be the holder of an International Entrant's/Driver's Licence (Article 9.1 of the Code) valid for Karting and for the current year, issued by the ASN affiliated to the FIA, as well as of the authorisation previously granted by that ASN if it is not the Organiser (Article 3.9 of the Code). Entrants' licences may not be delivered to persons who are still underage and do not have full legal capacity

The number of entries will be limited to:

- Project E20 Junior TBC
- Project E20 Senior & Senior Masters TBC

BRP-ROTAX reserves the right to offer wild cards and driver packages to drivers according to criteria as it deems fit.

BRP-ROTAX also reserves the right not to accept an entry, without having to provide any justification.

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

5. QUALIFICATION FOR RMCGF

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

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

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

BRP-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 2023.

Ranking is as follows:

1. ROTAX MAX Challenge EURO Trophy
2. ROTAX MAX Challenge ASIA Festival
3. ROTAX MAX Challenge International Trophy
4. International events
5. Continental (zone)
6. National with International participants *
7. National events.

***... Any National event with international participation requires prior approval from BRP - ROTAX.**

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).

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

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

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

If a driver is qualified in two or more categories, he / she must participate in RMCGF in the higher ranked category only. It is not permitted to participate in more than one category at the RMCGF.

Ranking is:

1. Project E20 Senior or Project E20 Master (depending on the age of the driver)
2. Project E20 Junior
3. DD2 MAX or DD2 MAX Master (depending on the age of the driver)
4. Senior Max or Senior Max Master (depending on the age of the driver)
5. Junior MAX
6. Mini MAX
7. Micro MAX

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

Note

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)

7. GENERAL UNDERTAKINGS

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

The supplementary regulations of the RMC 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 is exclusively reserved to BRP-ROTAX. Unless there is a previous written agreement from BRP-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 BRP-ROTAX is entitled to grant waivers to these sporting regulations, following the agreement of the ASN presenting the series and or the 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 Karting Technical Regulations (Article 2.24)

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.

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

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

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

Racing numbers for each category are:

- Project E20 JUNIOR 601 to 699
- Project E20 SENIOR 701 to 799
- Project E20 SENIOR Masters 801 to 899

10. OFFICIALS

Officials will be appointed in the Supplementary Regulations

11. ELIGIBLE KARTS AND EQUIPMENT

The Project E20 tour events are reserved for Project E20 Electric vehicles, as defined by the Global RMC Project E20 Technical regulations.

At the Project E20 tour events 2023 each driver will be entitled to submit to scrutineering the equipment as defined in the Global RMC Project E20 Technical regulations.

Only karts complying with the FIA Karting Technical Regulations and ROTAX GLOBAL Technical E20 regulations, with the Recognition Regulations or, failing this, with any regulations of the ASN concerned submitted to the approval of the FIA, may be accepted in a Competition.

The safety prescriptions of the FIA must always be applied (Article 7 of the Technical Regulations of the FIA, Safety of Karts and Equipment).

1.6 CHASSIS

Chassis must be in accordance with the FIA Karting Technical Regulations, Global RMC Project E20 Technical regulations and the Supplementary Regulations.

In agreement with the Chief scrutineer the ROTAX race manager may at any time exchange a complete vehicle or any of its components for a competitor.

1.7 ELECTRIC POWERTRAINS

The Project E20 powertrain and its accessories must be used in accordance with the RMC Global Project E20 2023 Technical Regulations.

1.8 BRAKES

The brakes must be homologated by the FIA, and as specified in Rotax Global Technical Regulations 2023

1.9 SAFETY EQUIPMENT

Helmets, gloves, rib protectors, boots, race overalls must all be approved under the FIA Karting Technical Regulations Article 7 (Safety of Karts and Equipment)

1.10 TYRES

Tyres as specified in the Global Project E20 2023 Technical Regulations are the only tyres allowed for the Project E20 tour Events 2023.

1.11 TRANSPONDER

The transponder must be fixed on the back of the kart with the ALU holder in accordance with the picture.



