



SPORTING REGULATIONS



ROTAX WINTER CUP,

ROTAX EURO CHALLENGE,

ROTAX INTERNATIONAL OPEN©

Event & Series Sporting Regulations 2013 rgv1

Any competitor, manufacturer or affiliated third party advertising the results of a competition or record attempt shall state the exact conditions of the performance referred to, the nature of the competition or record, the category, class, etc. of the vehicle and the position or the result obtained. A winner of an international series may only and exclusively refer to himself / herself as "winner of" followed by the full and official title of the international series at issue. The titles "European Champion" and "World Champion" have been exclusively reserved for the winners of European Championships and World Championships respectively, which have been organised and sanctioned by the CIK-FIA and/or the FIA, and may in no event be used for winners of international series. The FIA is monitoring statements with regards to the results obtained in any of its international series closely. We remind you that any misrepresentation, omission or alteration of a title may be penalised in accordance with article 131 of the International Sporting Code.

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 (The Code) and its appendices, the FIA and CIK-FIA official Bulletins, the CIK-FIA Technical Regulations, the General Prescriptions applicable to CIK-FIA International Karting Events, the Series Technical Regulations 2013, these Sporting Regulations and the Supplementary Regulations of each Event of the Series.

ARTICLE: 2 INFORMATION SPECIFIC TO THE SERIES AND EVENTS

2.1 Organisation Office.

RGMMC Establishment
An der Halde 3
9495 Triesen
Liechtenstein
Tel: +423 230 21 50
Fax: +423 233 21 52
Email: info@rotaxmaxeurochallenge.com
Web: www.rotaxmaxeurochallenge.com

2.2 Reception office

Tel: +423 230 21 50
Fax: +423 230 21 52
Web: www.rotaxmaxeurochallenge.com
Email: info@rotaxmaxeurochallenge.com

2.3 Dates / Events 2013

Rotax Winter Cup:	04 - 10 February 2013, Campillos, Spain.
Rotax Euro Challenge Race 1:	25 - 31 March 2013, Genk, Belgium.
Rotax Euro Challenge Race 2:	20 - 26 May 2013, Castelletto (7 Lahi), Italy .
Rotax Euro Challenge Race 3:	15 - 21 July 2013, Circuit PF, Grantham, England.
Rotax Euro Challenge Race 4:	02 - 08 September 2013, Salbris, France.
Rotax International Open:	21 - 27 October 2013, Circuit Zuera, Zuera, Spain

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

Rotax Winter Cup. R.F.E.D.A, Spain. 04 - 10 February 2013, Rotax Winter, Cup. Campillos Spain
Rotax Euro Challenge. R1: RACB, Belgium. 25 -31 March 2013, Rotax Euro Challenge, Genk, Belgium
Rotax Euro Challenge. R2: CSAI, Italy. 20 - 26 May 2013, Rotax Euro Challenge, 7 Laghi, Castelleto, Italy
Rotax Euro Challenge. R3: MSA, England. 15 - 21 July 2013, Rotax Euro Challenge, PF International, Grantham, England
Rotax Euro Challenge. R4: FFSA, France. 02 - 08 September 2013, Rotax Euro Challenge, Salbris, France
Rotax International Open: R.F.E.D.A, Spain. 21 – 27 October 2012, Circuit Zuera, Spain

2.5 Entries: Reception Office.

RGMMC Establishment
Contact: Lynn Geidel
Telephone: +423 230 21 50
Mobile Phone: +423 793 9569
Fax: +423 230 21 52
Email: info@rotaxmaxeurochallenge.com
Web: www.rotaxmaxeurochallenge.com
Entry must be made automatically on the web "www.rotaxmaxeurochallenge.com" .

