



# ROTAX MAX MOJO CHALLENGE GRAND FINALS 2017

## SPORTING REGULATIONS

This english version is just a translation of the official Sporting Regulations approved and published by FPAK, and thus cannot be used in legal terms. The official version is in portuguese and it is published in the FPAK website in the following link: <http://www.fpak.pt/regulamentacao/regulamentacao-das-provas?page=2>

Version 2 – 21/09/2017

## SPORTING REGULATIONS

### 1. ORGANIZATION

**1.1.** Korridas e Companhia, Federação Portuguesa de Automobilismo e Karting (FPAK) club member nº 101, organizes in 2017 a race event called **Rotax Max Mojo Challenge Grand Finals 2017** (RMMCGF 2017).

**1.2.** The RMMCGF 2017 is a national restricted event, by invitation only. Expenses for supplied karts, engines, tyres, petrol, entry fee for qualified drivers of the RMMCGF are covered by ROTAX, as long as these Sporting Regulations and "ROTAX MAX Challenge Technical regulations" are followed.

**1.3.** The RMMCGF 2017 organizing Comitee is the following:  
 Arnaldo Frias, Daniel Erhardt and Helmut Vogslam  
 Korridas e Companhia  
 Av. Comendador Ferreira de Matos, 709  
 4450-125 Matosinhos  
 e-mail: afrias@korridas.com

**1.4.** RMMCGF 2017 shall be run in accordance with this Sporting Regulations and the following regulations:

- International Sporting Code (CDI)
- Specific Prescriptions for Karting
- RMMCGF Technical Regulations 2017
- International Technical Regulations 2017.
- FPAK General Prescriptions of Automotive and Karting 2017.

**1.5.** The event will be run from the 4th to the 11th November 2017 at Kartódromo Internacional do Algarve. Organizer reserves the right to change the date, as long as it will be approved by FPAK.

**1.6.** The event will be run according to the time schedule published as an Appendix at least 30 days before the event.

### 2. MAIN OFFICIALS

#### 2.1. Stewards

The stewards panel will be communicated as an Appendix.

#### 2.2. Race direction

Race director: Ramiro Brito, licença FPAK DPI 15899  
 All the other members will be communicated as an Appendix

#### 2.3. Clerk of the Course

Clerk of the Course: Luis Azevedo, licence FPAK DP 18446.

#### 2.4. Technical Scrutineers

Chief Scrutineer: Paul Klaassen, licence MSA 29032  
 Other technical scrutineers to be communicated as an Appendix.

#### 2.5 Paddock observer

A Paddock Observer will be appointed as a judge of fact in respect of the paddock rules established in article 20.

**2.6.** Will be appointed 2 technical scrutineers as Judge of Fact to check the front fairing on the karts as well as one Judge of Fact from the servicing Park in and another for the pre-grid.

All the other officials will be appointed as an Appendix.

### 3. PARTICIPANTS AND LICENCES

**3.1.** This event is only opened to invited drivers by the organizer.

**3.2.** The maximum number drivers in each category, authorized by FPAK, is:

- 36 drivers.... Micro Max and Mini Max categories.
- 72 drivers .... Junior Max category.

**3.3.** Drivers must hold a valid licence from FPAK or valid ASN licences as long as they have a written starting permission from his ASN allowing the driver to participate in the RMMCGF 2017.

### 4. CATEGORIES AND AGE LIMITS

**4.1.** RMMCGF 2017 will be run with the following categories with the following age limits:

- **Rotax Micro Max:** drivers with minimum 8 years completed during 2017 and maximum 11 years (he must have his 12th birthday after 2017).
- **Rotax Mini Max:** drivers with minimum 10 years completed during 2017 and maximum 13 years (he must have his 14th birthday after 2017).
- **Rotax Júnior:** drivers with minimum 12 years completed during 2017 and maximum 15 years (he must have his 16th birthday after 2017).