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



1.12 ONBOARD CAMERA

No cameras are allowed on any part of karts and/or Driver's from first Non-Qualifying practice to the end of the race event. No cameras are allowed on any part of the helmet at any time.

12. SPORTING CHECKS AND SCRUTINEERING

As per Article 2.10 (A,B,D,F-I,K-M) of FIA General prescriptions

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.

All karts are checked by the organizer in accordance to ASN / FIA / Technical Regulations and according the RMC Global Project E20 2023 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.

The Clerk of the Course may require that any kart involved in an accident be stopped and checked.

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

13. PARC FERME

- a) Only those Officials charged with the checks may enter the Parc Fermé. No intervention whatsoever may be carried out therein without the authorisation of these Officials.
- b) As soon as the chequered flag is displayed (Finish), the Parc Fermé regulations will apply for the area between the Finish Line and the entrance to the Parc Fermé.
- c) The Parc Fermé shall be large and protected enough to ensure that no unauthorised person may have access to it

14. GENERAL SAFETY

As per Article 2.14 FIA General prescription (points A- O and R-S)

When participate in Free Practice (according to the regulations of the championships concerned) or Qualifying Practice, in the Qualifying Heats or the Races of the final phase, Drivers must at all times wear the full equipment defined under Article 11, point 1.9 of the RMC Global Project E20 International Sporting Regulations 2023.

15. 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 125**, - or more which must be paid to the ASN hosting the event via the stewards, this will be charged to any entrant and driver who does not attend the briefing.

16. RACE EVENT

Rotax Recommends the following format bellow

1.13 NON -QUALIFYING PRACTICE:

As per article 2.17 (A,B,C,D) FIA General Prescriptions

The time schedule of the event must provide a non-qualifying practice for each category. They are reserved for those drivers having passed the sporting checks and scrutineering. No Driver may take the start of a Race without having participated in at least one Free Practice session- 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.

1.14 QUALIFYING PRACTICE

Drivers who have passed Scrutineering are allowed to attend Qualifying practice

Every lap completed during the Qualifying Practice sessions will be timed to determine the position of Drivers at the start.

Number of sessions: one session for each category or both grids combined in 1 QP

Each series will comprise a maximum number of 36 Drivers .

Time per session: 7 minutes.

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

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. 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

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

1.15 STARTING GRID

As per Article 2.19 (A, B,C ,D,E) of FIA General Prescription

Access to the "Pre-Grid" will end five minutes before the time scheduled for the start of the Race. Any kart which has not taken its position on the "Pre-Grid" at that moment shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the Panel of Stewards.

The karts placed on the "Pre-Grid" must be ready to race; it is strictly forbidden to carry out any work and/or set-up on the kart on the "Pre-Grid", (Except the official BRP-Rotax team members) with the exception of tyre pressures, which can be adjusted by the Driver or his/her Mechanic using his/her own tyre pressure gauge by letting air out only. If, for whatever reason, the kart is present on the "Pre-Grid" and is found to be not "ready to race" within any time window prior to the closure of the access to the "Pre-Grid" (five minutes before the time scheduled for the start of the Race), it is allowed for the kart to be returned to the "Start Servicing Park" for repairs to take place by the Driver's Mechanic. In any case, any kart which has not taken its position on the "PreGrid "within five minutes before the time scheduled for the start of the Race will have its access to the "Pre-Grid" denied

Any Driver who is present, with his/her kart, on the grid within the time limit will be considered as a starter.

1.16 STARTING GRID PROCEDURE ON THE TRACK

As per FIA General Prescription (Article 2.19-point H Starting grid procedure on the track – indent 1,3-5,7-9)

The launching of the Formation Lap will be preceded by the showing of boards. Each of these boards will be accompanied by an audible warning. When the "MECHANICS, CLEAR THE TRACK" is shown, all karts must be laid down on the track. At this time, the Mechanics will leave the grid to go to the "Repair Area" with the trolleys of the karts. Any kart which does not happen to be on the track at this time must immediately be moved to the "Repair Area", from where it will take the start. In that case, a Marshal holding a yellow flag will order the kart(s) concerned to leave the "Repair Area" when all the other karts have left the grid to start the Formation Lap.

