

Central Eastern European Rotax Max Challenge Sporting Regulations 2025

Junior MAX – Senior MAX – DD2 MAX – DD2 MAX Masters



TABLE OF CONTENTS

1.	GENERAL CONDITIONS OF CENTRAL EASTERN EUROPEAN RMC GOKART RACES	4
1.1.	REGULATIONS TO BE APPLIED AT THE RACES	4
1.2.	RESPONSIBILITY, MODIFICATION OF THE REGULATIONS, CANCELLATION OF THE EVENT	4
1.3.	CODE OF CONDUCT FOR DRIVERS	4
1.4.	MEDIA RIGHTS	6
1.5.	ADVERTISING IMPOSED BY THE ORGANIZER	6
2.	INFORMATION / DATES / ENTRIES / FREE PRACTICE	6
2.1.	ORGANIZATION OFFICE	6
2.2.	DATES / CALENDAR	6
2.3.	ENTRIES / SUBSCRIPTIONS	6
2.4.	ENTRY OPEN AND CLOSING DATE FOR THE EVENTS	6
2.5.	ENTRY FEE / ADDITIONAL TIRES	7
3.	CATEGORIES / CLASSES / LICENSES	7
3.1.	CATEGORIES	7
3.2.	LICENCES	7
3.3.	AGE LIMITS	7
3.4.	MINIMUM WEIGHTS	8
3.5.	CATEGORIES – TABLE OVERVIEW	9
3.6.	MANDATORY ENTRANT LICENSE	9
4.	EVALUATION	9
4.1.	RESULTS OF RACES	9
4.2.	DROPPED RACES:	9
4.3.	DETERMINATION OF CHAMPIONSHIP POINTS IN ROTAX CATEGORIES:	10
4.4.	OTHER FINISHERS:	11
4.5.	INDIVIDUAL EVALUATION	11
4.6.	AWARDS OF RACES	11
5.	EQUIPMENT	12
5.1.	AMOUNT OF EQUIPMENT	12
5.2.	TIRES	12
5.3.	DATA LOGGING	12
5.4.	FUEL	12
5.5.	OIL	13
5.6.	TRANSPONDERS	13
5.7.	CAMERAS	13
5.8.	HELMETS / OVERALLS / GLOVES / BOOTS	13
5.9.	RACING NUMBERS	13
5.10.	CHASSIS	13
6.	EVENT / COMPETITION	13
6.1.	GENERAL CONDITIONS	13
6.2.	SPORTING CHECKS AND SCRUTINEERING	14
6.3.	BRIEFINGS	15
6.4.	PARC FERME	15
6.5.	SERVICING PARK	16
6.6.	PRE-GRID	16

6.7.	GENERAL SAFETY	16
6.8.	NUMBER OF KARTS ALLOWED ON THE TRACK	18
6.9.	RUNNING OF THE EVENT	18
6.9.1.	NON-QUALIFYING PRACTICE.....	18
6.9.2.	QUALIFYING PRACTICE.....	19
6.9.3.	PREFINAL	19
6.9.4.	FINAL	19
6.9.5.	SUPER FINAL	19
6.10.	STARTING GRIDS (QUALIFYING, PREFINAL, FINAL AND SUPER FINAL RACES)	19
6.11.	STARTING GRIDS PROCEDURE ON THE TRACK.....	21
6.12.	START DELAYED	21
6.13.	STARTING PROCEDURE.....	22
6.14.	STOPPING A RACE.....	23
6.15.	RESTARTING A RACE (FINAL RACES)	24
6.16.	NEUTRALIZATION OF A RACE	25
6.17.	SAFETIES	25
6.18.	PADDOCK.....	28
6.19.	PREGRID	28
6.20.	WEIGHING PROCEDURE (SCALE)	28
6.21.	FRONT FAIRING.....	29
7.	PROTESTS AND APPEALS	29
7.1.	SYSTEM OF PROTESTS.....	29
7.2.	SPECIAL RULES OF TECHNICAL PROTEST	30
8.	OFFICIAL COMMUNICATION METHOD	30
8.1.	NOTIFICATIONS AND STEWARDS DECISIONS TO DRIVERS / ENTRANTS	30
8.2.	HOW DOES THE ROTAX GLOBAL APP WORK?.....	30
8.3.	COMMUNICATION FLOW	31
8.4.	INSTRUCTIONS AND COMMUNICATIONS TO ENTRANTS.....	31
9.	OTHER	31

1. GENERAL CONDITIONS OF CENTRAL EASTERN EUROPEAN RMC GOKART RACES

1.1. REGULATIONS TO BE APPLIED AT THE RACES

- FIA Karting International Sporting Regulations 2025 and its appendices (www.fiakarting.com/page/sporting-regulations)
- FIA Karting International Technical Regulations 2025 and its appendices (www.fiakarting.com/page/technical-regulations)
- 2025 FIA INTERNATIONAL SPORTING CODE (www.fiakarting.com/page/sporting-regulations)
- ROTAX MAX RMC GLOBAL SPORTING REGULATIONS 2025 (www.rotax-kart.com/rmc-regulations)
- ROTAX MAX RMC GLOBAL TECHNICAL REGULATIONS 2025 (www.rotax-kart.com/rmc-regulations)

Every time the Organization of Central Eastern European RMC publishes a „Bulletin” on its website (www.kartingcee.eu/regulations/) and its official notice board (prior or during any event <https://www.kartingcee.eu/races/>), throughout the racing season, it becomes an official regulation that is effective immediately.

The Supplementary Regulations and the implementation directives cannot be in conflict with the listed regulations.

1.2. RESPONSIBILITY, MODIFICATION OF THE REGULATIONS, CANCELLATION OF THE EVENT

- The participants (=entrants, drivers, passengers, vehicle proprietors and registered keepers) take part in the event at their own risks. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them or the car used by them as far as no exclusion of liability has been concluded.)
- Modifications to these regulations may in principle be carried out only by the relevant authorities. After the beginning of the event, modifications should be carried out only by the Stewards of the event by means of bulletins, but only in case of necessity for safety reasons and/or reasons of force majeure, or by order of the authorities, or concerning the details given in the regulations about the length of the track, the duration of the races, the number of laps and the officials and marshals, or in case of an obvious mistake in the regulations.
- The organiser reserves the right to cancel or postpone the entire event or a particular race for the aforementioned reasons, subject to the agreement of the respective ASN and of the FIA, and as far as the calendar is concerned, claim for damages or compensation or claim to performance are in this case excluded.

1.3. CODE OF CONDUCT FOR DRIVERS

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

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

1.4. MEDIA RIGHTS

The media rights are regulated in a separate contract.

1.5. ADVERTISING IMPOSED BY THE ORGANIZER

The organizer of the competition has the right to require the use of uniform advertisements. The size of specified advertisement cannot be bigger than 300 X 60 mm. Not bigger than 200 X 40 mm stickers can be placed on the start number board. The wearing of mandatory advertisement is compulsory, there is no way to deny this request. In case of any driver try to deny to put the said sticker or advertisement, will be disqualified from the event.

