



SPORTING REGULATIONS



ROTAX EURO CHALLENGE 2008©

Series Sporting Regulations

Version 2008.rgv6.

REGULATIONS

The final text of these Sporting Regulations shall be the English version, which will be used, should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations. The language written and spoken shall be English.

ARTICLE: 1 ORGANISATION

The Series and its events shall be run in accordance with the **FIA International Sporting Code** and its appendices, the **FIA and CIK-FIA official Bulletins**, the **CIK-FIA Technical Regulations**, the **General Prescriptions applicable to CIK-FIA Karting International Events**, the **Series Technical Regulations 2008**, these **Sporting Regulations** and the **Supplementary Regulations of each Event of the Series**.

ARTICLE: 2 INFORMATION SPECIFIC TO THE SERIES.

2.1 Reception office.

RGMMC Establishment
Tristel 622
9497 Triesenberg
Liechtenstein
Email: info@rgmmc.com
Web: www.rgmmc.com

Head of Operations:

Roland Geidel
Mobile Phone: +423 663 18 41 10

2.2 Promoter / Organizer

RGMMC Establishment
Tristel 622
9497 Triesenberg
Liechtenstein
Email: info@rgmmc.com
Web: www.rgmmc.com

Head of Series Administration

Lynn Geidel
Tel: +34 971 285391
Fax +34 971 283882

2.3 Dates / Events

Race 1 26 – 30 March 2008. Rotax Euro Challenge. Salbris, France
Race 2 28 May – 1 June 2008. Rotax Euro Challenge. Wackersdorf, Germany
Race 3 23 – 27 July 2008. Rotax Euro Challenge. Ceska Lipa, Czech Republic
Race 4 24 – 28 September. Rotax Euro Challenge. TBA

2.4 Series is proposed by the Austrian ASN and its Events are authorized by the following ASN's

F.F.S.A. France 26 – 30 March 2008. Rotax Euro Challenge 2008.
D.M.S.B Germany 28 May – 1 June 2008. Rotax Euro Challenge 2008
A.C.C.R Czech Republic 23 - 27 July 2008. Rotax Euro Challenge 2008
TBA 24 - 28 September 2008. Rotax Euro Challenge 2008

2.5 Entries: Reception Office.

RGMMC Establishment
Tristel 622
9497 Triesenberg
Liechtenstein
Email: info@rgmmc.com
Web: www.rgmmc.com

Contact Person's

Roland Geidel
Mobile Phone: +423 663 18 41 10
Lynn Geidel
Email: info@rgmmc.com
Tel: +34 971 28 53 91
Fax: +34 971 28 38 82

Entry can be made automatically on the web (www.rgmmc.com) or request entry form by fax.

2.5.1 Dates Entry

Race 1 Open 17.12.2007 - Closing 15.02.2008 (Payment for all 4 Events end's 19.01.2008)
Race 2 Open 31.03.2008 - Closing 25.04.2008
Race 3 Open 26.05.2008 - Closing 20.06.2008
Race 4 Open 28.07.2008 - Closing 22.08.2008

2.5.2 Entry Restriction:

2.5.3 Entrants paying all four events in advance must complete a new entry form for each round of the Rotax Euro Challenge 2008 by the closing date announced for each event, entry form received after closing date of each event, shall be null and void, No entry fee will be reimbursed.

2.5.4 Entrants paying all four events will be guaranteed entry in all events, as long as the new entry form arrives between open and closing date of each event.

2.5.5 Entries are ONLY accepted once full payment has been received.

2.5.6 Maximum entries apply in all classes, entrants paying event by event, will be entered on a first come first served basis (by payment only, not the date of entry form)

2.5.7 Maximum Entries apply in all classes. Rotax Juniors-72, Rotax Seniors- 72, Rotax Master-36, Rotax DD2- 72.

2.6 Categories:

2.6.1 Rotax Max Juniors

Maximum inscription of 72 Drivers.
Minimum inscription of 34 Driver.
Minimum age: Appendix B. International Karting Licences for Drivers Junior.
Maximum age: Appendix B. International Karting Licences for Drivers Junior.
Minimum weight 145Kg (including full race gear)
Numbers: Yellow number plate with black numbers. Article 24 of the CIK-FIA Technical Regulations

2.6.2 Rotax Max Seniors

Maximum inscription 72 Drivers.
Minimum inscriptions of 34 Drivers.
Minimum age: Appendix B. International Karting Licences for Drivers Senior.
Minimum weight 165 Kg (including full race gear)
Numbers: Yellow number plate with black numbers. Article 24 of the CIK-FIA Technical Regulations

2.6.3 Rotax Max Master

Maximum inscription 36 Drivers.