2.6 Dates Open & Closing for Entries.

Drivers that have won a Free Entry must complete an Entry Form complying with the official Opening and Closing Dates.
Rotax Euro Challenge Pay all 4 Events. Open Date: 5 November 2012 - Closing Date: 23 November 2012
Rotax Winter Cup: Open Date: 17 December 2012 - Closing Date: 13 January 2013
Rotax Euro Challenge (Race1) Open Date: 11 February 2013 - Closing Date: 24 February 2013
Rotax Euro Challenge (Race2) Open Date: 1 April 2013 - Closing date: 14 April 2013
Rotax Euro Challenge (Race3) Open Date: 27 May 2013 - Closing Date: 09 June 2013
Rotax Euro Challenge (Race4): Open Date: 22 July 2013 - Closing Date: 04 August 2013
Rotax International Open : Open Date: 09 September 2013 - Closing Date: 22 September 2013

2.7 Entrants' Applications

Applicants must hold a valid International Entrants' Licenses and the necessary authorisations (visa) issued by their ASNs Affiliated to the FIA.

2.8 AMOUNT OF FEES.

a) Rotax Winter Cup.

1300 € Entry for Rotax Winter Cup. (from open to closing date "Article 2.5.1"). Inclusive see article 3.0.

b) Rotax Max Euro Challenge.

4800 € For all 4 events, paid in advance, (from 5.11.2012 to 23.11.2012 only). Entry fee inclusive article 3.0
1300 € For each single event, Paying event by event (from open to closing date " Article 2.5.1") Inclusive see article 3.0.

c) Rotax International Open.

1300 € Entry for Rotax International Open. (from open to closing date "article 2.5.1"). Inclusive see article 3.0.

d) Late Entry all Events: 80 € Late Entry Administration fee. (if entry is accepted).

2.8 Entry Restriction:

2.8.1 Entrants paying all four (4) events (Rotax Euro Challenge) in advance do not have to complete an entry form for each Event. Entry and "Parc Ferme" tyres will automatically be entered and ordered for each race event by the organiser. Should the driver fail to attend THERE WILL BE NO REIMBURSEMENT OF ENTRY FEE, the tyres and other products ordered are the belongings and responsibility of the Entrant . Not collected material is not the responsible of RGMMC.
Additional practice tyres can be ordered via email (info@rotaxmaxeurochallenge.com). Payment for these tyres can be made at the circuit.

2.8.2 Entrants paying all four events (4) will be guaranteed entry in all (4) events, in the Rotax Euro Challenge

2.8.3 Entries are only accepted once full payment has been received.

2.8.4 Entrants paying event by event; will be entered on a first come first served basis, by date of payment, NOT the date of entry form. tyres and other products ordered are the belongings and responsibility of the Entrant . Not collected material is not the responsible of RGMMC.

2.8.5 Maximum Entries apply in all classes.

2.8.6 Drivers are allowed to enter one class /category only.

2.9 CATEGORIES:

2.9.1 Rotax Max Juniors

Maximum inscription of 72 Drivers.

Minimum inscription of 28 Driver.

Minimum age: CIK-FIA Appendix B. International Karting Licences for Drivers Junior. (13 years old, reaching their 13th birthday 2013)

Maximum age: CIK-FIA Appendix B. International Karting Licences for Drivers Junior. (The licence may remain valid beyond the date of a Driver's 15th birthday until the end of the current year)

Driver Licence: Appendix B, CIK-FIA International Karting Regulations, International Karting Licences for Drivers Junior.

Entrant Licence: Appendix B, CIK-FIA International Karting Regulations, International Entrant Licences.

Minimum weight 147Kg

2.9.2 Rotax Max Seniors

Maximum inscription 90 Drivers.

Minimum inscriptions of 28 Drivers.

Minimum age: CIK-FIA Appendix B. International Karting Licences for Drivers Senior. (15 years old, reaching their 15th birthday 2013)

Driver Licence: Appendix B, CIK-FIA International Karting Regulations, International Karting Licences for Drivers Senior, of grade A, B, or C .

Entrant Licence: Appendix B, CIK-FIA International Karting Regulations, International Entrant Licences.

Minimum weight 166 Kg

2.9.3 Rotax DD2

Maximum inscription 36 Drivers.

Minimum inscriptions of 22 Drivers.