2. INFORMATION / DATES / ENTRIES / FREE PRACTICE

2.1. ORGANIZATION OFFICE

Hargitai Racing Kft
3069 Alsótold, Szabadság út 6.
E-mail: rotaxhungary@gmail.com
Phone nr.: +36 30 510 4090

2.2. DATES / CALENDAR

- Race 1.: 28th February – 02nd March 2025
Pista Azzurra - Jesolo - Italy
- Race 2.: 11th – 13th April 2025
Slovakia Ring - Orechová Potôň - Slovakia
- Race 3.: 23rd – 25th May 2025
Steel Ring - Trinec - Czech Republic
- Race 4.: 11th – 13th July 2025
Speedworld - Bruck - Austria
- Race 5.: 22nd – 24th August 2025
Birizdókart - Kecskemét - Hungary

2.3. ENTRIES / SUBSCRIPTIONS

Entry must be made automatically on the web: www.rotax-ems.com/anmeldung_select.php

2.4. ENTRY OPEN AND CLOSING DATE FOR THE EVENTS

Race 1.:	Entry open: 30 th December 2024	Entry close: 01 st March 2025
Race 2.:	Entry open: 30 th December 2024	Entry close: 12 th April 2025
Race 3.:	Entry open: 30 th December 2024	Entry close: 24 th May 2025
Race 4.:	Entry open: 30 th December 2024	Entry close: 12 th July 2025

Race 5.: Entry open: 30th December 2024 Entry close: 23rd August 2025

If a Driver is not respecting the rules, under any doubt the Organization of Central Eastern European RMC reserves the right to refuse the entry.

2.5. ENTRY FEE / ADDITIONAL TIRES

- Entry fee for Junior MAX, Senior MAX, DD2 MAX and DD2 MAX Masters is 900,- € (+ SK VAT) per event, including in the entry fee is 2 sets of slick tires and the track fee for Fridays & Saturday practices.
- Entries are only accepted once full payment has been received on the bank account. Bank account number is indicated on the website of the webshop: <https://entry.kartingcee.eu/>
- Should the driver fail to attend to the event THERE WILL BE NO REFUND OF THE ENTRY FEE. Not collected tires included in the entry fee, will not transported to the next event, it is the responsibility of the driver / entrant to collect the tires.
- Late entry administration fee in all Events: 100,- € (+ SK VAT) if entry is accepted.

3. CATEGORIES / CLASSES / LICENSES

3.1. CATEGORIES

The categories available for the Central Eastern European RMC 2025 are the following:

- Junior MAX
- Senior MAX
- DD2 MAX
- DD2 MAX Masters

3.2. LICENCES

All licences hereafter have to be issued by an ASN which is a member of CIK-FIA.

For International RMC events an international licence grade G or E, F (depending on category) and an international entrant licence is required.

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

A competitor must hold a valid licence issued by his parent ASN, or a licence issued by an ASN other than his parent ASN (this licence is only valid for use with written permission from his parent ASN).

3.3. AGE LIMITS

Each participant of the Rotax Max Challenge 2025 represents the nation whose ASN has issued him the licence regardless to which nationality he belongs or in which country he has qualified. All drivers fulfilling these age limits and type of licences are eligible to qualify for the RMC GF 2025.

Junior MAX

Age limits: the driver must have his/her 12th birthday during the year of the event and

must have his/her **15th*** birthday **after** the year of the event.

*A driver with 15 years old during the year of the event can participate in Junior MAX category **ONLY** if he/she is placed on the official CIK FIA list for special licence cases to be eligible to hold a valid International G Karting Licence, according to Article 3.4.1 of the CIK INTERNATIONAL DRIVERS' LICENCES FOR KARTING DRIVERS & CODE OF DRIVING CONDUCT.*

Licence:

For International RMC events an international licence grade G karting and an international entrant licence is required.

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

Senior MAX

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

Licence:

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

*If a driver is 14 years old during the year of the event, he/she must hold a valid international licence grade F karting according to CIK FIA INTERNATIONAL DRIVERS' LICENCES FOR KARTING DRIVERS & CODE OF DRIVING CONDUCT, article 3.4.2

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

MAX DD2

Minimum age: the driver must have his/her **15th** birthday during the year of the event.

Licence:

For International RMC events an international licence grade E karting and an international entrant licence is required.

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

MAX DD2 Masters

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

Licence:

For International RMC events an international licence grade E karting and an international entrant licence is required.

3.4. MINIMUM WEIGHTS

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

3.5. CATEGORIES – TABLE OVERVIEW

Category	JUNIOR MAX	SENIOR MAX	DD2 MAX	DD2 MAX MASTERS
Age limit	12-14 *(15)	15+ *(14)	15+	32+
Age group	2013 till 2011 *(2010)	from 2010 *(2011)	from 2010	from 1993
Minimum weight (kg)	145	162	175	175
Racing number	201-299	301-399	401-499	501-599

*.... if the driver holds a Karting Licence, according to Article 3.4.2 and 3.4.3 of the CIK International Karting Licence's for Drivers

3.6. MANDATORY ENTRANT LICENSE

In order to participate in CEE RMC Competition, Applicants must hold a valid International Entrant Licenses and the necessary authorizations (visas) issued by their ASNs affiliated to the FIA, valid for Karting and for the current year, Entrant's licenses may not be delivered to persons who are still under age and do not have full legal capacity.

4. EVALUATION

4.1. RESULTS OF RACES

In a race the results of all drivers shall be regarded recognizable who had normally started in the given race irrespective of the nationality of his license.

The final ranking of a hope and competition race of a round is determined by the ascending order of the scores based on the following table:

Classification scores:

1. rank	0 score
2. rank	2 scores
3. rank	3 scores
.....	
34.rank	34 scores

Should the driver receive penalty points they should be added to his classification points and the score thus received shows his ranking in the race. In case of equal points that driver has advantage who does not have penalty score.

If during the evaluation of the race the exact order between two or more drivers cannot be determined (e.g. dropping out at the same time), the ranks shall be decided by timekeeping.

4.2. DROPPED RACES:

The final ranking shall be decided according to the table below during the annual evaluations and at the serial races:

Number of evaluated races: 15 races

Number of races that can be dropped

- 1 any pre-final (34-points race),
- 1 any final (34-points race),
- 1 any super final (55-points race).

The final order of Central Eastern European RMC is determined so that from the result of the 1-1 dropped races shall be deducted from the result of the 15 evaluated race and the received order gives the final ranking of the Championship. The result always means the number of points achieved.

In case of dropped races the best result shall be taken into account for the driver.