Minimum inscriptions of 26 Drivers.

Minimum age: 26 Years (must have his/hers 26 year birthday before 31 December 2008)

Minimum weight 170 Kg (including full race gear)

Numbers: Yellow number plate with black numbers. Article 24 of the CIK-FIA Technical Regulations

2.6.4 Rotax DD2

Maximum inscription 72 Drivers.

Minimum inscriptions of 22 Drivers.

Minimum age: Appendix B. International Karting Licences for Drivers Senior

Minimum weight 173 Kg (including full race gear)

Numbers: Yellow number plate with black numbers. Article 24 of the CIK-FIA Technical Regulations

2.7 Amount of fees.

980 € For all 4 events, paid in advance, Dates 17.12.2008 –19.01.2008

295 € For each single event, (from open to closing date)

100 € Late entry administration fee. (if entry is accepted)

2.8 Mandatory Licence - Juniors

All Drivers entering the Rotax Euro Challenge in the Junior Class must be holders of a Grade C-Junior International Karting License, All licences must be issued by their ASN's affiliated to the FIA, in compliance with Article 4.2 of Appendix B. CIK-FIA international karting Regulations

2.9 Mandatory Licence - Seniors, Masters & DD2 - All Drivers entering the Rotax Euro Challenge in the Seniors, Masters & DD2 classes must be holders of a Grade C or B International Karting Licence. in compliance with Article 4.2 and 4.3 of Appendix B, CIK-FIA international karting Regulations

All licence must be issued by their ASN's affiliated to the FIA, in compliance with Article 4. of Appendix B. CIK-FIA international karting Regulations

2.10 Applicants must hold a valid Entrants' international licence and the necessary authorizations (visas) issued by their ASNs affiliated to the FIA. Drivers who are younger than 18 and do not have full legal capacity can not be their own Entrants.

2.11 Mandatory Visa.

Article 70 of the FIA International Sporting Code.

Entrants and Drivers who wish to take part in an international competition organised abroad can only do so with the approval of their own ASN.

This authorisation shall be given by the ASN concerned in such form, as they might deem convenient.

2.12 Prizes and Awards

Trophies in each class (4) for the first 3 finishing drivers in the final in each event.

Trophy to the best placed driver over 32 in the Rotax DD2 in each event (must have his/hers 32nd birthday before 31 December 2008)

The overall winner of the series will be awarded with a trophy and the title "EUROPEAN ROTAX CHALLENGE WINNER 2008" in all categories.

The second best placed driver overall in the series will be awarded with a trophy and the title " EUROPEAN ROTAX CHALLENGE 2ND OVERALL 2008" in all categories.

The third best placed in the series will be awarded with a trophy, in all categories.

The best placed driver over 32 in the Rotax DD2 class will be awarded with a trophy (must have his/hers 32nd birthday before 31 December 2008) and the title "European Rotax DD2 Masters Champion

2.13 BRP-Rotax grants the free invitation to the Rotax Grand Final 2008 to the following drivers of the Rotax Euro Challenge 2008.

Rotax Max Juniors: 1st, 2nd, and 3rd placed in the series, and best placed "Rookie of the year" (Definition of Rookie: First time entered and raced in Rotax Euro Challenge in 2008)

Rotax Max: 1st, 2nd, and 3rd placed in the series.

Rotax Max Master: 1st, 2nd, 3rd placed in the series.

Rotax Max DD2: 1st, 2nd, and 3rd placed and in the series.

Rotax Max DD2: 1st over 32, must have his/hers 32nd birthday before 31 December 2008.

All travel cost (flight, accommodation, kart, tires, fuel, tools and tool box) will be supplied and paid by BRP-Rotax

2.14 The European Rotax "Chassis Make Trophy". (also related to Art.10.9).

The European Rotax "Chassis Make Trophy" will be awarded to the chassis make - scoring the most points overall in the series with points being taken in the pre-final and the final at each round.

ARTICLE: 3 ORGANISER'S SUPPLEMENTARY PROVISIONS

3.1 TYRES DRY MOJO D1, Rotax Juniors

Front 4.5 x 10.0 – 5 Rear 7.1 x 11.0 – 5

It is compulsory for each driver to order 8 tyres (4-front and 4 rear) for each RMEC event. All tyres must be paid in full with inscription.