Minimum age: CIK-FIA Appendix B. International Karting Licences for Drivers Senior. (15 years old, reaching their 15th birthday 2013)

Driver Licence: Appendix B, CIK-FIA International Karting Regulations, International Karting Licences for Drivers Senior, of grade A, B, or C .

Entrant Licence: Appendix B, CIK-FIA International Karting Regulations, International Entrant Licences.

Second Chance Heat: There will be NO Second Chance Heat. CIK-FIA Specific Prescriptions Article 18D

Minimum weight 173 Kg

2.9.4 Entry in all classes

A minimum of 120 drivers are accepted in all 3 classes together, per event.

2.10 LICENSES & VISA

2.10.1 Mandatory Licence - Juniors

All Drivers entering the Rotax Euro Challenge, Rotax Winter Cup & Rotax International Open in the Junior class Juniors must be holders of CIK-FIA Appendix B. International Karting Licences for Drivers Juniors of grade C-Juniors. 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

2.10.2 Mandatory Licence - Seniors & DD2 - All Drivers entering the Rotax Max Euro Challenge, Rotax Winter Cup or Rotax International Open in the Seniors or DD2 classes must be holders of a CIK-FIA Appendix B. International Karting Licences for Drivers Senior of grade A, B or C-Senior

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

2.10.3 Mandatory Entrant Licence

All applicants must hold a valid "International Entrants' 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 cannot be their own Entrants.

2.10.4 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.

2.11 Prizes and Awards, Rotax winter Cup.

a) Trophies in each class for the first 3 finishing drivers in the final of the event.

b) The winner in each class of " Rotax Juniors, Rotax Seniors & DD2 in the final will be given one (1) year (2013) free entry in the Rotax Euro Challenge, Including free "Parc Ferme" tyres (Mojo), no charge Wednesday and Thursday for free practice. Conditions apply as in article 2.5.1. The price cannot be transferred to other drivers and/or events, or traded for cash.

c) The Second place driver in the final in each category of Rotax Junior, Rotax Senior & DD2 will be given two (2) free entry's in the 1st & 2nd Rotax Euro Challenge 2013 including free "Parc Ferme" tyres (Mojo), no charge Wednesday and Thursday for free practice. Conditions apply as in article 2.5.1. The price cannot be transferred to other drivers and/or events, or traded for cash.

d) The Third place driver in each category of Rotax Junior, Rotax Senior & Rotax DD2 in the final will be given one (1) free entry in the 1st Rotax Euro Challenge 2013 including free "Parc Ferme" tyres (Mojo), no charge Wednesday and Thursday for free practice. Conditions apply as in article 2.5.1. The price cannot be transferred to other drivers and/or events, or traded for cash.

e) Rotax DD2 Masters, if more than 10 Drivers, the winner of the Rotax DD2 Master Class in the final will be given one (1) year (2013) free entry in the Rotax Euro Challenge, including free "Parc Ferme" tyres (Mojo), no charge Wednesday and Thursday for free practice. Conditions apply as in article 2.5.1. The price cannot be transferred to other drivers and/or events, or traded for cash.

2.12 Prizes and Awards, Rotax Euro Challenge

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

b) The overall winner of the series will be awarded with a trophy and the title " ROTAX EURO CHALLENGE WINNER 2013" in all categories.

c) The second best placed driver overall in the series will be awarded with a trophy and the title " ROTAX EURO CHALLENGE 2ND OVERALL 2013" in all categories.

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

2.12.1 BRP-Powertrain grants the free invitation to the Rotax Grand Final 2013 to the following drivers of the Rotax Euro Challenge 2013.

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

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

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

d) Rotax Max Master DD2: Best placed Driver over 32 years (Must be over 32 years in the year of 2013 as a minimum)

Rotax Grand Final invitation include: Entry fee, Fuel, Supplied Kart, Tyres, Tools and Tool box. All users will be responsible for any damage to the karts, tyres, tools and tool box caused by them due to gross negligence of wilful misconduct.