### 5. MATERIAL ASSIGNED TO THE DRIVER

**5.1.** To each driver will be assigned his own place in a tent provided by the organizer.

- It is not allowed to mount individual/private tents.
- Changing the location previously assigned is not allowed, unless authorized by the organizer.

For each driver it will also be handed out a trolley, and a toolbox. Such material must be returned to the organizer at the end of the event.

**5.2.** The only equipment – complete kart – allowed during the event will be provided on a loan basis, by the organizer and must be according to the RMMCGF 2017 Technical Regulations.

#### 5.3. Vehicle

- a) For each Driver it be raffled a complete kart (chassis and engine) according to the official time schedule.
- b) The driver cannot refuse the vehicle that has been raffled.
- c) Any modification is not allowed unless specified in these regulations and the RMMCGF 2017 Technical Regulations.
- d) During the event drivers/competitors are not allowed to leave the kart, or part of it, 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 get a 10 places penalty on the starting grid for the qualifying heats.
- If it happens immediately before a race, the driver will get 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.

## SPORTING REGULATIONS

### 5.4. Chassis

- a) Chassis must be according the RMMCGF 2017 Technical Regulations.
- b) The brand and model for each category is:
  - Micro Max: Praga, modelo Piccolo Evo.
  - Mini Max: Birel Art
  - Junior Max: Praga modelo Dragon
- c) It is the Driver / Entrant responsibility to mount the seat.
- d) 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.
- e) It is only allowed to use parts originally supplied by the chassis manufacturer.

### 5.5. Engine

- a) Engine and its accessories must be according the RMMCGF 2017 Technical Regulations.
- b) Engine is supplied by BRP-Rotax and is the only one allowed to be used per each Driver along the event. If an engine is damaged BRP-Rotax may decide to change or repair it.
- c) A Driver / Entrant cutting or manipulating any of the engine and/or carburator seals will be disqualified of the event.

### 5.6. 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 defined by the organization
- b) Equipment must be returned in the same working conditions as delivered. All equipment must be fully cleaned before returned. Otherwise it will be charged a 200€ fee.
- c) Any damaged or missing part of the engine or accessories, toolbox and trolley must be payed.
- d) Any damaged part of the chassis must be payed.
- e) People appointed by the organizer ( Rotax and chassis suppliers) will be responsible for doing an exhaustive control of the material handed out to the Driver.

### 5.7. Tyres

According RMMCGF 2017 Technical Regulations and Appendix.

### 5.8. Petrol

Fuel will be supplied in Parc Fermé by the organizer and according the RMMCGF 2017 Technical Regulations

### 5.8. Weight limits

Minimum weight (complete kart and driver with all his equipment used during the race) for the following categories is:

- Micro Max – 110 Kg
- Mini Max – 130 Kg
- Junior Max – 145 Kg

## 6. STARTING NUMBERS

6.1. Starting numbers for each category are:

- Micro Max ..... **1 to 99**
- Mini Max ..... **101 to 199**
- Junior Max ..... **201 to 299**

6.2. All karts must have at all time during the event all the starting numbers ( one in the back, other in the front, and on in each side of the kart). Driver will not be allowed to go into Servicing Park without all the starting numbers.

## 7. ENTRIES - INSURANCE

7.1. Entries are free of charge. Only invited drivers are allowed to register.

Opening date for entries: 1/09/2017

Closing date for entries: 23/10/2017

### 7.2. Race office:

- Until the 13/ Oct. /2017  
Korridas e Companhia  
Av. Comendador Ferreira de Matos, 709  
4450 125 Matosinhos – Portugal  
Telephone: + 351937534270  
E-mail: afrias@korridas.com
- From 16/ Oct. /2017 to 11/ Nov. /2017  
Kartódromo Internacional do Algarve  
Telephone: +351937534270  
E-mail: afrias@korridas.com

7.3. Entries can only be done in the following weblink:  
<http://ems.evanet.at/brp>.

7.4. The organizer reserves the right to refuse one or more entries without having to justify its decision.

7.5. 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.