The price for 8 tyres (4 front and 4 rear) will be 340.00 € (Euros). The MOJO tyres will be shipped by RGMMC to each RMEC event. The tyres will be placed in a tyre-pool, raffled and handed out accordingly in the "Servicing Park".

Strict "Parc Ferme" rules apply during Qualifying Practice, Qualifying Heats, Second Chance Heat and the Finals, including Warm-Up Saturday and Sunday morning and under no circumstances may the tyres leave the "Servicing Park Area" during the whole race meeting.

From Wednesday to Friday lunch break, the choice of tyres is free. (Free practice before official race) See timetable.

3.2 TYRES DRY MOJO D2, Rotax Senior, Rotax Master & Rotax DD2.

Front 4.5 x 10.0 – 5 Rear 7.1 x 11.0 – 5

It is compulsory for each driver to order 8 tyres (4-front and 4 rear) for each RMEC event. All tyres must be paid in full with inscription.

The price for 8 tyres (4 front and 4 rear) will be 350.00 € (Euros). The MOJO tyres will be shipped by RGMMC to each RMEC event. The tyres will be placed in a tyre-pool, raffled and handed out accordingly in the "Servicing Park".

Strict "Parc Ferme" rules apply during Qualifying Practice, Qualifying Heats, Second Chance Heat and the Finals, including Warm-Up Saturday and Sunday morning and under no circumstances may the tyres leave the "Servicing Park Area" during the whole race meeting.

From Wednesday to Friday lunch break, the choice of tyres is free. (Free practice before official race) See timetable.

3.3 TYRES WET MOJO W1, All Classes.

Front 4.0 x 10.0 – 5 Rear 6.0 x 11.0 – 5

It is compulsory for each driver to order 8 tyres (4-front and 4 rear) for each RMEC event. All tyres must be paid in full with inscription.

The price for 8 tyres (4 front and 4 rear) will be 380 € (Euros).

The MOJO tyres will be shipped by RGMMC to each RMEC event.

Strict "Parc Ferme" rules apply during Qualifying Practice, Qualifying Heats, Second Chance Heat and the Finals, including warm up Saturday and Sunday morning, and under no circumstances may the tyres leave the "Servicing Park Area" during the whole race meeting.

From Wednesday to Friday lunch break; the choice of tyres is free. (Free practice before official race) See timetable.

3.4 TYRES AVAILABILITY.

Tyres used for free practice are available from all well stocked kart traders, or to be ordered from reception office, RGMMC Establishment web page, www.rgmmc.com

3.5 TYRES, RUNNING IN OF WET TYRES.

Running in of wet tyres, on a dry track is prohibited.

3.6 PETROL

It will be each competitor's responsibility to purchase their own petrol from Wednesday free practice until the end of the race weekend on Sunday. The place of purchase of the petrol will be stated in the Supplementary Regulations of the event.

3.6.1 The Petrol must be unleaded commercial pump fuel, and maximum 98 octane

3.6.2 The oil mixture ratio shall be 50:11. (2%)

3.6.3 The official oil for the Rotax Euro Challenge (CIK-FIA approved synthetic 2-stroke oil, to be stated in the supplementary regulations of the events) is compulsory to be used, no other oils are allowed to be used.

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

3.6.5 At any time the volume of the fuel in the tank must be over or equal to 3 litres

3.6.6 The Scrutineer, following a decision of the Stewards, Stewards, has the right to change/replace any drivers petrol at his discretion, at any time.

Case 1 - Should this be the case the Drivers will be asked to enter servicing park without petrol in his/hers petrol tank, where the fuel will be added, at no cost for the driver

Case 2 - Petrol will be changed without warning, at no cost for the driver

Changed/Replaced petrol will be the petrol as stated in the supplementary regulations of the event.

3.6.7 It is recommended that evaluation of fuels at the racetrack be conducted using one or all of the following tests.

- 1) Digatron DT- 47 Fuel Meter Test.
- 2) Specific Gravity Test
- 3) Water Solubility Test
- 4) Ceric Nitrate Reagent Test

3.6.8 Further test, if will be at the cost of the Entrant/Driver, the cost will be stated in the supplementary regulations of the event.

ARTICLE: 4 ROTAX EURO CHALLENGE EVENT

4.1 The ROTAX EURO CHALLENGE event's shall comprise free-Practice, non-Qualifying Practice, Qualifying Practice, Qualifying Heats, Second Chance Heats, Pre Final and Final. Race distances will be stated in the event Supplementary Regulation.