1.17 START DELAYED

- a) If the Clerk of the Course considers of safety reasons that the start must be delayed, the following procedure will take place
- b) A time will be given for a new start
- c) Entrants/Drivers outside this time will not be able to enter the race

1.18 QUALIFYING HEATS

Number of laps for all categories: to be defined in the Supplementary Regulations

Groups will be divided according to article 18C of FIA Karting Specific Prescriptions.

Number of Qualifying Heats per group: 2

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

Points for the Qualifying Heats will be established according to article 18 C of FIA Karting Specific Prescriptions.

1.19 PRE-FINALS or SUPER HEAT(s)

Number of laps for all categories: to be defined in the Supplementary Regulations

Numbers of prefinal: 1

Starting positions for pre-final will be done according to the total points obtained after the Qualifying Heats, according to article 18 C of FIA Karting Specific Prescriptions. If grid is combined with both categories, E20 Senior (combined with SEN Masters) start is in front of E20 junior.

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

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

Total points will establish the classification for the Final, according to Article 18 C of FIA Karting Specific Prescriptions.

Only the first 36 classified drivers will be eligible for the Final. (The number of starters needs to respect the track licence limits) In case 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

or

1.20 SUPER HEAT

The distance of the Super Heat will be according to the age category of the Drivers (to be defined in the Supplementary Regulations).

After the execution of all the Qualifying Heats, one or two Super Heats will take place depending on the number of participants (Case A- Case B).

For the Super Heat(s), points will be awarded as follows: 0 points to the 1st, 2 points to the 2nd, 3 points to the 3rd and so on according to an increasing progression of one point per place. If a Driver does not take the start in a Super Heat, he will receive a number of points equal to the number of participants plus 1 in his or her respective Super Heat

If a Driver has been black-flagged or disqualified, he will be credited with a number of points equal to the number of participants plus 2 in his or her respective Super Heat. The points from the Super Heat(s) will be added to those of the Intermediate Classification of the Qualifying Heats. The cumulated total of these points will serve to establish a Final Intermediate Classification.

The first 36 Drivers in the Final Intermediate Classification will be qualified for the final phase. Two or more Drivers who have the same points total will be split according to their classification in Qualifying Practice.

- Case A: 36 participants or fewer The starting grid for the Super Heat will be established on the basis of the Intermediate Classification of the minimum three Qualifying Heats.

1.21 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.

Only the first 36 classified drivers will be eligible for the Final

- a) determined according to the Final Intermediate Classification established after prefinal
- b) determined according to the Final Intermediate Classification established after Heats and the Super Heat(s).

During the Final, 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 number. He shall compulsorily go to the scales in the Parc Fermé and will be classified according to the number of laps that he has actually completed.

1.22 CLASSIFICATION IN A CASE OF A SUPER HEAT(s)

Case A) The classification of a Championship held over one single Competition will be that of the Final. The title of the Championship will be awarded to the Driver who has won the Final.

If the Final is stopped under Article 2.21 of the General Prescriptions and cannot be restarted and if less than 75% of the scheduled distance have been covered, the title of the FIA Championship will not be awarded.

Case B) The classification of a Championship will be established as follows: 80% of the results rounded up or down to the nearest figure will count, i.e.:

- if the number of Competitions is less than 3, all the Competitions will be retained.
- if the number of Competitions is between 3 and 7, the worst result obtained in the intermediate classifications (established after the Qualifying Heats) and the worst result obtained in the Finals will be discounted.
- if the number of Competitions is between 8 and 12, the two worst results obtained in the intermediate classifications (established after the Qualifying Heats) and the two worst results obtained in the Finals will be discounted.

A blank result due to a disqualification may not be discounted.