2.12.2 RGMCM Establishment grants the invitation to the "ROTAX INTERNATIONAL OPEN" 2013 to the following drivers of the Rotax Max Euro Challenge.

a) The overall winner in each class will receive free entry in the Rotax International Open 2013, including free "Parc Ferme" tyres (Mojo), no charge Wednesday and Thursday for free practice. Conditions apply as in article 2.5.1. The price cannot be transferred to other drivers and/or events, or traded for cash.

b) The Second place overall winner in each class in the series, will be given a discount of 650€ (full Price 1300 €) to take part in the Rotax International Open 2013. Conditions apply as in article 2.5.1. The price cannot be transferred to other drivers and/or events, or traded for cash.

c) The third best placed in each class of the series will be awarded with a discount of 325 € (full price 1300 €) to take part in the Rotax International Open 2013. Conditions apply as in article 2.5.1. The price cannot be transferred to other drivers and/or events, or traded for cash.

2.13 Prizes and Awards, Rotax International Open

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

b) The overall winner in each class will be given one free entry in the Rotax Winter Cup 2014, including free "Parc Ferme" tyres (Mojo), no charge Wednesday and Thursday for free practice. Conditions apply as in article 2.5.1. The price cannot be transferred to other drivers and/or traded for cash.

c) The Second place overall winner in each class in the Rotax International Open, will be given a discount of 650€ to take part in the Rotax Winter Cup 2014. Conditions apply as in article 2.5.1. The price cannot be transferred to other drivers and/or traded for cash.

d) The third best placed in each class of the Rotax International Open, will be awarded with a discount of 325€ to take part in the Rotax Winter Cup 2014. Conditions apply as in article 2.5.1. The price cannot be transferred to other drivers and/or traded for cash.

2.13.1 BRP-Powertrain grants the free invitation to the Rotax Grand Final 2013 to the following drivers of the Rotax International Open 2013.

a) Rotax Juniors: 1st & 2nd placed.

b) Rotax Senior: 1st & 2nd placed..

c) Rotax DD2: 1st & 2nd placed.

d) Rotax DD2 Master: 1st (First) placed Driver over 32 years (Must be over 32 years in the year of 2013 as a minimum)

e) Drivers who have qualified to the Grand Finals through the Rotax Euro Challenge and finish in the top 1 or 2 of the Rotax International Open will forfeit their place to the next non qualified driver. In return they will be given a 500€ voucher to be used in any 2013 Rotax Euro Challenge Race. This prize is non transferrable and cannot be traded for cash.

ARTICLE: 3 ORGANISER'S SUPPLEMENTARY PROVISIONS.

3.1 ROTAX JUNIORS: TYRES DRY MOJO D1, ROTAX WINTER CUP, ROTAX EURO CHALLENGE & ROTAX INTERNATIONAL OPEN

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 event. All tyres are inclusive with inscription fee. 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". Marked direction of rotation must be adhered to for all tires. Strict "Parc Ferme" rules apply during Qualifying Practice, Qualifying Heats, Second Chance Heat and the Finals, 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 ROTAX SENIOR: TYRES DRY MOJO D2, ROTAX WINTER CUP, ROTAX MAX EURO CHALLENGE & ROTAX INTERNATIONAL OPEN

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 are inclusive with inscription fee. 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". Marked direction of rotation must be adhered to for all tires. Strict "Parc Ferme" rules apply during Qualifying Practice, Qualifying Heats, Second Chance Heat and the Finals, 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 ROTAX DD2: TYRES DRY MOJO D3, ROTAX WINTER CUP, ROTAX MAX EURO CHALLENGE, ROTAX INTERNATIONAL OPEN

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 are inclusive with inscription fee. 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". Marked direction of rotation must be adhered to for all tires. Strict "Parc Ferme" rules apply during Qualifying Practice, Qualifying Heats, Second Chance Heat and the Finals, 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 WET IN ROTAX WINTER CUP, ROTAX EURO CHALLENGE, AND ROTAX INTERNATIONAL OPEN, MOJO W2, 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 rears) for each RMEC event. All tyres are inclusive with inscription fee. The MOJO tyres will be shipped by RGMMC to each RMEC event. Marked direction of rotation must be adhered to for all tires. Strict "Parc Ferme" rules apply during Qualifying Practice, Qualifying Heats, Second Chance Heat and the Finals, 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.