7.6. Korridas and Companhia contracted on behalf of the Competitors, and in accordance with the legislation in force and Article 17 of the General Prescriptions of Automotive and Karting 2017, an insurance for the coverage of risk of Civil Liability of competitors (with a limit of 40,000,000 € and € 8,000,000 in personal and material damages, respectively).

For the purpose of this insurance, third parties shall not be considered the competing vehicles, their drivers, their mechanics and members of the team and accompanying persons.

## 8. TRACK AND FACILITIES

**Track:** Kartódromo Internacional do Algarve;

**Homologation:** CIK/FIA nº 994, Valid to 21/04/2018;

**Length:** 1531m;

**Direction:** Clockwise;

**Pole position:** right hand side;

**Drivers registration:** Building B signed as Info Point;

**Briefing Room:** On a tent located in the left hand side of the paddock;

**Official Notice Board:** Outside of the building B close to Info Point;

## SPORTING REGULATIONS

**Technical Scrutineering:** Building A, also allocated for Technical Area;

**Parc Fermé:** On the exterior side of building B, between the track and the building;

### 9. RACE EVENT

#### 9.1. Free practice

- Sessions 1 to 4: 15 minutes
- Session 5: 10 minutes

#### 9.2. Qualifying

9.2.1. Number of sessions:

- Micro Max and Mini Max: one session;
- Junior Max: one session for one group of odd numbers and one session for one group of even numbers;

9.2.2. Time per session: 8 minutes.

9.2.3. In all sessions for all categories drivers are only allowed to go to the track maximum 3 minutes after the session starts. After this period the access to the track will be closed and all the drivers in the pre-grid will get no lap time in the Qualifying Practice.

9.2.4. The final classification of the Qualifying Practice will be established according article 18B of CIK Specific Prescriptions.

9.2.5. Any Driver who has not participated in the Qualifying 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. There will be no appeal from the steward's decision.

#### 9.3. Qualifying Heats

9.3.1. Number of laps per category:

- Micro Max : 6
- Mini Max : 7
- Junior: 8

9.3.2. Micro Max and Mini Max categories

- Number of groups per category: 1 with 36 drivers.
- Number of heats per group: 2
- Starting positions for both Qualifying Heats will be done according the the Qualifying results.

9.3.3. Junior Max category

- Number of groups: 4 (A, B, C, D), with 18 drivers each. Groups will be separated according article 18C of CIK Specific Prescriptions.
- Number of Qualifying Heats per group: 3
- Starting positions for Qualifying Heats will be established according article 18 C of CIK Specific Prescriptions.

#### 9.4. Pre-Finals

9.4.1. Number of laps per category:

- Micro Max : 8
- Mini Max : 9
- Junior Max: 11

9.4.2. Micro Max and Mini Max categories

- a) These two categories will have only one Pre-Final, with 36 drivers.
- b) 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.
- c) Starting position for Final will be done according classification of pre-final.

9.4.3. Junior Max category

- a) For this category there will be two Pre-finals (A and B) with 36 drivers each. 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 C1 of 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:
  - Each Driver will get the same points as for the Qualifying Heats depending on his position on the race.
  - Those points will be added to the ones he got after the Qualifying Heats.
  - Total points will establish the classification for the Final. Only the first 36 Drivers will be eligible.
  - 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.
- e) A Driver who was disqualified from the Pre-Final will not be authorised to participate in the Final.

#### 9.5. Finals

9.5.1. Number of laps:

- Micro Max : 10
- Mini Max : 12
- Junior Max: 17

**9.6.** 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 Fermé and will be classified according to the number of laps that he has actually completed.

#### 9.7 Starting Procedure

9.7.1. All categories will be rolling starts.

9.7.2. Due to the circuit length, there will only be a 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.

9.7.3. 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.