Approximately 10 - 15 km in Qualifying Heats.
Approximately 10 - 15 km Second Chance Heat
Approximately 15 - 20 km in Pre Final.
Approximately 25 - 30 km in Final.

4.2 From the second Sunday before official free practice the nominated tracks for each round will be closed for practice/racing in any category and any kart for all drivers taking part in the (race series). Making a total of 10 days before first free practice on Wednesday. Offenders will be excluded from the event with no rights of refund of entry fee. It is also prohibited to test any material, including carburetors, engines, tires, chassis, seats with drivers not competing in the Rotax Euro Challenge on the same dates.

4.3 Free Practice

Free Practice is on Wednesday and Thursday before race event; the daily fee is 45.00 € (Euros). All drivers before taking part in free practice must have passed the sporting checks. Drivers are also obliged to show their racing numbers from free practice on front & back bumpers and side pods. Racing numbers should be of CIK/FIA size, according to Art.24 of the CIK-FIA Technical Regulations.

4.4 Non / Qualifying practice.

Already for the obligatory non-qualifying practice on Friday and for all race activities onwards the transponder is mandatory and has to be fixed on the lower part of the back of the kart seat. The practice will commence in groups of even and odd numbers. Every group will have their practice according to the timetable; all drivers and karts must have passed the Sporting Checks and Scrutineering.

4.5 Warm up Saturday & Sunday morning.

For the official warm up it is obligatory to use tires from Parc Ferme.

4.6 Qualifying Practice Session 15 Minutes Timed

Drivers in each class will be divided in groups depending on number of registered drivers in each class in the following way.

4.6.1 Rotax Juniors, inscriptions

1 - 36 in one group.
1 - 72 in groups of odd and even, first event of the series only.
1 - 72 in group 1 and 2, For event 2.3. & 4 Drivers are divided into equal groups, by points in championship (i.e. championship leader group 1, second in championship group 2 and so on) any ties will be decided by reception office.

4.6.2. Rotax Senior, inscriptions

1 - 36 in one group.
1 - 72 in groups of odd and even, first event of the series only.
1 - 72 in group 1 and 2, For event 2.3. & 4 Drivers are divided into equal groups, by points in championship (i.e. championship leader group 1, second in championship group 2 and so on) any ties will be decided by reception office.

4.6.3 - Rotax Master, inscriptions

1 - 36 in one group.

4.6.4 - Rotax DD2, inscriptions

1 - 36 in one group.
1 - 72 in groups of odd and even, first event of the series only.
1 - 72 in group 1 and 2, For event 2.3. & 4 Drivers are divided into equal groups, by points in championship (i.e.

championship leader group 1, second in championship group 2 and so on) any ties will be decided by reception office.

ARTICLE: 5 QUALIFYING PRACTICE

5.1 Each group will be allowed out for a 15 minute qualifying practice during which every lap will be timed. The fastest time during this session will determine the grid position in the qualifying heats. Any ties will be decided by the second best time and so on.

5.2 In the Qualifying Practice, if a driver stops in the Repair Area or in the Servicing Park, it will be final. He/She will not be allowed to restart during qualifying practice.

5.3 After qualifying practice drivers will be grouped into new groups (A, B, C, D) to number of registered drivers in each class for the qualifying heats. The maximum number of drivers per group will be 18.

5.4 If a driver returns to "Servicing Park" (for whatever reason) he/she must immediately go over the scale for checking the weight. All drivers must leave only through the "Servicing Park".

ARTICLE: 6 STARTING GRID QUALIFYING HEATS & FINAL RACES

6.1 At the end of the final Qualifying Practice session, the list of qualified Drivers as well as the starting grids will be officially published.

6.2 Only these Drivers will be allowed to take the start of the Qualifying Heats and/or of the final phase.

6.3 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.

6.4 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.

6.5 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.

6.6 Access to the grid will end three minutes before the time scheduled for the start of the Race. Any kart which has not taken its position on the 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.

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

6.8 If it starts to rain before the Drivers have left the assembly area, and in the opinion of the Clerk of the Course, the competitors must be given the possibility of changing tyres, the "START DELAYED" board will be shown on the line, and the starting procedure will be delayed by 5 minutes to allowing the wheels to be changed.

ARTICLE: 7 STARTING PROCEDURES

7.1 The start signal shall be given by means of light

7.2 All starts shall be rolling type. The regulations for "Rolling starts for karts with clutches and without gearboxes" of the CIK-FIA general regulations apply for all categories in Rotax Euro Challenge.