3.5 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.rotaxmaxeurochallenge.com or Email: info@rotaxmaxeurochallenge.com

3.6 Tyres, running in of wet tyres.

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

Wet tyres may only be used if Clerk of the Course has declared Wet Race / Practice.

The choice of tyres in a declared wet race will be left to the appreciation of the Driver. Article 2.14.S of the General Prescriptions - CIK-FIA

3.7 Warm up Saturday and Sunday Morning - Tyres

During warm up Saturday and Sunday morning the tyres are free "NON PARC FERME" tyres.

3.8 Petrol

a) 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 (is compulsory) of purchase the petrol, and the octane will be stated in the Supplementary Regulations of the event.

b) The Petrol must be unleaded commercial pump fuel, the octane to be stated in Supplementary regulations

c) The oil mixture ratio shall be 50:1 (2%)

d) The official oil for the Rotax Winter Cup, Rotax Euro Challenge & Rotax International Open (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.

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

f) At any time the volume of the fuel in the tank must be over or equal to 1.5 litres

g) The Scrutineer, following a decision of the 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 the cost of 3€ litre for the Driver/ Entrant. The added petrol will be the petrol as stated in the supplementary regulations of the event.

Case 2 - Petrol will be changed without warning, at the cost of 3€ litre for the Entrant / Driver. Changed/Replaced petrol will be the petrol as stated in the supplementary regulations of the event.

h) 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) Petrol testing with independent approved testing company will be charged at 3'700 £ (GBP) if test are positive

3.9 Clutch and RPM Analyzer

If the use of electronic and or manual clutch and RPM analyzer is used, it is the Entrant/Drivers responsibility to assure the unit is working to perfection, the unit will be on loan for the event, and could be used in all the classes or only in one or two.

The fitting bracket and the cables to the unit will have to be purchased by the Entrant/Driver, to the price of 175.00€ (any change in prices will be communicated by email and Supplementary Regulations of the Event). The fitting of the bracket must be on the back of the seat. The bracket and cables must be fitted for technical control.

3.10 Cameras mounted on Karts.

3.10.1 At any time the organize has the right to place safety cameras on the Karts, the organizer reserve the right to charge a fee for the cameras and the fitting kit, the fee of the cameras and fitting kit will be published in the Supplementary Regulations of the Event, and mailed to all Entrants.

3.10.2. If the use of onboard safety cameras is to be used, it is the Driver/Entrant responsibility to ensure the camera is working to perfection, the battery are charged (battery lasting max 3 hours) and before the 3 minute (mechanics leave Pre-Grid) board the camera is operating. The mounting of the camera is free, but the camera has to be mounted facing backwards, and clearly focus on the karts behind.

3.10.3 The Driver/Entrant is alone responsible that the camera is mounted safely, the battery are charged (battery lasting max 3 hours) and before the 3 minute (mechanics leave Pre-Grid) board the camera is operating.

3.10.4 Special brackets (recommended by RGMCMC) are available for DD2 and Rotax Max including rubber spaces (which must be used to eliminate vibration). Full instructions and price list is included in the Driver/Entrant information documents by signing on.

3.10.5. If cameras are ordered to be used it is obligatory for all karts in the event to be fitted with safety cameras.

3.10.6. Cameras will be sold for discounted price of 155.00 € (no SD Card included) but ready to use after charging the batteries.

3.10.7. For the Non Qualifying Practice, Time Qualifying, Qualifying Heats, the Pre-Final and the Final the SD Cards will be provided by the organisation when entering Service Park; the cards will be placed in the camera (which is perfectly mounted and ready to use) by officials from the organisation.

3.10.8. After the heat/race officials from the organisation will collect the SD Card, it is strictly prohibited to leave Servicing Park with the Sc cards and/or to remove the SD cards by the Driver.