Exception: if the driver was excluded from a race, his result shall mandatorily be taken into account with zero (0) point. Within 3 days after the race the driver may ask from the Organizer an exemption from this rule, if it is likely that the penalty was imposed not because of intentional offense and does not involve an advantage.

Concerning the drops the pre-finals, finals and superfinals are considered separate races in the Central Eastern European RMC competitions. Thus of the 15 pre-final + final + super final any 3 races, the worst pre-final, the worst final and the worst super final can be dropped.

In case if the Organizer decide that will not organize any of the 15 heats, due to the lack of participants, it has to be count in the overall scores that these are already dropped heat or heats for all the related drivers.

4.3. DETERMINATION OF CHAMPIONSHIP POINTS IN ROTAX CATEGORIES:

Pre-final:

1 st	place: 34 points
2 nd	place: 33 points
3 rd	place: 32 points
4 th	place: 31 points

Final:

1 st	place: 34 points
2 nd	place: 33 points
3 rd	place: 32 points
4 th	place: 31 points

Super final:

1 st	place: 55 points
2 nd	place: 52 points
3 rd	place: 50 points
4 th	place: 49 points

all other places receive by one point less until the last one in the rank.

Should the number of Entered drivers be higher than 34 in a given class, the Organizer can decide that split the drivers into 3 Groups (A, B, C) and will have Pre Heats to qualify to the Super Final, the following point scoring system apply:

Every driver will race two Pre Heats out of the 3 Pre Heats. This means that every driver will have two Pre Heats to be considered as Prefinal and Final. The points made in these two Heats are the points that count in the Prefinal and Final as in those classes that have only 34 drivers. It can lead to have same points for some drivers in the two Heats, (not in the Super Final of course!)

In the Second Chance Heat, there are no points awarded. To the Super Final, only the 34 drivers will qualify and gets points. Those drivers who cannot qualify into the Super Final, will score 0 points.

Pre Heats:

1st	place: 34 points
2nd	place: 33 points
3rd	place: 32 points
4th	place: 31 points

4.4. OTHER FINISHERS:

- All drivers who started in the race but did not get to the finish will get by 5 points less than the driver who crossed the finish line last.
- The driver who was entered but had not started will get 0 points.
- The driver who during the race loses his transponder cannot be evaluated.
- The result of the race can only be determined by manual counting if the computerized counting cannot be used in case of the whole field (power cut, virus, freezing, etc.).
- The names and results of all drivers who have started shall be indicated on the result list whether they have finished the specified distance or not.

4.5. INDIVIDUAL EVALUATION

The further ranking is determined by the descending order of the points. In case of tie (same points or dead end) the most 1st place, if there is still a tie, than the most 2nd place, if there is still a tie, than the most 3rd place winner (and so on till the first difference) is the advanced. If there is still dead end, the drivers get the same ranking, but the position of those behind them shall be determined as if there was no dead end.

4.6. AWARDS OF RACES

The awards and the number of awarded is determined by the organizer in the Sporting regulations. The basic principle is that the first 3 drivers achieving the most points on three races will get a Cup per categories. It is mandatory for the awarded drivers to appear in race

overall at the podium ceremony. Exemption from this can only be given by the organizer. Cash penalty will be imposed on drivers violating this rule. The penalty shall be min. the half of the entry fee of the race per occasions.

5. EQUIPMENT

5.1. AMOUNT OF EQUIPMENT

For all classes, 1 sealed chassis, 2 sealed engine and 2 sets of slick tires parc fermé - which has to be bought over the Organizer. The tires will be hand-out in the Servicing Parc.

5.2. TIRES

Tires as specified in the RMC Global Technical Regulations 2025 are the only tires allowed for the Central Eastern European RMC 2025.

During an event (one racing weekend comprising of three races + qualification) one set and one piece (front or rear) spare slick tire can be used.

During warm-up and non-official training sessions the use of tires is free.

The number of wet tires is not limited.

5.3. DATA LOGGING

The system, with or without memory may permit only the reading of the following:

- engine revs
- 2 indications of temperature
- the speed of one wheel
- Z/Y accelerometer
- accelerator sensor
- brake pedal sensor
- brake pressure sensor
- steering wheel turning angle sensor
- lap time
- GPS data.
- Lambda sensor
- wheel temperature sensor

5.4. FUEL

Only unleaded fuel 95 octane can be used. The commercial petrol station where the fuel has to be purchased will be published in the supplementary regulations, also the fuel pump number and octane amount and is compulsory.

It is strictly forbidden to add any liquid and/or power-boosting chemicals in the petrol.

The scrutineer has the right to check any driver's fuel at any time with the fuel analyzing equipment (type: ERASPEC equipment ES01-GAS, producer Eralytics GmbH).

5.5. OIL

CIK FIA Approved synthetic 2-stroke oil (brand and type as specified in the “Global RMC Technical Regulations 2025”: XPS CASTOR RACING OIL 2T is allowed.

5.6. TRANSPONDERS

Only MyLaps transponders are allowed, TranX2 Karting Transponder, TranX3 Karting Transponder and X2 Karting Transponder, these transponders are mandatory.

With the beginning of the first session on Saturday the transponder is mandatory and has to be fixed on the lower part of the back of the kart seat. It is the entrant / driver's responsibility to mount the transponder in the correct position.

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.

5.7. CAMERAS

Should the organizer be willing to place camera or telemetry device (GPS sensor, Mycron, etc.) on the driver's kart for marketing purposes at warm ups, qualifying races or finals, the driver may not refuse it. The organizer may freely use the recording. Should the driver refuse this, he cannot take part in the given race.

Any other cases no camera is allowed on the karts.

5.8. HELMETS / OVERALLS / GLOVES / BOOTS

Only helmets, overalls and Gloves are allowed according to CIK-FIA regulations.

5.9. RACING NUMBERS

Racing numbers shall comply with provisions of the CIK-FIA Technical Regulations yellow background and black numbers.

5.10. CHASSIS

For all Central Eastern European RMC events meetings it is permitted to fit chassis protectors on the side and front of the chassis. The only material permitted is plastic and must be fitted so that they do not deform and become a danger to others and must satisfy the meetings scrutineers. No other material other than plastic is permitted.

6. EVENT / COMPETITION

6.1. GENERAL CONDITIONS

It is the entrant's responsibility to ensure that all persons concerned by his entry observe all the provisions of the code, the technical regulations and the sporting regulations. If an entrant is unable to be present in person at the event he must nominate his representative in writing. The

person having charge of an entered kart during any part of an event is responsible jointly with the entrant and/or separately for ensuring that the provisions are observed.

Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the Event.

The presentation of a kart for scrutineering will be deemed an implicit statement of conformity.

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

6.2. SPORTING CHECKS AND SCRUTINEERING

During the initial scrutineering and sporting checks, which will take place on the dates and at the locations specified in the supplementary regulations of the event, each driver and each entrant must have all required documents and information available.

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.

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.