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

**9.9.** In the Micro Max category flag marshalls can help the Driver to restart the engine or help him to put the kart in the track as long as there are all the safety conditions and the conditions for the driver to restart the practice or races. However, any other intervention that allows the repair of any mechanical or other damage is prohibited.

#### 9.10. Stopping / Restarting a race

In accordance with CIK-FIA General Prescriptions Articles 2.20c, 2.21 and 2.22.

### 10. PRIZE AND PODIUM CERIMONY

## SPORTING REGULATIONS

10.1. The RMMCGF 2017 classification will be established by the Finals race. Title of RMMCGF winner will be for the 1st classified in the Final race.

10.2. The first 3 classified drivers in each category will get a trophy.

10.3. In the podium ceremony all drivers must wear the race overall with the country colours and zipped up. If caps are supplied by the organiser of RMMCGF they must be worn by the drivers during the podium ceremony.

10.4. In any case Driver is allowed to go to the podium ceremony with a race overall or other vests that are against the ruled in the article 15 of this regulations.

### 11. BRIEFING

**11.1.** Drivers' briefings are mandatory for all drivers. The first briefing is also recommended for Entrants.

**11.2.** The time of the briefing is mentioned in the programme of the event. The organizer may organize extra meetings that will be part of the official time schedule.

**11.3.** The presence of all concerned drivers is mandatory throughout the briefing under a penalty fee of **100 €**, that must be paid at the Race Office before the next track activity of the driver. In case of repeated absence it will be sanctioned with a penalty fee of 500€ or a possible disqualification from the event, according to stewards' decision.

**11.4.** The attendance control will be performed via electronic means.

### 12 - PASSES

**12.1.** Each Entrant will receive from the organizer the following passes:

- 1 pass for the Driver
- 1 pass for the Mechanic
- 4 paddock passes.

**12.2.** All Drivers must use those passes during the event. Those passes will allow them to access the pit-lane, Parc Fermé and track (only when the Driver is having track activity).

**12.3.** Only the driver's mechanic with a pass is allowed to access to pre-grid, pit-lane, servicing park and scale.

**12.4.** It is only allowed to access the pre-grid and servicing park one mechanic per driver,

### 13. SPORTING CHECKS AND SCRUTINEERING

**13.1.** Sporting checks and scrutineering will take place on the dates according to the Official Time Schedule and in the locations specified in article 8 of these Regulations.

**13.1.1.** Unless a waiver is granted by the stewards in particular circumstances, drivers and entrants who do not keep to the time limits imposed will not be allowed to take part in the event.

**13.1.2.** Late arrivals that have a valid justification (and have informed by writing the organizer, minimum with 3 days in advance), will have a specific schedule for drivers administration and scrutineering.

**13.2.** 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.

**13.3.** No kart may participate in an event unless it has

been checked by the scrutineers.

**13.4.** At any time during an event, the scrutineers may:

- check the eligibility of the kart or of the driver's equipment;
- require a kart to be dismantled by the entrant to make sure that the conditions of eligibility and conformity are fully satisfied;
- require an entrant to supply them with such parts or samples as they may deem necessary;

**13.5.** Any kart which, after being passed by the scrutineers, 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.

**13.6.** The clerk of the course may require that any kart involved in an accident be stopped and checked.

**13.7.** Racing numbers and possible advertising signs shall be on the kart when the equipment is submitted to scrutineering.

**13.8.** A driver shall not be allowed to change his/her equipment after it has been identified at scrutineering.

### 14. TRANSPONDERS

**14.1.** The organizer will be responsible for the supply of the transponder to all drivers.

**14.2.** The use of the transponder is mandatory as from the second free practice session of each Driver and until the Final. It is the entrant / driver's responsibility to mount the transponder in the right position.