The title of Championship will be awarded to the Driver who has scored the greatest number of points. At each Competition, for the intermediate classification (established after the Qualifying Heats or Super Heat(s)), there will be an awarding of points to the top 10 classified Drivers, according to the following scale: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

At each Competition, for the Final, points will be awarded to the top 15 classified Drivers according to the following scale: 25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

If a race is stopped under Article 2.21 of the General Prescriptions (Suspending a practice or race) and cannot be restarted and if less than 2 laps have been completed, no points will be awarded.

If more than 2 laps but less than 75% of the scheduled distance have been covered, half the scheduled points will be awarded. Full points will be awarded if 75% or more of the scheduled distance have been covered

17. DEAD HEATS BETWEEN DRIVERS

As per Article 21 FIA Specific Prescriptions

18. STARTING PROCEDURE

All categories have standing start.

As soon as the Clerk of the Course or the Race Director indicates with the green flag that the karts may take the start, the Drivers are «at the orders of the Clerk of the Course or of the Race Director» and may no longer receive any outside help. Any Driver who has not placed himself at the orders of the Clerk of the Course or of the Race Director in time with his kart in working order will be allowed to leave the "Pre-Grid" only at the orders of the Clerk of the Course, of the Race Director or of the Officer in charge of the "Pre-Grid"

The karts will cover one Formation Lap before the start may be given. It is forbidden to overtake another Driver under pain of a penalty inflicted by the Stewards (10 seconds or disqualification from the Heat)

If a Driver stops for any reason during the Formation Lap, he will not be allowed to try and start again before he has been passed by the whole field. He shall start again from the back of the formation. Should he try to start ahead of the field in the hope that the leading Drivers overtake him, he would be shown the black flag and be disqualified from that race

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

Drivers may only restart themselves and no assistance may be given. (except from official Rotax Factory team members)

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

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

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.

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

In case if one or more karts are not able to start , the driver must remain in his kart and notify this situation by raising his arm, the kart will be immediately removed, with the help by the Marshals and moved to the Safe Area. Drivers can only go back on the track after the start of E20 Junior category was given

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

As soon as the start has been given, racing conditions are applied and, irrelevant of the position of a kart on the track, it is forbidden to give it any assistance, except for parking it to a safe location.

Depending on the amount of drivers, Project E20 Junior and Project E20 Senior category can have start done in two different phases (on same starting grid):

The first start will be only for Project E20 Senior category, and 15 to 25 seconds later it will be the start for Project E20 Junior category.

19. 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 FIA Karting General Prescriptions Articles 2.20b. 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.

After the restart any laps run will be deleted from the total amount of laps still to be run.

20. 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).

21. PRE-GRID

- E20 JUN and E20 SEN/Masters categories:

For all the races there will be separated PreGrids, one for E20 SEN and Masters (combined) and another one for the E20 JUN.

or

- E20 SEN (combined with Masters) it will be always in the front rows and according to the classification defined in this regulation.
- Pre-Grids of the E20 JUN will be just after last qualified of the the E20 SEN/Masters and according to the classification defined in this regulation for the formation.

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. Mechanics must clear the pre-grid immediately.

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**

Any kart which needs mechanical assistance to start must do so at the rear of the grid and will be authorized to leave the “Pre-Grid” only on the orders of a Marshal and he will take the start from the back of the formation, irrespective of the number of Formation Laps.

Karts on the pre-grid are prohibited to return to the service park.

During qualifying should a driver require assistant after the “30-second” signal in the timed qualification the 2 best laps will be annulled.

The ROTAX technical team may assist a driver at any time on the pre grid area. This ROTAX assistance is not classified as outside assistance.

