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SPORTING REGULATIONS

SENIOR - DD2 - DD2 MASTERS
PORTIMÃO, PORTUGAL / JAN 23 - 30, 2021



ROTAX MAX CHALLENGE GRAND FINALS 2020

SPORTING REGULATIONS

125 SENIOR MAX | 125 MAX DD2 | 125 MAX DD2 MASTER

KARTÓDROMO INTERNACIONAL DO ALGARVE

23RD TO 30TH JANUARY 2021

VISA FPAK N° 958/RMCGF/2021 Emitido em 09/11/2020



#MOJO

XPS

Sodi

birelART

Praga


CHARLES LECLERC

DELLERTo





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1. GENERAL

BRP-ROTAX GmbH & Co KG, Rotaxstrasse. 1, 4623 Gunskirchen, Austria is the Promotor of the ROTAX MAX CHALLENGE GRAND FINALS 2020 (RMCGF 2020), a FIA Karting authorized international competition that will be held from the 23rd to the 30th January 2021, at Kartódromo Internacional do Algarve, Portimão, Portugal

Motorsport Viana Clube, FPAK club member nº 84 is the organizer of the RMCGF2020.

These regulations are approved by the Federação Portuguesa de Automobilismo e Karting (FPAK) with the original application for inclusion of the RMCGF 2020 on the International FIA Karting calendar in 2021.

2. REGULATIONS

The Competition shall be run in accordance with these RMCGF 2020 Sporting Regulations and official Bulletins and:

- FIA International Sporting Code and its appendices
- FIA and FIA Karting official Bulletins
- FIA Karting Technical Regulations
- General Prescriptions applicable to FIA karting international karting Events
- Article 3 International Karting Regulations and International Karting Licenses for Drivers & Code of Driving Conduct
- ROTAX MAX CHALLENGE GRAND FINALS 2020 Technical Regulations and the official Bulletins
- ROTAX MAX CHALLENGE GRAND FINALS 2020 Supplementary 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 2020 are the following:

- 125 Senior MAX
- 125 MAX DD2
- 125 MAX DD2 Masters

3.2. LICENCE / AGE LIMITS

All entered Entrants and Drivers shall be holders of International license issued by CIK-FIA members ASN's and a valid visa.

Each participant of the RMCGF 2020 represents the nation whose ASN has issued him the license regardless to which nationality he belongs or in which country he has qualified.

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

125 Senior MAX

The Driver must have his/her 14th birthday in 2021 and must hold an International C Restricted Karting License, International C Senior Karting License or higher.

125 MAX DD2

The Driver must have his/her 15th birthday in 2021 and must hold an International C Senior Karting License or higher.

125 MAX DD2 Masters



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The Driver must have his/her 33rd birthday in 2021 and must hold an International C Senior Karting License or higher.

CATEGORIES	AGE LIMITS (Born in)		INTERNATIONAL KARTING LICENCE
	MINIMUM	MAXIMUM	
125 SENIOR MAX	14 (2007)		C RESTRICTED / C SENIOR or higher
125 MAX DD2	15 (2006)		C SENIOR or higher
125 MAX DD2 MASTERS	33 (1988)		C SENIOR or higher

3.3. MINIMUM WEIGHTS

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

125 SENIOR MAX	125 MAX DD2	125 MAX DD2 MASTERS
160 Kg	170 Kg	180 Kg

4. ELIGIBLE DRIVERS

The number of entries in the RMCGF 2020 will be limited to:

- Maximum of 72 in each of the following classes: Senior MAX and MAX DD2
- Maximum of 36 in the MAX DD2 - Masters class.

RMCGF 2020 seats will be awarded by a qualification from international or national competitions executed by ROTAX in 2020. 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.

The RMCGF 2020 is an international Competition ruled by FIA Karting, by invitations controlled by ROTAX.

Expenses for the supplied karts, engines, tires, petrol and entry fee for qualified Drivers of the RMCGF 2020 is covered by ROTAX and its distributors.

Qualification and registration conditions to RMCGF 2020 according chapters 5, 6, 7 and 8.