7.3 A yellow line shall be placed 25 m ahead of the Start line. It is forbidden to accelerate before having crossed that line. this yellow line will also be materialized by a row of soft cones (1 cone on each side of the track)

7.4 Karts will cover one warm up lap and one formation lap (total 2 laps) before the start may be given.

7.5 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/she try to start ahead of the field in the hope that the leading Drivers overtake him, he/she would be shown the black flag and be excluded from that race.

7.6 Driver who is delayed will have the possibility of regaining his/hers grid position only if this manoeuvre does not impede other Drivers and in all cases before having reached the Red Line, which will be materialised on the track and indicated by the Clerk of the Course at the Briefing.

7.7 If he (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.

7.8 At the end of the Formation Lap, Drivers will go at a slow speed towards the Start Line assembled in two lines of karts. During the approach stage, the red lights 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 the Formation Lap, an Official or Mechanic nominated to carry out this 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.

7.9 The grid shall be made up of two lines of karts. For the Heats, the grid shall be arranged in the order of the best lap times set during the Qualifying Practice. The grid positions for the Pre-Final shall be based on points accumulated in the heats. Starting position in the Final will be determined by the finishing positions of the Pre-final.

7.10 Jump start.

7.10.1 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

7.10.2 The penalty will be 10 seconds, which will be added to the total race time of the driver concerned.

ARTICLE: 8 CODE OF DRIVING CONDUCT ON KARTING CIRCUITS

8.1 Observance of signals

The instructions detailed in Article 2.15 of the General Prescriptions and in Article 2.3 of the Circuit Regulations (Part II) are deemed to be part of this Code of Driving Conduct. All Drivers must be thoroughly acquainted with them.

8.2 Overtaking

A) During a race, a kart alone on the track may use the full width of the said track. However, as soon as it is caught up by a kart which is either temporarily or constantly faster, the Driver is not allowed to swing from one side to the other or make a move sideways in order to prevent a legal overtaking manoeuvre when the other Competitor is already by his side. He shall give the other kart the right of way in order to allow for passing.

B) If the Driver who has been caught does not seem to notice that another Driver wants to overtake him, the flag Marshal(s) will give a warning by waving the blue flag to indicate that another Competitor wants to overtake. Any Driver who does not take notice of the blue flag may be penalised by the Stewards. Systematic or repeated offences may result in the exclusion of the offender from the race.

C) Curves, as well as the approach and exit zones thereof, may be negotiated by the Drivers in any way they wish, within the limits of the track. Overtaking, according to the circumstances, may be done either on the right or on the left. However, manoeuvres liable to hinder other Drivers such as premature or dangerous changes of direction, more than one change of direction, deliberate crowding of karts towards the inside or the outside of the curve or any other dangerous change of direction, are strictly prohibited and shall be penalised, according to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.

D) Any obstructive manoeuvre carried out by one or several Drivers, either having common interests or not, is prohibited. The persistent driving abreast of several karts, as well as fan-shaped arrangement, is authorised only if there is not another kart trying to overtake. Otherwise the blue flag will be waved.

E) The penalty inflicted for ignoring the blue flag will also be applied to the Drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, thus ranging from a fine to the exclusion from the race. The same penalty shall be applied to Drivers who swing from one side of the track to the other in order to prevent other Competitors from overtaking.

F) The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track)

may entail the exclusion of the Drivers concerned.

G) The race track alone shall be used by the Drivers during the race.

H) Contacts / collisions (during the race, deceleration lap included): sanctions may be imposed on a Driver who pushes another Driver.

8.3 Stopping of a kart during the race

A) The Driver of any kart leaving the race shall signal this intention in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to the point of exit.

B) Should a Driver be compelled to stop his/her kart, either involuntarily or for any other reason, the kart shall be moved off the track as soon as possible so that its presence does not constitute a danger or prevent the normal running of the race. If the Driver is not able to move the kart out of the potentially dangerous position, it is the duty of the Marshals or other officials to help.

C) Any replenishment carried out on the track itself is prohibited, and will entail immediate exclusion.

D) Apart from the Driver - and, in exceptional cases, the competent officials - nobody is allowed to touch a stopped kart under penalty of its exclusion from the race.

E) Pushing a kart along the track or pushing it across the finishing line is not allowed, and will entail immediate exclusion.

F) Any kart abandoned on the circuit by its Driver, even temporarily, shall be considered as withdrawn from the race. A kart left temporarily by its Driver whilst a race is suspended will not be considered abandoned.