No kart may participate from the beginning of the non-qualifying practice in an event unless it has been checked by the scrutineers.

At any time during an event, the scrutineers may:

- check the eligibility of the kart or of the driver's equipment (including fuel tests).
- 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.
- require an entrant to change/replace all parts belonging to the engine (parts will be provided by the organizer)

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.

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

Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organization of the servicing parks and/or the Parc Fermé, and who alone are authorized to give instructions to the entrants.

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

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

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

At the Event, the event organizer and the stewards will control all licences.

6.3. BRIEFINGS

Definition: The entrant's and driver's briefing is a meeting organized by the clerk of the course for all entrants and drivers entered in the event.

Aim of the briefing: to remind entrants and drivers of the specific points of the supplementary regulations concerning the organization of the event; to remind them of the safety notions, either general, or specific to the circuit used; to give any clarification concerning the interpretation of the regulations.

The Entrants' and Drivers' Briefing is a meeting organised by the Clerk of the Course or the Race Director for all Entrants and Drivers entered in the Competition.

The meeting shall always be held before qualifying practice.

Location of the briefing will be published in the Supplementary Regulations.

The time of the briefing is mentioned in the time schedule of the event.

The time is considered as that of the beginning of the briefing and the entrance door and access to the briefing will be closed. Before they can be allowed to continue the meeting, a mandatory fine of EUR 150,- which must be paid in Race Office to the Central Eastern European RMC Organization via the stewards will be inflicted on any entrant and driver who do not attend the briefing.

In case of an unforeseen obstacle to conducting a personal briefing in person drivers have to participate on an online briefing. After entering correctly to the ROTAX APP and reading the briefing notes, the system confirms the participation.

6.4. PARC FERME

Only those Officials charged with the checks may enter the Parc Fermé. No intervention whatsoever may be carried out therein without the authorization of these Officials.

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.

The Parc Fermé shall be large and protected enough to ensure that no unauthorized person may have access to it.

6.5. 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).

6.6. PRE-GRID

The pre-grid gate closes **3 minutes** before race time. Any kart which has not taken its position on the pregrid 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 remain at the rear until after the race start respective 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.

6.7. GENERAL SAFETY

It is strictly forbidden for Drivers to drive their karts in a direction opposite that of the race unless this is strictly necessary to remove the kart from a dangerous situation.

During Free Practice (according to the regulations of the championships concerned), Qualifying Practice, the Qualifying Heats and the races of the final phase, Drivers may use the track only and must at all times observe the dispositions of the Code relating to driving on circuits. The circuit is defined by the white lines on both sides of the track. Drivers are allowed to use the whole width of the track between these lines. If the four wheels of a kart are outside these lines, the kart is considered as having left the track.

During Free Practice (according to the regulations of the championships concerned), Qualifying Practice, the Qualifying Heats and the races of the final phase, a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or be an impediment for other Drivers. If the Driver is unable to remove the kart from a dangerous position by driving it, it is the marshals' duty to help him; however, if the kart restarts as a result of such help, it will be disqualified from the classification of the Qualifying Practice or the race in which this help was provided. Except for medical or safety reasons, the Driver must stay close to his kart until the end of Free Practice, Qualifying Practice, the Qualifying Heat, or the races of the final phase. In the case of a Practice session run over two parts separated by an interval, all karts abandoned on the circuit during the first part must be taken back to the "Start Servicing Park", during the interval and may participate in the second part of Practice.

Any repairs with tools are banned outside the “Repair Area “. It is forbidden to take any tools and/or spare parts on board the kart. The Driver can receive help only in the “Repair Area” determined by the Supplementary Regulations or during the Briefing.

If refuelling is authorised, it may be carried out only in an area provided for this purpose.

Except in cases expressly provided for by the Regulations or by the Code, no one except the Driver is authorised to touch a stopped kart unless it is in the “Repair Area “.

When the track is closed by the Race Director during and after Practice and after the finish until all concerned karts whether they are mobile or not, have arrived at the “Finish Park” or at the Parc Fermé, no one is allowed to access to the track, with the exception of marshals carrying out their duties and of Drivers when they are driving.

During Free Practice (according to the regulations of the championships concerned), Qualifying Practice, the Qualifying Heats and the races of the final phase, the kart may be restarted only by the Driver himself, except if he restarts from the “Repair Area “. The Driver may not receive any outside help on the track during the running of a Competition, except in the “Repair Area “, which he may reach only by his own means. Pushers are not allowed to help Drivers once they have crossed the line drawn at the exit of the “Pre-Grid “.

A speed limit may be imposed in the pit lane and in the “Repair Area” during Practice, races, and the Formation Laps. Any Driver breaking this speed limit will be imposed a penalty provided for in the Regulations or the Code.

If a Driver is faced with mechanical problems during Practice, the Qualifying Heats, or the Races of the final phase, he must evacuate the track as soon as possible for safety reasons.

If a Driver is involved in a collision, he must not leave the circuit without the Stewards’ agreement.

No Driver may leave the “Repair Area” without having been invited to do so by Marshals.

Official instructions will be transmitted to the Drivers by means of the signals provided for in the Code. Competitors must not use flags similar to these ones in any way whatsoever.

Any Driver who intends to leave the track, to return to the “Finish Park” or to stop in the “Repair Area “shall demonstrate his intention in due time and shall ensure that he may do so safely.

During the Competition and at the order of the Clerk of the Course or the Race Director, a Driver who breaches the Technical Regulations, except during the final lap, must stop in the “Repair Area” and remedy the breach before re-joining the track.

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 3 of the Technical Regulations.

It is forbidden to circulate with motorbikes, scooters, or any other motorised devices in the Paddock. The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Areas (see Article 20 of the International Sporting Code) is strictly prohibited. Offenders will be penalised by a fine of minimum 250 €. In the event of repeated

breach, the stewards may disqualify the driver concerned of the competition. In application of Article 12.3.3 of the Code, appeals against the stewards' decisions have no suspensive effect when in the course of the same Competition, a further breach is committed justifying the Disqualification of the same Competitor.

The Organiser undertakes to have on the track all safety devices provided for meetings the Circuit Regulations, Part 2, from the beginning of Free Practice until the end of the Competition.

In the case of a «wet race» (conditions signalled by means of a panel by the Race Direction or Clerk of the course), the choice of tyres will be left to the appreciation of the Drivers, the Race Director or Clerk of the Course reserving the right to use the black flag if he deems that a Driver's kart is fitted with the wrong set of tyres and that the Driver is too slow and dangerous for other Drivers. The use of "slick" tyres is therefore mandatory in any other case.

General Safety. CIK-FIA International Karting Regulation, General Prescription Article 2.14

The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Areas (see Article 20 of the International Sporting Code) is strictly prohibited. Offenders will be penalized by a fine of minimum 250 €. In the event of repeated breach, the stewards may disqualify the driver concerned of the competition. In application of Article 12.3.3 of the Code, appeals against the stewards' decisions have no suspensive effect when in the course of the same Competition, a further breach is committed justifying the Disqualification of the same Competitor.