5. QUALIFICATION FOR RMCGF 2020

Drivers can qualify via international or national competitions in 2020, providing that all of those competitions for all the RMC classes (125 Senior MAX, 125 MAX DD2 and 125 MAX DD2 Masters) are following the rules according the Global RMC Sporting Regulations 2020 and Global RMC Technical Regulations 2020 (documents published by ROTAX and available in the following weblink:

<https://www.rotax-kart.com/en/Max-Challenge/MAX-Challenge/Regulations/Regulations-2020>).

The overall winner of each national RMC class 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.



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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.

In order to be eligible to qualify for the RMCGF 2020 ticket, a Driver must have held a licence in 2020 for the territory in question from the first to the last round of the any National RMC.

A Driver cannot change his/her licence to become eligible to win a RMCGF 2020 ticket in another territory after the first round has been completed.

If a Driver is not respecting the rules, under any doubt ROTAX reserves the right to refuse the entry to the RMCGF 2020.

A distributor may nominate a second placed Driver from an RMC to the waiting list for RMCGF 2020. If under any circumstances a qualified Driver doesn't arrive at the RMCGF 2020 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 competition.

This rule applies until the start of the official non-qualifying practice at the RMCGF 2020.

If a Driver is qualified from a National, National with International participation, Continental (zone) or International RMC series / competition at the same time in 2020, the qualification at the higher ranked series/competition has priority for the qualification to the RMCGF 2020.

Ranking is: International / Continental (zone) / National with International participants * / National.

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

In such a case the next placed Driver of the series/competition in question will qualify for the RMCGF 2020.

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

If the situation would arise that a Driver whom is already qualified for the RMCGF is in a position to win a second ticket in 2020, this 2nd ticket in question would then be moved to the next placed Driver whom is eligible to win the ticket.

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

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

If a Driver is qualified, in 2020, in two or more categories, he / she can participate in RMCGF 2020 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.

Anything which is not stated to be allowed is forbidden

6. ENTRANTS APPLICATIONS

There is no entry fee for the RMCGF 2020.



After being informed/confirmed by ROTAX that a Driver has qualified to participate in the RMCGF 2020, distributor will send the Driver/Entrant the password for his/her registration, that must be done online in the following link:
<https://www.rotax-ems.com/brp>.

Registrations are opened from the **1st November** till the **30th of November 2020**.

After this period, specific exemptions need to be requested in writing by the ROTAX distributor to ROTAX. Having considered the written reasons, ROTAX may allow, in written, those exemptions. Such authority will only be given by ROTAX.

The Driver/Entrant must not be involved in court proceedings (ongoing sporting or civil lawsuits somehow related to the RMCGF 2020 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. GENERAL UNDERTAKINGS

The right to associate the name of a company, organisation or commercial make to the RMCGF 2020 is exclusively reserved to ROTAX. Unless there is a previous written agreement from the organiser may indicate or make believe that the said competition is sponsored or financially helped either directly or indirectly by a commercial firm or organisation.

Only the promoter is entitled to grant waivers to these sporting regulations.

ANYTHING WHICH IS NOT STATED TO BE ALLOWED IS FORBIDDEN.

8. GENERAL CONDITIONS

The RMCGF 2020 is run over one single competition.

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 competition he must nominate his representative in writing.

The person having charge of an entered kart during any part of a competition 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 RMGF 2020.

Entrants, Drivers, assistants and guests must at all times wear the appropriate identification credentials which have been provided to them.

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-

9. RACING NUMBERS

Racing numbers shall comply with provisions of the CIK-FIA Technical Regulations.

Racing numbers for each category are:

- 125 Senior MAX: 301 to 399
- 125 DD2 MAX: 401 to 499
- 125 DD2 MAX Master: 501 to 599

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



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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 competition.

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

10. OFFICIALS

Officials will be appointed according the Supplementary Regulations published for the competition.

11. ELIGIBLE KARTS AND EQUIPMENT

For each Driver it will be raffled a complete kart (chassis and engine) according the official time schedule. Entrant/Driver cannot refuse the vehicle that has been raffled.

The only equipment allowed during the competition will be provided on a loan basis, by the organizer and must be according the RMCGF 2020 Technical Regulations.