22. SCALE / WEIGHING PROCEDURE

- The scale of the day will be in the “Servicing Park”. This scale is the **ONLY** one which will be officially used and counted. The scale will be available from the first non-qualifying session. After Qualifying Practice, the Qualifying Heats and the races of the final phase, each kart crossing the Line will be weighed. If the kart is unable to reach the Weighing Area by its own means it will be placed under the exclusive control of Marshals, who will take it there or have it taken there, and the Driver shall report to the Weighing Area as soon as he returns to the pits so that his weight may be established.
- Driver needs to stand on the scale with all racing safety equipment
- 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)
- Only Scrutineers and Officials may penetrate in the Weighing Area. No intervention whatsoever is allowed in that Area unless it has been authorised by these Officials.
- A kart or a Driver are not allowed to leave the Weighing Area without the authorisation of the Technical Delegate (or Scrutineer).
- Any infringement to these provisions relating to the Weighing of karts may entail the imposition of a penalty on the Driver and kart concerned.
- If the weight of a Driver and of his kart is under that specified in the Technical Regulations, the result will be communicated in writing to the Entrant, and the kart and its Driver will be disqualified from the Qualifying Practice session or from the Qualifying Heat concerned or, in the case of a final phase Race, as a minimum classified last (Without allocation of any Championship points, if applicable)
- Drinking water from a clear plastic bottle is allowed in the servicing park before weighing, (if approved by the technical delegate) however any driver pouring water over his/her head and race overall will be penalized with an additional - 1 (one) KG on the weight of kart and driver

(i.e. Junior 145 - 1 = 144)

23. FRONT FAIRING

The use of a FIA homologated Front Fairing and the FIA homologated Front Fairing Mounting Kit of the bodywork homologation period 2021 – 2023 is mandatory, in accordance with FIA Karting Specific Prescriptions. As from the Qualifying Heats until the final phase, each Driver must enter the “Start Servicing Park” with the front fairing detached from their kart. The Mechanic or the Driver himself must mount the front fairing in the “Start Servicing Park” under the supervision of a Scrutineer. During Qualifying Heats and final phase, the front fairing can only be installed in the correct position in the “Repair Area”.

Correct installation of the “Front Fairing” The front fairing (using the front fairing mounting kit) must be in the correct position at all times during a competition (see Technical Drawing No. 2d)..

The black flag with an orange disc will not be shown to a Driver if his front fairing is no longer in the correct position. If the Scrutineers/Judges of Fact report, that the front fairing on one or more karts was no longer in the correct position when the “black and white chequered flag” was waved and the kart(s) concerned crossed the finish line, or when the race has been stopped under article 2.21 of the General Prescriptions, except if less than two laps have been done, a time penalty of 5 seconds will be automatically imposed in all cases by the Stewards on the Driver(s) concerned. This decision is not subject to appeal.

At any time from Qualifying Practice until the final phase, including after the «black and white chequered flag» has been waved, or when the race has been stopped under article 2.21 of the General Prescriptions, except if less than two laps have been done, and until the weighing of the kart, if it is found / proven that a Driver or a third party has attempted to refit or has successfully refitted, outside the repair area, a front fairing that was not correctly positioned, the Driver concerned will be disqualified from the Competition. This decision is not subject to appeal.

24. CLASSIFICATION AND AWARDS

The classification of the RMC Project E20 tour events 2023 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 Project E20 tour 2023 events / series.

25. PODIUM CEREMONY

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

The winning driver’s national anthem will be played and the national flags of the first three finishers will be hoisted.

The first 3 competitors must wear their overalls zipped up at prize giving ceremonies.

If caps are supplied by the organiser of the RMC Project E20 Tour 2023, 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 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.

26. NOTIFICATIONS AND STEWARDS DECISIONS TO DRIVERS / ENTRANTS

All notifications summons and Stewards decisions regarding a specific

Driver / Entrant will be sent electronically to the Driver’s / Entrant’s mobile phone using an application developed by ROTAX for this purpose, named ROTAX GLOBAL. Or will be officially published on the official driver’s board.

27. HOW DOES THE ROTAX GLOBAL APP WORKS?

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

The ROTAX GLOBAL APP requires internet access.

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

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

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

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

28. COMMUNICATION FLOW

Stewards will send the notification or decision via EMS to the Driver / Entrant and all the registered users will get this information immediately on their mobile phone.

When Driver or Entrant reads the notification, the EMS immediately records the time at which the notification was read, thus officially confirming the notification sent to the Driver / Entrant.