Kart Safety. CIK-FIA International Karting Regulation, Technical Regulations Article 3

Equipment Safety. CIK-FIA International Karting Regulation, Technical Regulations Article 3 and 3.2

6.8. NUMBER OF KARTS ALLOWED ON THE TRACK

The number of karts allowed on the track is - unless homologated differently - limited to 34 for final phase races, 34 for qualifying practice and 51 for non-qualifying practice / warm up.

6.9. RUNNING OF THE EVENT

The event will comprise non-qualifying practice, qualifying practice, and 3 races (prefinal, final, superfinal) as a minimum.

6.9.1. NON-QUALIFYING PRACTICE

The discipline applied in the Servicing Parks and on the track as well as the safety measures will be the same for all practice sessions as those applied for Qualifying Heats and the races of the final phase.

The time schedule of the event provides 5-8 non-qualifying practice (10 minutes duration) for each category. The use of transponders is mandatory as from the beginning of the non-qualifying practice on Saturday.

6.9.2. QUALIFYING PRACTICE

Duration of the qualifying practice will be 5 Minutes, only drivers who have passed scrutineering can participate.

The use of transponders is mandatory.

After 1 minute of beginning of the qualifying practice all karts must have left the pregrid, competitors which has not done that cannot take part in the qualifying practice.

The karts placed on the "Pre-Grid" must be ready to race.

During each session, drivers will take the start when they choose (1 Minute rule). Any driver having crossed the line drawn at the exit of the start area will be considered as being a starter and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is timed. 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.

If the number of drivers is less than 30 it will be done in one group, otherwise it will be divided in 2 groups (group 1 and group2).

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.
- c) **If there are three series** 1st place 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 fastest time of the 3rd series, 4th place to the 2nd fastest time of the 1st series, 5th place to the 2nd fastest time of the 2nd series, and so on. - And so, on according to the same principle if there are further series.

If no time is taken into account for a Driver, he/she shall take the start at the end of the grid.

6.9.3. PREFINAL

The Qualifying Practice finishing order determines the start position for the Prefinal.

6.9.4. FINAL

The Prefinal finishing order determines the start position for the Final.

6.9.5. SUPER FINAL

The Final finishing order determines the start position for the Super Final.

6.10. STARTING GRIDS (QUALIFYING, PREFINAL, FINAL AND SUPER FINAL RACES)

FIA-CKI International Sporting Code, CKI-FIA General Prescriptions Article 2.19

A) At the end of the final qualifying practice session, the list of qualified drivers as well as the starting grids will be officially published.

B) Only these drivers will be allowed to take the start of the qualifying heats, prefinal heats and of the final phase.

C) Any entrant whose kart(s) is (are) unable to take the start for any reason whatsoever or who has good reasons to believe that his/her kart(s) will not be ready to take the start must inform the official in charge of the assembly area, who will advise the clerk of the course as soon as he has the opportunity.

D) The grids will be drawn up in accordance with the fastest time achieved by each driver, taking into account the qualifying practice session. Should one or several drivers achieve the same time, the tie will be settled on the basis of their second best time, and so on.

E) The pole position driver of each grid will have the choice of the pole position (on the left or right side of the track), providing that he advises the clerk of the course as soon as he reaches the assembly area. This choice will only modify the first row, to the exclusion of the others. Failing this, the pole position driver of each grid will take the start of the race from the grid position which was the pole position the previous year or, if it is a new circuit, on that which was designated as such by the CIK-FIA, or designated in the supplementary regulations of the event.

F) Access to the assembly area from the servicing park will end as stated in the official time table. 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 clerk of the course.

The karts placed on the pre-grid must be ready to race; it is strictly forbidden to carry out any work, adjustment and/or setup on the kart on the pre-grid (see point 7.17 for more information), with the exception of tire pressures, which can be adjusted by the driver or his/her mechanic and by using his/her own means (tire pressure gauge), tire pressure adjustment must stop without delay when the “3 minutes” board is shown and an audible warning is given, at this time the mechanic must leave the assembly area immediately.

G) Karts on the assembly area are prohibited to return to servicing park, except under exceptional circumstances left to the appreciation of the clerk of the course. It is prohibited to bring a second set of tires to the assembly area.

Definition of assembly area:

- The area between the track and start (where the Karts are lined up to start the formation lap).
- The area/walk way to starting line.
- Starting line if used.

H) The mechanics will have to clear the assembly area three minutes before the time scheduled for the start of the race. If a driver is unable to start from the assembly area after the display of the green flag and/or light and if he requests the intervention of a mechanic, he will be authorized to leave the assembly area only on the orders of a marshal and he will take the start from the back of the formation when the start at the start/finish line is given, respective of the number of formation laps. No additional time will be allowed to a driver who has not respected these instructions.

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

6.11. STARTING GRIDS PROCEDURE ON THE TRACK

In certain circumstances, the karts will have to be placed on the grid on the track, it is the specific procedure below which is applied.

A) Access to the assembly area from the servicing park will end as stated in the official time table. Any kart which is not on the pre-grid at that moment shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the clerk of the course. The karts (on the trolley) placed in the pregrid must be ready to race; it is strictly forbidden to carry out any work, adjustment and/or set-up on the kart, (see point 7.17 for more information) with the exception of tire pressures, which can be adjusted by the driver or his/her mechanic and by using his/her own means (tire pressure gauge).

B) Once the gate is closed (servicing park to assembly area) each driver with his kart placed on a trolley and pushed by his "A" mechanic will leave the assembly area to take up their positions on the starting grid for the race. From this point, karts must be ready to race; any further work, adjustment and/or set up on the kart (with the exception of tire pressures) are strictly forbidden (see point 7.17 for more information). Tire pressure adjustment must stop without delay after the "3 minutes"-board followed by the audible warning, at this time the mechanic must leave the assembly area immediately.

C) When the "3 minutes"-signal is shown, along with a "CLEAR THE TRACK" board, all karts must be ready and laid down on the track. At this time, the mechanics will leave the grid to go to the assembly area with the trolleys of the karts. Interviews may no longer take place once the "3 minutes"-board has been shown. Everybody except Drivers and Officials must leave the grid.

D) "30-seconds"-signal/light: 30 seconds after this signal, the green flag and/or light will be shown at the front of the grid to indicate that the karts must begin a formation lap, keeping to the order of the starting grid and in conformity with the CIK-FIA general prescriptions.

E) Should a driver require assistance after the "30-seconds"-signal, he or she must indicate this to the marshals and, once the other karts have left the grid, it will be pushed to the assembly area, and the mechanic may assist on the kart. In this case, marshals with yellow flags will stand beside the kart (or karts) concerned to warn the drivers on the formation lap. Marshals will be instructed to push any kart remaining on the grid after the start of the formation lap to the assembly area immediately. If a driver starts from the assembly area after the intervention of a mechanic, he will be authorized to do so 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 and his/hers position (see point 7.17 for more information).