The RMCGF 2020 is reserved for karts with ROTAX MAX engines in different configurations, as defined by the RMCGF 2020 Technical Regulations.

11.1 CHASSIS

Chassis must be in accordance with the RMCGF 2020 Technical Regulations and the Supplementary Regulations.

During the competition, and in case of an accident, the Driver can only change once the chassis (frame) after the authorization of the Technical Scrutineers. The frame must be from the same manufacturer and also the same model. 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 competition by the chassis manufacturer.

11.2. ENGINE

Engine and its accessories must be used in accordance with the RMCGF 2020 Technical Regulations.

11.3. TYRES

As specified in article 2.3 of the RMCGF 2020 Technical Regulations.

11.4. FUEL

As specified in the RMCGF 2020 Technical Regulations.

11.5. 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.

Transponder must be of make AMB. The versions allowed are:

- AMB TranX 160.
- AMB TranX 160 with battery
- MYLAPS classic transponder.
- MYLAPS FLEX transponder.
- MYLAPS X2 Transponder Kart.

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.

11.6. ON-BOARD CAMERA

The organizer reserves the right to equip one or more Karts of Drivers with an on-board camera system.

Selected Drivers have to mount the on-board camera system in accordance to the series / competition Supplementary Regulations.

To provide a proper support for the on-board 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 on-board camera in his kart.

Private cameras are not allowed on any part of the kart or on the helmet at any time.

11.7. DRIVER'S EQUIPMENT

Helmet and race overall must have a valid CIK-FIA homologation.

According article 3 of FIA Karting Technical Regulations, the use of karting body protection according to FIA Standard 8870-2018 shall be mandatory for all Drivers at all international karting competitions.

12. DRIVER'S ALLOCATION IN THE PADDOCK

Each Driver will be assigned his own place in a tent provided by the organizer.

It is not allowed to mount individual/private tents in the paddock.

Changing the location previously assigned is not allowed, unless authorized by the organizer.

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 competition. Any damage or lost material will be charged by ROTAX to the Driver / Entrant.

13. SPORTING CHECKS AND SCRUTINEERING

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 competition, each Driver and each Entrant must have all required documents and information available.

Following initial online registration, it is mandatory for all Drivers and Entrants to be present and to complete the Sporting Checks which will take place on the 23rd January 2021 at the time and place notified in the official time schedule. Sporting Checks on the 22nd January 2021 are optional.

- Any Driver failing to attend and complete Sporting Checks at the time and place notified, will not be permitted to take part in the competition, 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.
- Where authority is given for a Driver to be absent from the Sporting Checks, the procedure must be completed by the Entrant or his nominated representative at the time and place notified in the official timetable.
- However, it is mandatory the Driver to be at the track facilities, latest on Sunday (24th January 2021) before the kart raffle (at the time notified in the official timetable) and he must go, without exception, to the steward's office at the time and place notified in the official time schedule for the Late Sporting Checks.



- Any failure to comply, except in cases of force majeure accepted as such by ROTAX and approved by the Stewards of the Meeting, the Driver will not be allowed to participate in the Competition.
- Should any declared reason which has been accepted by ROTAX as the basis of authority for a Driver to be absent from Sporting 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.

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 competition.

The Clerk of the Course or the Chief Medical Officer may ask a Driver to undergo a medical examination at any time during a Competition.

All karts are checked by the organizer in accordance to ASN / FIA Karting Technical Regulations and also according the RMC 2020 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.

At any time during a competition, 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.
- The clerk of the course may require that any kart involved in an accident be stopped and checked.

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 Park Fermé, and who alone are authorised to give instructions to the Entrants.

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.

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

Racing numbers and mandatory advertising signs must be on the kart as from the Non-Qualifying 1.

A Driver is not allowed to change his/her equipment after it has been presented at scrutineering.

14. BRIEFING

As any form of gathering is prohibited, the Driver's and Entrant's briefing will be prepared by the race director on a video (MP4) and/or text (PDF) format.

Both will be uploaded to the EVA-EMS system and can be viewed at any time immediately after the registration on site by either the ROTAX GLOBAL APP (button "Briefing") or on any other device through the link <https://www.rotax-ems.com/brp/briefing>.