8.4 Entrance to the pits (or Repairs Area or Servicing Parks)

A) The so-called «deceleration zone» is a part of the pits area.

B) During the practice sessions and the race, access to the pits or to the Repairs Area is allowed only through the deceleration zone. The penalty for a breach of this rule shall be exclusion from the race.

C) Any Driver intending to leave the track or to enter the pits or the Servicing Park or the Repairs Area shall signal his intention in good time and make sure that it is safe to do so.

D) Except in cases of Force Majeure (accepted as such by the Stewards of the meeting), the crossing, in any direction, of the line separating the deceleration zone and the track is prohibited.

ARTICLE: 9 QUALIFYING HEATS.

9.1. - Winner of each race is the driver with the stipulated quantity of laps in the shortest time. All drivers behind him have finished the race without taking into consideration the numbers of laps completed.

9.2. - The classification of the heats is determined by the quantity of the completed laps as well for the drivers, which have not finished. Driver with the same amount of laps will be classified as passing the finish line. The classification of every heat will be counted in points added to the total sum for the final as below:

- 1. Place = 0 points
- 2. Place = 2 points
- 3. Place = 3 points
- 4. Place = 4 points
- 5. Place = 5 points
- 36 Place = 36 points

9.3. - If a Driver does not take the start in a Qualifying Heat, he/she will receive a number of points equal to the numbers of participants of groups A and B plus 1.

If a Driver has been black-flagged or excluded, he/she will receive a number of points equal to the number of participants of groups A and B plus 2.

9.4. - Juniors: The best 28 drivers are qualified for the Pre Final. Should there be a dead heat between two or several drivers, it will be settled by their classification in qualifying practice. The drivers from position 29 till 62 are qualified for the Second Chance Heat (last chance to qualify in pre final). The 6 (six) best of the Second Chance Heat will be promoted to the Pre Final.

9.5. - Seniors: The best 28 drivers are qualified for the Pre Final. Should there be a dead heat between two or several drivers, it will be settled by their classification in qualifying practice. The drivers from position 29 till 62 are qualified for the Second Chance Heat (last chance to qualify in pre final). The 6 (six) best of the Second Chance Heat will be promoted to the Pre Final.

9.6 - Master: The best 34 drivers are qualified for the Pre Final. Should there be a dead heat between two or several drivers, it will be settled by their classification in qualifying practice. The drivers from position 35 and upward will not take part in the final race.(no second chance heat)

9.7 - DD2: The best 28 drivers are qualified for the Pre Final. Should there be a dead heat between two or several drivers, it will be settled by their classification in qualifying practice. The drivers from position 29 till 62 are qualified for the Second Chance Heat (last chance to qualify in pre final). The 6 (six) best of the Second Chance Heat will be promoted to the Pre Final.

9.8 The start grid position for starting in the Pre Final is according to the rating of points of the heats and according the finish of the Second Chance Heat.

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

9.9 Drivers who were excluded by a black flag and/or misbehaved in the servicing park during/after the Pre final will not be authorized to participate in the Final. Drivers excluded for technical non-compliance will be at the discretion of the Stewards, all other qualified Drivers will be allowed to take the start.

ARTICLE: 10 POINT SCORING PRE-FINAL & FINAL.

10.1 Only points achieved at pre-final and final of a race event count towards the series. A total of 4-pre-finals and 4-finals will be raced for the series.

10.2 Each driver must (drop) his/her worst pre-final and worst final result of the overall championship. It is not mandatory to take part in all 4 (four) race events to be classified in the final classification of the series, the drop result rule also apply for not attended events.

10.3 In case a pre-final or final is cancelled because of « Force Majeure » no points will be given. Therefore this race cannot be classified as a worst result.

10.4 Any exclusion from the event by scrutinizing or Juridical Action, no points are given, the pre-final or the final are not allowed for deduction.

10.5 Drivers who were excluded by a black flag and/or misbehaved in the servicing park during/after the Pre final will not be authorized to participate in the Final. Drivers excluded for technical non-compliance will be at the discretion of the Stewards, all other qualified Drivers will be allowed to take the start.

10.6 Pre-Final a starting grid of maximum 34 drivers, Score points 34.33.32.31.to the last placed finisher.

10.7 Final a starting grid of maximum 34 drivers. Score points 55.52.50.49.48.47.to the last placed finisher.

10.8 Half points, at races with less than 9 competitors participating in the pre-final and final.

10.9 The European Rotax Euro Challenge "Chassis Make Trophy".

Points for the Chassis Make Trophy will be awarded to the two (2) best placed drivers on the same chassis make in the pre final and final of each round of the Rotax Euro Challenge. Maximum points awarded in the pre finals will be 67. Maximum points awarded in the finals will be 107.