6.12. START DELAYED

If the clerk of the course considers of safety reasons that the start must be delayed, the following procedure will take place.

A) A time will be given where change can be made.

B) Entrants/drivers outside this time will not be able to enter the race.

C) By tire change:

- The width of the rear and front wheel may be adjusted but must conform to

CIK-FIA Technical Regulations

- No other modifications and/or changes are permitted.

6.13. STARTING PROCEDURE

A) The start signal shall be given by means of lights.

B) The start will be of the «rolling» type. The regulations for "Rolling start for karts with clutches and without gearbox" of the CIK-FIA general regulations apply. The grid being constituted of two lines of karts.

C) The Organizer following a decision of the Stewards has the right to change starting procedure from "Rolling Start" to "Standing Start" or "One Line Rolling Start" with Slow Boards. (SC in car racing)

D) Two 2-meter wide lanes bordered by white lines will be painted over the 110 meters leading to the start line. A yellow line shall be painted 25 m ahead of the start line.

E) As soon as the clerk of the course indicates with the green flag that the karts may take the start, the drivers are «at the orders of the clerk of the course» and may no longer receive any outside help. Any driver who has not placed himself at the orders of the clerk of the course in time with his kart in working order will be allowed to leave the assembly area only at the orders of the clerk of the course or of the officer in charge of the assembly area.

F) Karts will cover one warm up lap and one formation lap (total 2 laps) 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 exclusion 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 excluded from that race.

G) Driver who is delayed will have the possibility of regaining his grid position only if this maneuver does not impede other drivers and in all cases before having reached the red line which will be materialized on the track, equipped with a time keeping loop and indicated by the race director or the clerk of the course at the briefing. It is forbidden to use any course other than the track used during the race to regain his start position.

H) If the clerk of the course considers that a driver has been immobilized as a result of another driver's mistake, the clerk of the course may stop the formation lap and start again the starting procedure on the basis of the original grid or allow the impeded driver to regain his position.

I) The Clerk of the Course will give the start as soon as he is satisfied with the formation.

J) At the end of the formation lap, drivers will go at slow speed towards the start line assembled in two lines of karts. During the approach stage, the red light will be on. No karts may accelerate before the red lights have been switched off. Karts must maintain their position until the start signal is given. If the clerk of the course is satisfied with the formation he will give the start by switching off the red lights. If he is not satisfied with the procedure, he will switch on the orange light, which means that an extra formation lap must be covered. Should the engine of a driver stop during formation lap, an official or mechanic nominated to carry out that task may restart him as soon as he/she has been passed by the entire field. He may then rejoin at the back of the formation and must not try to regain his grid position. If the kart cannot be started, then it must be removed from the track to a place of safety. Similarly should a driver fall behind the entire field without stopping, he must remain at the rear for the start and must not attempt to regain his position.

K) In the case of repeated false starts or incidents during the formation lap(s), the clerk of the course, acting as a judge of fact, may stop the starting procedure by means of the red flag and inform the stewards, who will be entitled to inflict on the offending drivers a penalty according to the FIA-CIK General Prescriptions. A new procedure will begin either immediately or within 30 minutes, according to the circumstances. The starting grid will be the same as for the initial procedure. All the drivers present in the starting area or in repair area before the procedure was stopped will be allowed to take the start of the new formation lap.

L) Any attempts to jump the start or delay it and any karts leaving the lane before the lights are switched off shall be sanctioned according to the CIK-FIA General Prescriptions.

M) A jump start will be deemed to have occurred when a driver crosses the start line ahead of his prescribed grid position at the start of the race. This is recorded by the timing system, and the official timekeepers who act as judges of fact and will determine if a jump start has been committed. The penalty refers to the FIA-CIK General Prescription

N) 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.

O) The stewards may use any video or electronic system likely to help them to take a decision. The steward's decisions may supersede those taken by judges of fact. Any infringement to the provisions of the code or of these sporting regulations relating to the starting procedure may entail the exclusion of the kart and of the driver concerned from the event.

6.14. STOPPING A RACE

A) Should it become necessary to stop the race or practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course shall order a red flag to be shown on the line. Simultaneously, red flags will be shown at marshal's posts provided with these flags. The decision to stop the race or practice may be taken only by the clerk of the course (or, if he had to leave, by his deputy). If the signal to stop racing is given:

Case A: during practice, all karts shall immediately reduce speed and go back slowly to the «Finish» servicing park, and all karts abandoned on the track shall be removed.

Case B: during the qualifying heats, all karts will immediately reduce their speed and go to the «Finish» servicing park entrance or stop on the track at the place designated during the briefing, considering that:

- the classification of the race will be the classification at the end of the lap prior to that during which the signal to stop was given
- karts or rescue vehicles may be on the track
- the circuit may be totally blocked because of an accident
- the weather conditions may have made it impossible to drive at high speed on the circuit.

The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop was given:

- less than 75% of the distance scheduled for the race (rounded up to the nearest higher whole number of laps). If the race can be restarted, the article of the FIA-CK General Prescriptions will apply.

- 75% or more of the distance scheduled for the race (rounded up to the nearest higher whole number of laps).

The karts will be directly led to the Park Fermé, and the race will be considered as having stopped when the leading kart crossed the line at the end of the lap prior to that during which the signal to stop was given.

Case C: during a race of the final phase, all karts will immediately reduce their speed and go to the «Finish» servicing park entrance or stop on the track at the place designated during the briefing, considering that:

- the classification of the race will be the classification at the end of the lap prior to that during which the signal to stop the race was given

- karts or rescue vehicles may be on the track

- the circuit may be totally blocked because of an accident

- the weather conditions may have made it impossible to drive on the circuit at racing speed.

The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop the race was given:

A) Less than 2 laps. No points will be awarded. If the race can be restarted, the article of CK-FIA General

Prescriptions will apply.

B) More than 2 laps but less than 75% of the distance scheduled for the race (rounded up to the nearest whole number of laps). If the race can be restarted, the article of CK-FIA General Prescriptions will apply. Should this not be possible, half the points will be awarded.

C) 75% or more of the race distance (rounded up to the nearest whole higher number of laps). The karts shall be sent directly to the Park Fermé and the race will be deemed to have finished when the leading kart crossed the line at the end of the lap prior to that during which the race was stopped. Full points will be awarded.

6.15. RESTARTING A RACE (FINAL RACES)

A) Working on karts will be allowed only in the Repair Area; the only persons allowed to intervene on a kart are the Driver himself and his appointed Mechanic, holder of the appropriate pass. Refueling will not be allowed. All karts must be ready at the 3 minutes board.