It is mandatory that each Entrant and Driver will confirm that they have watched and acknowledge the briefing content, by either using the ROTAX GLOBAL APP or by entering his personal EDIT-Code if viewed on another device. A fine of 150€ (one hundred and fifty Euros) will be imposed in case of no confirmation is done by the Entrants and Drivers.

In case the briefing consists of multiple sessions, the confirmation must be given for each of them separately.

Additional briefing information will be sent to the Drivers and Entrants via the ROTAX GLOBAL APP if this is deemed necessary.

The Race Director will determine a limited period of time (defined in the official time schedule) to clarify any open questions.



15. RACE EVENT

The competition will comprise, for each class: non-qualifying practice, qualifying practice, qualifying heats, pre-final heats and a final.

15.1. NON-QUALIFYING PRACTICE (NQP):

Number of non-qualifying sessions: maximum 5

Time for each session: NQP1 (15 minutes), NQP2, 3 and 4 (10 minutes) and NQP 5 (8 minutes)

In case of more than 36 Drivers per class the Drivers shall be divided into two series, one for odd and another for even numbers.

15.2. QUALIFYING PRACTICE (QP):

Number of sessions:

- 125 Senior Max, 125 Max DD2: one session for one group of odd numbers and one session for one group of even numbers
- 125 Max DD2 Master: one session

Time per session: 8 minutes (8').

Drivers must enter the track within 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 as follows:

- If there is only one group: the grid will be drawn up in the order of the fastest time achieved by each Driver.
- If there are two groups: 1st place goes to the fastest time of the 1st group (fastest time overall), 2nd place to the fastest time of the 2nd group, 3rd place to the 2nd fastest time of the 1st group, 4th place to the 2nd fastest time of the 2nd group, 5th place to the 3rd fastest time of the 1st group, and so on.

If there is a tie in the fastest lap time of two or several Drivers, the starting position will be determined by the second fastest time, and so on. If the tie remains or Drivers they have only one timed lap, the starting position shall be decided by drawing lots.

If no time is taken into account for a Driver, he shall take the start at the end of the grid. If several Drivers are in that situation, their starting positions shall be decided by drawing lots. If a Driver stops in the "Repair Area" or in the "Finish Park", it will be final. He/she will not be allowed to restart.

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.

15.3. QUALIFYING HEATS (QH):

Number of laps: 10 laps

Number of Qualifying Heats per group:

- 125 Senior Max, 125 Max DD2: 3
- 125 Max DD22 Master: 2

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

Starting positions will be established according article 18 C of CIK Specific Prescriptions.

Points for the Qualifying Heats will be established according article 18 C of CIK Specific Prescriptions



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15.4. PRE-FINALS:

Number of laps: 15

For 125 Max DD2 Masters there will be only one Pre-Final, with 36 Drivers.

- Starting positions for pre-final will be done according the total points obtained after the Qualifying Heats, according article 18 C of FIA Karting Specific Prescriptions.

For 125 Senior Max and 125 Max DD2 there will be two Pre-Finals (A and B).

- After the Qualifying Heats the final results will be done according Article 18 C (case B) of FIA Karting Specific Prescriptions.
- After the Qualifying Heats qualified Drivers will be divided in 2 groups, each one doing a Pre-Final.
- 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.

15.5. FINAL

Number of laps: 20

Only the first 36 classified Drivers after the Pre-Final phase will be eligible for the Final.

- For Max DD2 Masters starting positions will be done according the final classification of the pre-final.
- For Senior Max and Max DD2 categories the classification for the Final will be established as follows:
 - i. After Pre-Finals A and B, each Driver will get the same points as for the Qualifying Heats, according his position on the race.
 - ii. Those points will be added to the ones he got after the Qualifying Heats.
 - iii. Total points will establish the classification for the Final, according Article 18 C (case B) of FIA Karting Specific Prescriptions.
 - iv. 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.

During 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/her starting number. He/her 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.

16. STARTING PROCEDURE

All categories will be rolling starts.

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.

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

17. 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 2.20c, 2.21 and 2.22. 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 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.

18. SERVICING PARK

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

No karts / persons are allowed to enter "Start Servicing Park" with any liquids (except water in clear transparent plastic bottles, for drinking purposes).