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

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

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

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

29. 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.

30. FINES

As per Article 26, FIA Specific Prescriptions

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.

31. PROTEST AND APPEALS

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

The right to protest lies only with entrants. They must be presented in writing to the clerk of the course or to his deputy within **10 minutes** after the posting of the results of the qualifying practice and qualifying

heats and within 30 minutes after the posting of the classification of the Races of the final phase . They shall be accompanied by the fee provided for by the FIA, amounting to 850 Euros or equivalent. The deposit may be paid in the currency of the organising ASN or in one of the following currencies: Swiss francs, American dollars or Euros.

In the absence of the Clerk of the Course or of his deputy, they shall be presented to the Stewards of the Competition or to one of them.

In accordance with Article 12.3.4 of the International Sporting Code, time penalties imposed by the Panel of Stewards for infringements of the Regulations are not susceptible to appeal.

The deposit will be refunded if the protest is judged founded. It will be possible to appeal against the Stewards' judgement, pursuant to Article 13 of the Code, in accordance with the provisions laid down in the Code (Article 15).

32. PADOCK RULES

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

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.

33. 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.

34. CODE OF CONDUCT FOR DRIVERS

- a) All participants must play within the rules and respect race officials and their decisions.
- b) All participants (Drivers, Entrants, Mechanics, Officials) must respect the rights, dignity and value of their fellow participants regardless of gender, sexual orientation, ability, physical appearance, race, skin colour , language, political opinion, family disability, cultural background or religion.
There is absolutely NO TOLERANCE for the manifestation of discrimination toward above mentioned.
All participants must encourage and take responsibility for their actions at all times.
- c) 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.
- d) 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.
- e) 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.
- f) 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.

- g) 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.
- h) 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.
- i) 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.
- j) 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.
- k) 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.

35. 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.

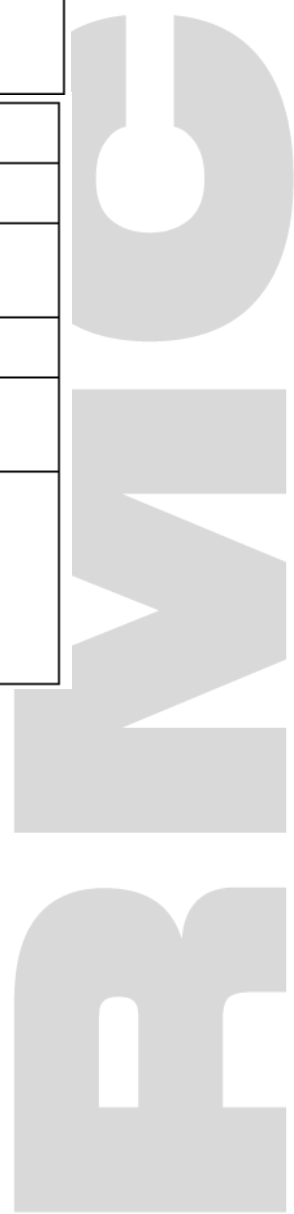
There is no route for appealing a Stewards Decision. The breaches and penalties below do not restrict the Stewards from imposing further penalties, in accordance with the general regulations, if they deem the incident justifies it. (see table on the next page)

The following penalty catalogue is only a recommendation.



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

<p>FALSE START (Type A) means Kart 2 leaves the marked corridor during launch phase with at least two tyres before the start has been released. Leaving = the tyres are completely on or outside the corridor line.</p>		<p>General:</p>
<p>FALSE START (Type B) means Kart 2 leaves the marked corridor during launch phase with at least four tyres before the start has been released. Leaving = the tyres are completely on or outside the corridor line.</p>		<p>A: 3 seconds B: 10 seconds</p>
<p>JUMP-START means that Kart 2 accelerates during launch phase leaving Kart 1 behind before start has been released. It is irrelevant if the start will be repeated afterwards.</p>		<p>General:</p>
<p>10 seconds</p>		
<p>Without advantage:</p>		
<p>Not relevant</p>		
<p>With advantage:</p>		
<p>Not relevant</p>		