B) After a suspending situation, the delay will be kept as short as possible and as soon as resuming time is known, Drivers will be informed. In all cases at least a 10 minutes warning will be given. Boards will be presented 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds before the resumption. Each signal will be accompanied by an audible warning.

C) The Race or Heat will be resumed with the “SLOW” process and Article 2.20 (CK-FIA General Prescription). The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered. The Drivers who have crossed the Finish Line

at the end of the lap prior to that on which the race was stopped and those who were in the Repair Area when the red flag was shown will be allowed to take the new start.

D) Resuming start positions will be determined by the finishing order at the end of the lap before the one on which the race was suspended.

6.16. NEUTRALIZATION OF A RACE

A) The clerk of the course or the race director may decide to neutralize a qualifying heat or a race. This procedure will be used only if the track is obstructed, or if the drivers or officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the qualifying heat or race.

B) When the order is given to neutralizes the qualifying heat or race, all observer's posts will display waved yellow flags and a "SLOW" board (yellow board with the word "SLOW" written in black), which shall be maintained until the neutralization is over. Flashing orange lights will be switched on at the line.

C) All the competing karts must then line up behind the leading kart, and overtaking is strictly forbidden. Overtaking will be permitted only if a kart slows down because of a serious problem.

D) During the neutralization laps, the leading kart will dictate the pace, at a moderate speed, and all the other karts must remain in as tight a formation as possible.

E) The karts may enter the repair zone during the neutralization, but they may rejoin the track only when authorized to do so by a marshal. A kart rejoining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart. Overtaking is strictly prohibited

F) When the race director or the clerk of the course decides to end the neutralization, he will have the flashing orange lights switched off; this will be the signal to the drivers that the race is to resume next time the line is crossed. In the last neutralization lap, the "SLOW" boards will be maintained and the yellow flags will be show immobile.

G) At that moment, the leading kart will continue to set the pace, at a moderate speed. The race director or the clerk of the course will signal the resumption of the race by means of a waved green flag at the line. Overtaking will remain prohibited until the karts have crossed the line at the end of the neutralization of the qualifying heat or race. On approaching the line, where a green flag will be waived by the race director or the clerk of the course, the drivers may accelerate only after crossing the yellow line preceding the line. The yellow flags and the "SLOW" boards at the observers' posts will then be withdrawn and replaced with waved green flags. These flags will be displayed for a maximum of one lap.

H) Each lap completed during the neutralization will be counted as a racing lap.

I) If the race finishes during the neutralization, the karts will take the checkered flag as usual, without being allowed to overtake. Overtaking will be permitted only if a kart slows down because of a serious problem.

6.17. SAFETIES

It is strictly forbidden for Drivers to drive their karts in a direction opposite that of the race unless this is strictly necessary to remove the kart from a dangerous situation.

During Free Practice (according to the regulations of the championships concerned), Qualifying Practice, the Qualifying Heats and the races of the final phase, Drivers may use the track only and must at all times observe the dispositions of the Code relating to driving on circuits. The circuit is defined by the white lines on both sides of the track. Drivers are allowed to use the whole width of the track between these lines. If the four wheels of a kart are outside these lines, the kart is considered as having left the track.

During Free Practice (according to the regulations of the championships concerned), Qualifying Practice, the Qualifying Heats and the races of the final phase, a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or be an impediment for other Drivers. If the Driver is unable to remove the kart from a dangerous position by driving it, it is the marshals' duty to help him; however, if the kart restarts as a result of such help, it will be disqualified from the classification of the Qualifying Practice or the race in which this help was provided. Except for medical or safety reasons, the Driver must stay close to his kart until the end of Free Practice, Qualifying Practice, the Qualifying Heat, or the races of the final phase. In the case of a Practice session run over two parts separated by an interval, all karts abandoned on the circuit during the first part must be taken back to the "Start Servicing Park", during the interval and may participate in the second part of Practice.

Any repairs with tools are banned outside the "Repair Area". It is forbidden to take any tools and/or spare parts on board the kart. The Driver can receive help only in the "Repair Area" determined by the Supplementary Regulations or during the Briefing.

If refuelling is authorised, it may be carried out only in an area provided for this purpose.

Except in cases expressly provided for by the Regulations or by the Code, no one except the Driver is authorised to touch a stopped kart unless it is in the "Repair Area".

When the track is closed by the Race Director during and after Practice and after the finish until all concerned karts whether they are mobile or not, have arrived at the "Finish Park" or at the Parc Fermé, no one is allowed to access to the track, with the exception of marshals carrying out their duties and of Drivers when they are driving.

During Free Practice (according to the regulations of the championships concerned), Qualifying Practice, the Qualifying Heats and the races of the final phase, the kart may be restarted only by the Driver himself, except if he restarts from the "Repair Area". The Driver may not receive any outside help on the track during the running of a Competition, except in the "Repair Area", which he may reach only by his own means. Pushers are not allowed to help Drivers once they have crossed the line drawn at the exit of the "Pre-Grid".

A speed limit may be imposed in the pit lane and in the "Repair Area" during Practice, races, and the Formation Laps. Any Driver breaking this speed limit will be imposed a penalty provided for in the Regulations or the Code.

If a Driver is faced with mechanical problems during Practice, the Qualifying Heats, or the Races of the final phase, he must evacuate the track as soon as possible for safety reasons.

If a Driver is involved in a collision, he must not leave the circuit without the Stewards' agreement.

No Driver may leave the "Repair Area" without having been invited to do so by Marshals.

Official instructions will be transmitted to the Drivers by means of the signals provided for in the Code. Competitors must not use flags similar to these ones in any way whatsoever.

Any Driver who intends to leave the track, to return to the “Finish Park” or to stop in the “Repair Area” shall demonstrate his intention in due time and shall ensure that he may do so safely.

During the Competition and at the order of the Clerk of the Course or the Race Director, a Driver who breaches the Technical Regulations, except during the final lap, must stop in the “Repair Area” and remedy the breach before re-joining the track.

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 3 of the Technical Regulations.

It is forbidden to circulate with motorbikes, scooters, or any other motorised devices in the Paddock. The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Areas (see Article 20 of the International Sporting Code) is strictly prohibited. Offenders will be penalised by a fine of minimum 250 €. In the event of repeated breach, the stewards may disqualify the driver concerned of the competition. In application of Article 12.3.3 of the Code, appeals against the stewards’ decisions have no suspensive effect when in the course of the same Competition, a further breach is committed justifying the Disqualification of the same Competitor.

The Organiser undertakes to have on the track all safety devices provided for meetings the Circuit Regulations, Part 2, from the beginning of Free Practice until the end of the Competition.

In the case of a «wet race» (conditions signalled by means of a panel by the Race Direction or Clerk of the course), the choice of tyres will be left to the appreciation of the Drivers, the Race Director or Clerk of the Course reserving the right to use the black flag if he deems that a Driver’s kart is fitted with the wrong set of tyres and that the Driver is too slow and dangerous for other Drivers. The use of “slick” tyres is therefore mandatory in any other case.