Each category will be separated and entitled to their own award.

Chassis make only represented by one chassis in each pre final and/or final will only be awarded points gained.

10.9.1 Pre-Final score points 34.33.32.31.to the last placed finisher, by the 2 best placed drivers of the same make of chassis in the pre-final

10.9.2 Final score points 55.52.50.49.48.47 to the last placed finisher, by the 2 best placed drivers of the same make of chassis in the final.

10.9.3 Any exclusion from the event by scrutinizing or Juridical Action, no points will be given.

10.9.4 All (4) Pre-Finals and all (4) Finals will be counted towards the "Chassis Make Trophy", no deduction allowed.

ARTICLE: 11 STOPPING A RACE OR PRACTICE.

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 marshals' 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:

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;*

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 Heat 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 Heat leader before the signal to stop was given:

Less than 75% of the distance scheduled for the Heat (rounded up to the nearest higher whole number of laps). If the Heat can be restarted, Article 2.22 of CIK-FIA general prescriptions will apply;

75% or more of the distance scheduled for the Heat (rounded up to the nearest higher whole number of laps). The karts will be directly led to the "Servicing Park", and the Heat 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;

C) *During a Race of the final phase, all karts must immediately reduce speed and go to the entrance to the «Finish» Servicing Park, 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:

Case A: *less than 2 laps. No points will be awarded. If the Race can be restarted, Article 2.22 Case A will apply.*

Case 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, Article 2.22 Case B will apply. Should this not be possible, half the points will be awarded.*

Case 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 "Finish Servicing Park" 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.*

ARTICLE: 12 RESTARTING A RACE

Working on karts will be allowed only in the Servicing Park; the only persons allowed to intervene on a kart are the Driver himself and his appointed Mechanic, holder of the appropriate pass. Refuelling will be allowed, only in the "Servicing Park"

Case A: If less than 2 laps have been covered, a new start will be given within 30 minutes after presentation of the red flag (in the conditions provided for under Article 2.19 F). The length of the new race will be the full original race distance. The original start will be deemed null and void.

The starting grid will be the same as for the original race. Those Drivers having crossed the Finish Line at the end

of the lap prior to that during which the race was stopped and those who were in the Repairs Area when the red flag was shown will be eligible to take the restart. Unoccupied places on the grid shall remain vacant.

Case B: If more than 2 laps have been covered, a new start will be given within 30 minutes after presentation of the red flag (in the conditions provided for under Article 2.19). 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 Repairs Area (except in a final phase Race) when the red flag was shown will be allowed to take the new start.

Grid positions will be determined by the finishing order at the end of the lap before the one on which the race was stopped.

The result of a race which has been stopped and restarted is the addition of the times of the stopped race and those of the race held after the restart.

ARTICLE: 13 NEUTRALISATION OF A QUALIFYING HEAT OR A RACE

13.1 The Clerk of the Course may decide to neutralise 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.

13.2 When the order is given to neutralise Qualifying Heat or Race, all observers' 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 neutralisation is over. Flashing orange lights will be switched on at the Line.

13.3 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.

13.4 During the neutralisation 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.

13.5 The karts may enter the repair zone during the neutralisation, but they may rejoin the track only when authorised 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.

13.6 When the Clerk of the Course decides to end the neutralisation, 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 neutralisation lap, the "SLOW" boards will be maintained and the yellow flags will be shown immobile.

13.7 At that moment, the leading kart will continue to set the pace, at a moderate speed. The Clerk of the Course, or his deputy 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 neutralisation of the Qualifying Heat or Race. On approaching the Line, where a green flag will be waved by 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.

13.8 Each lap completed during the neutralisation will be counted as a racing lap.

13.9 If the race finishes during the neutralisation, the karts will take the chequered flag as usual. Overtaking will be permitted only if a kart slows down because of a serious problem.

ARTICLE: 14 SCALE – WEIGHING PROCEDURE.

The scale of the day will be located in "Servicing Park". This scale is the **ONLY** one which will be officially used and counted. The scale will be available from Thursday morning.