**14.3.** 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.

### 15. ADVERTISING AND BRANDING

**15.1.** It is not allowed to remove or to cover the advertising supplied with the karts.

**15.2.** It is forbidden to put any kind of advertisement on the karts other than those supplied with the karts.

**15.3.** The Organization reserves the right to use without limitation of time and in all forms, the name of competitors, voice, photographs, likeness of performance taken at the RMMCGF 2017

**15.4.** The television rights - collection, broadcasting and sale of images - of RMMCGF 2017 are exclusive to KORRIDAS and KOMPANHIA and to BRP-ROTAX. Thus, any broadcasting or reproduction of images (including video), without prior authorization of these entities, is expressly prohibited. Any type of broadcasting, repetition or reproduction of photographs for commercial purposes is also prohibited without the written agreement of the above entities.

**15.5.** 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). This prohibition includes competition karts, clothing, and the area allocated in the tent to the driver and covers the entire period of the event (incl. prize giving ceremony, driver's parade etc.).

## SPORTING REGULATIONS

### 16. FRONT FAIRING

**16.1.** The use of a homologated Front Fairing & Front Fairing Mounting Kit and the use of a homologated bodywork homologation period 2015 – 2020 is mandatory, according RMMCGF 2017 Technical Regulations.

**16.2.** This equipment must be used dully mounted as from the Non- Qualifying Heat until (included) the Final.

**16.3.** Each Driver must enter the “Start” Servicing Park – Assembly Area with the front fairing detached from their kart. The Mechanic or the Driver himself must mount the front fairing in the correct position and working order.

**16.4. Re-install** front fairing in the right position

16.4.1. During Non-Qualifying Practice, is not allowed to **re-install** the front-fairing in the track or in the repair area. Organizer will allocate a Technical Scrutineer, acting as a Judge of Fact, to control the repair area.

16.4.2. During Qualifying, is not allowed to re-install the front-fairing in any time (in the track or on the way to the scale) of the duration of the qualifying.

16.4.3. During the Qualifying Heats, Pre-Final and Final it is only allowed to re-install the front fairing to the correct position in the repair area. As from the moment the “Last Lap” panel is presented to the Drivers the repair area will be closed.

**16.5.** 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.

#### 16.6. Penalties

16.6.1. If the judge of fact reports that the front fairing of 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, the following penalties will be imposed, not susceptible (open) to appeal:

- a) During the Non-Qualifying Practice:
  - 1st time: Warning
  - 2nd time: Driver will not be allowed to take part in the next Non-Qualifying Practice.
  - 3<sup>rd</sup> time: Driver will be deleted the 2 best lap times during Qualifying Practice.
  - 4th or 5th time: Subject to stewards decision.
- b) During Qualifying it will be cancelled the 2 best driver's lap times.
- c) During the races: in all situations a time penalty of 10 seconds will be imposed automatically on the driver(s) concerned.

16.6.2. Should a Driver be found/proved to have intentionally replaced a front fairing which is not installed correctly as stipulated in article 16.4, the penalty it will be the following:

- a) During non-qualifying practice: Driver will not be allowed to participate in any other free practice session and will be clasified in the last place of Qualifying.
- b) During Qualifying or races the driver will be disqualified from the event.

16.6.3. Any one caught trying to modify any part to stop the nose cone moving will not be permitted to go to the track either for non-qualifying practice, qualifying or races and will be referred to the steward for further penalty's.

### 17. PROTEST / APPEALS AND FINES

**17.1.** The right to protest lies only with entrants. Protests and/or appeals must be according Art 13 and 15 of the International Sporting Code and article 14 of FPAK General Prescriptions.

**17.2.** Amount of the Protest fee set by FPAK: 500€

**17.3.** Amount of the Appeal fee set by FPAK: 2500€

**17.4.** During qualifying heats and for reasons of operational necessity of the event, the time limit for the presentation of protests after teh posting of the results will be 10 minutes. Any protest must therefore be presented in writing to the Clerk of the Course or to his deputy.

**17.5.** The time limit for presentation of protests during the final phase remains unchanged.

**17.6.** A fine may be inflicted on any entrant, driver, assistant, organizer who does not respect the prescriptions of the officials of the event.