General Safety. CIK-FIA International Karting Regulation, General Prescription Article 2.14

The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Areas (see Article 20 of the International Sporting Code) is strictly prohibited. Offenders will be penalized by a fine of minimum 250 €. In the event of repeated breach, the stewards may disqualify the driver concerned of the competition. In application of Article 12.3.3 of the Code, appeals against the stewards’ decisions have no suspensive effect when in the course of the same Competition, a further breach is committed justifying the Disqualification of the same Competitor.

Kart Safety. CIK-FIA International Karting Regulation, Technical Regulations Article 3

Equipment Safety. CIK-FIA International Karting Regulation, Technical Regulations Article 3 and 3.2

6.18. PADDOCK

Starting of engines is only allowed in the designated area / Servicing Park and engines may only be run in the designated area / servicing park for a maximum of 5 seconds. A driver starting an engine outside these areas, or 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 Parc Fermé, the pre grid 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.

6.19. PREGRID

A) Only one (1) driver per kart and one (1) mechanic is allowed in “Pregrid” and only with proven pass and/or proven identification

B) Open and closing times for “Pregrid” will be announced in the time schedule.

C) Drivers who miss the “Pregrid Gate Closing Time” are allowed to start, but only from the “repair area zone” when the start is given. He is not allowed to follow the formation before.

Case 1: repair area zone is after start/finish line, the whole field has to pass him when the start was given.

Case 2: repair area zone is before start/finish line, the whole field has to pass him when the start will be given, he is allowed to follow the field and take his start.

D) Mechanical help with or without tools in the pregrid area, drivers are allowed to start from the “repair area zone” when the start is given. He is not allowed to follow the formation before.

Case 1: repair area zone is after start/finish line, the whole field has to pass him when the start was given.

6.20. WEIGHING PROCEDURE (SCALE)

In case of the missing the weighing procedure or having less than specified weight the driver shall be ranked to the last position.

Drinking water from a clear plastic bottle is allowed in the servicing park before weighing (if approved by the technical delegate), but it is not allowed during weighing.

There is no place for protest against confirmed weighing values, but the driver may ask for a B test. If someone asks for a B test, then it is forbidden to drink between the two weighing procedures.

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)

6.21. FRONT FAIRING

The use of a CIK FIA homologated Front Fairing and the CIK FIA homologated Front Fairing Mounting Kit of the bodywork of latest homologation period is mandatory, in accordance with CIK Specific Prescriptions, article 30 and CIK Technical Drawing No 2d. The provisions of CIK Specific Prescriptions, article 30 regarding mounting, installation, checking, reporting of breaches and application of penalties will be applied in full.

The front fairing must be in the correct position at all times during a competition according to the CIK-FIA technical regulations. If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the “black and white checkered flag” was waved and the kart(s) concerned crossed the finish line, in all situations a time penalty of **5 seconds (for heats and races) or a drop down of three positions in qualifying practice sessions** will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal (in application of Art. 12.2 ISC).

When the Scrutineers/Judges of Fact send the reports regarding the incorrect position of the front fairing, the Stewards will automatically apply the decisions. The stewards can also do a collected decision for the involved drivers in a session. The Entrants concerned shall not be invited to sign the decision documents.

Should a Driver or a third party be found/proved to have intentionally replaced a front fairing which is not installed correctly during the last lap or after the “black and white checkered flag” was waved this will lead to a disqualification.

7. PROTESTS AND APPEALS

7.1. SYSTEM OF PROTESTS

Only the entrant or his representatives are authorized to file in a protest. Every protest must be submitted in writing with the simultaneous payment of the protest fee. The protest shall be handed over to the race Secretary. Protest must be presented within 30 minutes after the posting of the provisional result of the concerned race. The written proxy and the copy of the entrant's license shall be attached to the protest. Without them, the protest is invalid. There is no possibility to make protest against timing. The protest fees are contained in the ASN Table of fees. The fee of the accepted protest shall be repaid to the protesting party. The fee of refused protest is due to the organizer.

The Panel of Stewards of the event is eligible to make decision about the protest submitted. The protest shall be investigated immediately. If possible, the parties concerned by the protest should be listened to together with their possible witnesses. An Entrant has the possibility to hand over the video made by him or his driver to the Board of the Stewards and the Stewards may use this video in the decision of the protest. The absence of the concerned party or of his witness cannot prevent the Panel of Stewards from making the decision. Protests which cannot be decided on

site, or in case of appeal the result of the concerned race cannot be announced. The Panel of Stewards of the event will suspend the result of the concerned race(s) until the end of the procedure and determines the further actions. This (decisions) shall be published in a Decision about Protest.

7.2. SPECIAL RULES OF TECHNICAL PROTEST

Only the entrant of the protesting party and his mechanic, as well as the Panel of Stewards, the Clerk of the Course, the chief scrutineer and the technical scrutineers can be present at the opening of the kart under protest. At the end of the opening the entrant and mechanic of the protesting party should leave the Parc Fermé area. The chief scrutineer of the race will put down the findings of the disassembly procedure in a protocol supplied with serial number and makes proposal for the Panel of Stewards for the continuation of the procedure. The decision will be made by the Panel of Stewards. Involved parties shall be informed immediately about the decision. Until the expiry of the time for appeal the kart shall remain on the territory of the Parc Fermé. The technical protest fee is contained in the Table of fees of the ASN. If the disassembly of the different parts of the kart is necessary to the evaluation of the protest, the party submitting the protest shall pay a deposit in addition to the protest fee. The deposit amount will be determined by the Panel of Stewards on the proposal of the chief scrutineer.

If the technical investigation cannot be carried out on site for any reason (e. g. lack of time or equipment), the Panel of Stewards has the right to postpone it to a later date and to another location. In this case the transportation in a closed box of the parts to be examined shall be ensured. The box shall contain a list of the parts included, indicating their serial numbers. List shall be signed by the involved parties. After this the box shall be sealed in the presence of the parties and the witnesses with minimum 2 pcs of seals with serial number. The protocol should contain the number of seals, too. The Chief Scrutineer of the event is responsible for the transportation of the sealed boxes to the test laboratory. Any other locks which cannot be released without destruction can also be used instead of the seal. In case of unfounded protest, the costs of the protested party and of the procedure shall be covered by the protesting party. If this is more than the deposit paid, the difference shall be paid by the protesting party. If the costs are less than the amount of deposit the difference will be returned. If the protest is considered justified the protest fee and the deposit will be paid back.

8. OFFICIAL COMMUNICATION METHOD

8.1. 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 published on the official driver's board.

8.2. HOW DOES THE ROTAX GLOBAL APP WORK?

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.

8.3. 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, the 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 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.

8.4. 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.

9. OTHER

**ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IN THE SPORTING
REGULATIONS IS FORBIDDEN!**