14.1 After Qualifying Practice, the Qualifying Heats and the races of the final phase, each kart crossing the Line will be weighed. If the kart is unable to reach the Weighing Area by its own means it will be placed under the exclusive control of the Marshals, who will take it there or have it taken there, and the Driver shall report to the Weighing Area as soon as he returns to the pits so that his weight may be established.

14.2 At the end of Qualifying Practice the Driver and his kart will be weighed simultaneously then separately.

Should for reasons of "Force Majeure" the Driver be unable to go to the scales at the end of a Qualifying Heat or of a race of the final phase, his kart would be weighed on its own and the Driver's weight registered after Qualifying Practice would be added to that of the kart.

14.3 *No solid, liquid or gaseous matter or substance of any nature whatsoever may be added to a kart, placed on it or removed from it before Weighing (except by a Scrutineer within the framework of his official duties).*

14.4 *Only Scrutineers and Officials may penetrate in the Weighing Area. No intervention whatsoever is allowed in that Area unless it has been authorized by these Officials.*

14.5 *A kart or a Driver are not allowed to leave the Weighing Area without the authorization of the Scrutineer.*

14.6 *Any infringement to these provisions relating to the Weighing or karts may entail the exclusion of the Driver and kart concerned.*

14.7. *The Organiser shall place the scales under a shelter at the entrance to the "Finish" Servicing Park and must provide for sufficient personnel to ensure the placing of the kart on the scales. Mechanics will be kept away from the karts until the Weighing Procedure of their karts is over.*

14.8 *If the weight of a Driver and of his kart is under that specified in the Technical Regulations, the result will be communicated in writing to the Entrant, and the kart and its Driver will be excluded from Qualifying Practice, the Qualifying Heat or the race concerned.*

14.9 *The Organiser must provide for certified weights for the calibration of the scales.*

14.10 *Drinking water from a clear plastic bottle is allowed in servicing park, before weighing, however any driver pouring water over head and race overall will be penalized with 1 (one) additional KG on the weight of kart and driver (i.e., junior 145 + 1 = 146)*

ARTICLE: 15 SAFETY.

15.1 *Provisional information of the meeting Adapted to each race circuit / track license agreement / conditions. Additional information will be available in the Event Supplementary Regulations.*

Detailed time schedule of each event will follow on the official notice board and (Web Page of www.rgmmc.com)

It is forbidden to use motorbikes, scooters or any other motorised devices in the Paddock

As soon as the Driver / Entrant arrive and before being able to have access to the Paddock, all Entrants and Drivers entered must present themselves to the Organiser's secretary for identification.

15.2 Race Wear

Helmets, gloves, rib protectors, boots, and race suits must all comply with the Article 3 of the 2008 CIK-FIA Technical Regulations.

15.3 Briefing

Drivers & Entrants Briefing will take place on Friday morning, exact time will be stated on timetable for the event and is obligatory for all Drivers and Entrants to attend. A further Drivers briefing may also be obligatory on Saturday and Sunday under the discretion of the Clerk of the Course. It is the Drivers / Entrants duty to enquire about any further Driver's Briefing. This information will be posted on the official posting board and available in the Reception office. Drivers / Entrants not attending the briefing will be liable to incur a fine of 125 euros to be paid to the ASN hosting the event via the Stewards.

15.4 Fire Extinguisher

All Drivers/Competitors are required to have a fully serviceable fire extinguisher to the minimum recommended standard, minimum 5 kilo suitable for oil and petrol fires.

All trucks entering paddock, must show a 5 kilo fire extinguisher per driver, before entering paddock.

15.5 Servicing Park

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

ARTICLE: 16 JURISDICTION

RGMMC & Rotax Euro Challenge reserves the right to issue additional statement following the agreement of the ASN presenting the Series and the CIK-FIA, concerning the Rules and Regulations (previously approved by the ASN proposing the series and the CIK-FIA) from time to time, and all such statements will be issued to all registered competitors by way of Competitors' Bulletins at the race meeting, or posted to the address detailed on the Series Registration Form.

ARTICLE: 17 ADVERTISING ON KARTS, OVERALLS AND HELMETS (voluntary scheme tba) in compliance with CIK-FIA sporting code and General Prescriptions

ARTICLE: 18 ANNEXE a) Circuit Plan

ARTICLE: 19 ANNEXE b) Technical Zone

ARTICLE: 20 ANNEXE C) Time Table

ARTICLE: 21 ANNEXE d) Journalist access zone

ARTICLE: 22 ANNEXE e) Sponsors regulations (voluntary scheme tba) in compliance with CIK-FIA sporting code and General Prescriptions