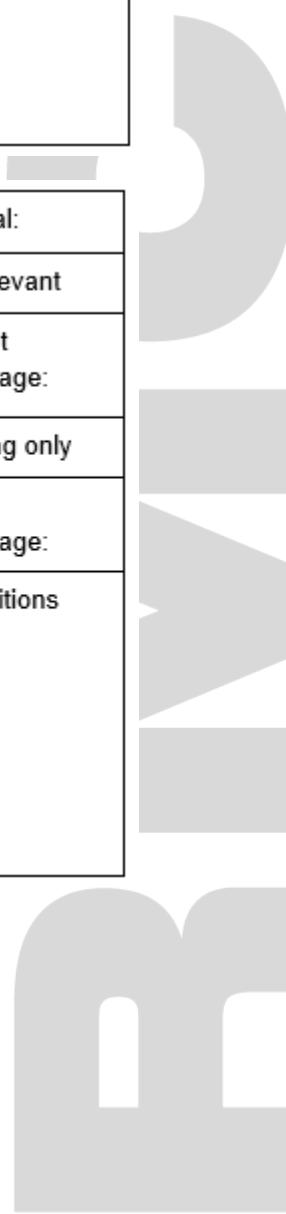
<p>EDGE-INTO means that Kart 2 drives next to Kart 1 (e.g. in order to start an overtaking action) without possessing enough driveable section (including kerbs). It is irrelevant if Kart 2 is completely or partial next to Kart 1 or if Kart 2 is completely or partial off the track.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position. - Kart 1 suffers a position loss or drop-out - Kart 1 suffers a damage leading in a position loss or drop-out within the same lap. 		General:
		Not relevant
		Without advantage:
		10 seconds
		With advantage:
		10 positions

<p>SHORT-CUT means that Kart 2 leaves the track completely and returns to the track at a different section. It is irrelevant why Kart 2 has left the track.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position or gains time which cannot be balanced within the same lap. - Kart 1 or any other is handicapped by the return of Kart 2. - Kart 1 or any other suffers a position loss or drop-out by the return of Kart 2. 		General:
		Not relevant
		Without advantage:
		Warning only
		With advantage:
		10 positions



<p>PUSH-OUT means if Kart 1 constricts the driveable section towards the outside line forcing Kart 2 to leave the driveable section either partial or completely. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tyres next to rear tyres) next to Kart 1.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 1 wins a position. - Kart 2 suffers a position loss or drop-out. - Kart 2 suffers a damage leading in a position loss or drop-out. 		General:
		Not relevant
		Without advantage:
		10 seconds
		With advantage:
10 positions		

<p>BUMP means that the front of Kart 2 touches the rear of Kart 1. Neither the reason nor the intensity of the contact is relevant. Only the consequences of the impact are relevant to judge an advantage, not the impact itself.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position and the previous order cannot be restored within the same lap. - Kart 1 suffers a position loss or drop-out. - Kart 1 suffers a damage leading in a position loss or drop-out within the same lap. 		General:
		Not relevant
		Without advantage:
		Warning only
		With advantage:
10 positions		



<p>CUT-IN means that Kart 1 constricts the driveable section towards the curve centre forcing Kart 2 to leave the driveable section either partial or completely for passing the curve. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tyres next to rear tyres) next to Kart 1.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 suffers a position loss or drop-out. - Kart 2 suffers a damage leading in a position loss or drop-out within the same lap. 		General:
		Not relevant
		Without advantage:
		10 seconds
		With advantage:
10 positions		
<p>ZIG-ZAG means that Kart 1 changes the driving line more than two times on a straight track section for more than a kart width. It is irrelevant how far Kart 1 is ahead of Kart 2 or if Kart 2 would have been able to overtake.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 1 acts more than once a time this way within the same race. 		General:
		Not relevant
		Without advantage:
		Warning only
		With advantage:
10 positions		

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