**17.7.** Protests must be payed to the Organizer and he will send the amount to FPAK. Appeals payment must be done according Article 14 of FPAK General Prescriptions.

**17.8.** All fines defined in articles 11 and 17.6 must be paid imediately to the organizer and communicated to FPAK. The total ammount of those fines will be donated to “Wings for life” (<http://www.wingsforlife.com/en/>) by wiring tranfer and with a copy of the transfer sent to FPAK.

**17.9.** If a driver is disqualified of the event, the organizer may ask the Entrant the payment of a fee, that cannot be more than 1500€, for the costs involved with the Driver's invitation to the event.

### 18. NOTIFICATIONS AND STEWARDS DECISIONS TO DRIVERS /ENTRANTS

**18.1.** All notifications and stewards decisions reagarding a specific Driver /Entrant will be sent electronicly to the Driver / Entrant mobilephones, using an Application developed by BRP-Rotax for this purpose.

#### 18.2. How does the RMC APP works

- a) App is free of charge and is available for IOS, Android and Windows.
- b) As this APP needs an internet access, BRP-Rotax will provide free and limited internet access to the Driver and the Entrant.
- c) This APP will comunicate with the Eva system software. EVA system is the comunication platform used internally by the organizer and it will record the time that all the informations will be sent to Driver/Entrant.
- d) The APP allows more than one mobile device to receives the info. The user will need to do a registration process.
- e) An Entrant can do a registration for more than one Driver.

#### 18.3. The comunication flow

- a) Stewars will send the notification or decision via EVA system to the Driver /Entrant and all the registered users will get the information imediately in his mobile phone.
- b) Notifications will be sent one more time 3 minutes after.

**18.4.** During drivers registration, the organizer will provide all the importatn information how to use the App and how to register.

## SPORTING REGULATIONS

**18.5.** At Drivers Registration, Entrant will sign a document stating that he will be responsible to register in the RMC APP with the starting numbers which he his the 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. In case of loss of the mobile phone it is Entrant's responsibility to register in another mobile phone in order to assure he will receive the notifications and stewards decisions.

### 19. ONBOARD CAMERA SYSTEM

It is not allowed the use of on-board cameras in the karts or in the driver's helmets. However, 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 regulations. 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.

### 20. PADDOCK RULES

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

**20.2.** It is strictly forbidden to smoke inside the tents in the Servicing Parks, the Parc Ferme, the Assembly Area, on the starting grid or on the track (along the course). Is also forbidden to use any device which risks provoking fire in all the paddock area and in all the areas above described. 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.

**20.3.** Children under 7 years old who are not permanently accompanied will not be admitted in the Paddock Area.

**20.4.** Animals who are not kept on a leash will not be authorized on the location.

**20.5.** In the paddock area it is forbidden to use motorized vehicles ( electric or gasoline propulsion) such as mini-motorcycles, scooters, segaway, etc. .except authorized by the Organizer, under the pain of disqualified in case od Entrant / Driver.

### 21. TIME SCHEDULE

To be published as an Appendix.

### 22. RESPONSABILITIES

The organization of the RMMCGF 2017 can not be held responsible for accidents and their consequences, whether caused by competitors, whether these were the victims, whether or not they come from the participating kart. Likewise, no liability will be attributed to the consequences of infringing the laws, regulations and codes in force, which shall be borne by the violators.

### 23. CHANGES OR APPENDIX

Qualquer modificação ao presente regulamento, será introduzida no texto regulamentar de acordo com o Art. 2.4 das PGAK em caracteres destacados a **"bold"** e na primeira página do regulamento surgirá a menção:

**Atualizado em.....**

A validade de tais alterações terá efeitos imediatos a partir da data constante nessa referência e da sua consequente publicação no site oficial da FPAK – [www.fpak.pt](http://www.fpak.pt).