19. PRE-GRID

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 Course.

Mechanics must clear the pre-grid immediately.

Karts on the pre-grid must be ready to race, all further work and or adjustment to the kart on the pre-grid is strictly forbidden – **NO TOOLS** – **except tyre pressure gauge**, which can be adjusted by the Driver or his/her Mechanic using his/her own tire pressure gauge by letting air out only.

Any kart which needs mechanical assistance to start must do so at the rear of the grid and he 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 servicing park.

During qualifying should a Driver require assistant after the "30-second" signal in the timed qualification the two best laps will be annulled.

20. SCALE / WEIGHING PROCEDURE

According FIA Karting Specific Prescriptions

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.

Driver needs to stand on the middle of the scale with all his/her racing equipment.

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)

21. FRONT FAIRING

According RMCGF 2020 Technical Regulations.

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

22. CLASSIFICATION AND AWARDS

The classification of the RMCGF 2020 will be that of the relevant Competition.

Trophies will be awarded in each class for the first three finishing Drivers of the final of the RMCGF 2020.

The title of the RMCGF 2020 winner will be awarded to the Driver who has won the Final.



23. PODIUM CEREMONY

The Drivers classified 3rd, 2nd and 1st in the final 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.

Drivers are not allowed to go to the podium ceremony with race overalls or other clothing exhibiting brands of competing companies with the chassis partners of the RMCGF 2020 (Sodikart, BirelArt, Charles Leclerc or Praga).

If caps are supplied by the organiser of the RMCGF 2020 they must be worn by the Drivers during the podium ceremony.

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.

24. NOTIFICATIONS AND STEWARDS DECISIONS TO DRIVERS / 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 competition will be posted on the official notification board but also sent electronically to the Driver's / Entrant's mobile phone using an Application developed by ROTAX for this purpose, named ROTAX GLOBAL APP.

How does the ROTAX GLOBAL APP works?

The ROTAX GLOBAL APP is free of charge and is available for download for IOS and Android and requires internet access. 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 Competition 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.

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



25. FINES

A fine may be inflicted on any Entrant, Driver, assistant who does not respect the prescriptions of the officials of the competition.

In case of a disqualification (based on a decision of the panel of stewards of the competition) from the competition, the organizer reserves the right to charge a penalty that cannot be more than € 1500, - for costs of inviting the Driver to the competition.

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

26. PROTEST AND APPEALS

Protests and/or appeals must be in accordance with the FIA International Sporting Code

Amounts of the Protest fee: 500€.

Amount of the Appeal fee: 2500€.

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

Payment of any protest or appeal fees should be done according Article 13 and 15 of FIA International Sporting Code.

The deposit may be paid in Euro.

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.

27. 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, BirelArt, Compkart, Praga, Dell'Orto, Mojo, ROTAX, XPS).

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

28. PADOCK RULES

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

- 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.
- Starting of engines is only allowed inside the Start Servicing Park 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.
- It is strictly forbidden to smoke or to use any device which risks provoking fire in the Paddock area, the Servicing Parks, the Park-Fermé, 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.
- 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.
- It is forbidden to use any motorized vehicles (except if authorized by the organizer), such as mini-



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motorcycles, scooters, etc., in the Paddock Area under the pain of exclusion.

29. FIRE EXTINGUISHERS

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

During the Competition there will be also a permanent fire truck with a fire brigade parked besides the park- fermé.

30. CODE OF CONDUCT FOR DRIVERS

All participants must play within the rules and respect race officials and their decisions.

All participants must respect the rights, dignity and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.

All participants must encourage and take responsibility for their actions at all times.

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.

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.

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.

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 a competition must be addressed in a respectful manner, to the correct person (official) at the competition.

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 race events.

When taking part in any competition, it is the responsibility of the Driver to take the time to read and fully understand the posted rules, regulations and conditions for said competition prior to start time, thus eliminating unnecessary delays at the beginning of the competition. Requests for clarification of these rules, regulations or conditions, should be asked in the Drivers meeting held before each competition.

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.

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 competition and face further disciplinary action.

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 RMC GF 2020 SPORTING REGULATIONS -----