3.10.9. The SD cards and the possible evidence of non sporting behaviour by other drivers are only to be viewed by the officials of the meeting. The Stewards, Clerk of the Course and Judge of Fact may use any video or electronic system likely to help them take a decision.

3.10.10. The only onboard camera allowed from non qualifying practice to the final of the race will be the MIRA SPORTSCAM HD720P.

3.10.11 No private cameras are allowed on any part of karts and/or Driver's from first Non Qualifying Practice to the end of the race event

ARTICLE: 4 THE EVENT: ROTAX WINTER CUP, ROTAX MAX EURO CHALLENGE & ROTAX INTERNATIONAL OPEN.

4.1 The Rotax Winter Cup, Rotax Max Euro Challenge and Rotax International Open event's shall comprise free-Practice, non-Qualifying Practice, Qualifying Practice, Qualifying Heats, Second Chance Heats if applicable, Pre-Final and Final. Race distances will be stated in the event Supplementary Regulation.

Race Distance in Qualifying Heats: Approximately 10 - 15 km.

Race Distance in Second Chance Heat: Approximately 10 - 15 km.

Race Distance in Pre-Final: Approximately 15 - 20 km.

Race Distance in Final: Approximately 25 - 30 km in Final.

4.2 FREE PRACTICE.

a) Free Practice is on Wednesday and Thursday before race event: the daily fee is included in the entry fee. All Drivers before taking part in free practice must have passed the sporting checks, and have numbers and names on the kart. The free practise is only for Entered Drivers

b) The numbers on the karts shall be black (without shadow and/or colour stripes) on a clear Yellow Back-Ground, and they shall be at least 14 -15 cm high and have a 2 cm thick stroke and represented with an Arial type or similar font. The competition number shall be bordered by a yellow background of 1 cm minimum. They must be fitted before free practice and must be clearly visible during the whole race event (damaged numbers and I.D must be replaced regularly) on both front and rear and on both sides towards the rear of the bodywork. The number plates fitted at the back of the kart shall be plane and have rounded corners (diameter of rounded corners 15 to 25 mm) with 22 cm sides. The plates shall be flexible and made of opaque plastic, and they shall always be visible (fixation without a possible displacement).

c) Driver's name shall be in the fore part of the lateral bodywork. The minimum height of the name shall be 2 cm. Name stickers are available from RGMMC reception office at a price of 15 € for 2 Stickers.

d) Driver is responsible at all times for ensuring that the required numbers and I.D are clearly visible to Officials, Timekeepers and Marshals.

e) Karts not applying to article 4.2 (a, b and c) may be refused entry to Free-Practice, Time-Qualifying, Qualifying Heats, Pre-Final or Final Race.

f) CIK-FIA Technical Regulations Article 2.24 & 3 also applying on free practice

g) Numbers & Background are available from Organization or Entrant / Driver can bring their own to the specification of Article 4.2. The organisers numbers are sold for the price of 0.50 € per single number and Yellow background (1) for the price of 3 €

4.3 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, or by organizers to choose. Every group will have their practice according to the timetable; all drivers and karts must have passed the Sporting Checks and Scrutineering. Transponder must be mounted in its original holder.

a) Warm up Saturday & Sunday morning.

For the official warm up it is obligatory to use tires from free practice.

4.4 QUALIFYING PRACTICE.

a) 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.

b) Rotax Juniors, inscriptions, in all events

1 – 72 in groups of odd and even, or lotto by computer. (J1 & J2)

c) Rotax Senior, inscriptions in all events

1 - 90 in 3 groups, lotto by computer (S1, S2, S3)

d) – Rotax DD2, inscriptions

1 – 36 in one group (No Second chance heat)

e) Drivers who have passed Scrutineering are divided into equal series if possible, by drawing lots in the presence of at least one Steward. One 15 Minutes session per series is provided for. Each series will comprise a maximum number of 36 Drivers. During the session, Drivers will take the start when they choose. Any Driver having crossed the line drawn at the exit of the start area will be considered as having started, and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is counted. The time retained is that of the best lap covered during the session. Any ties will be decided by the 2nd best time set by each Driver, and so on in the case of further ties.

f) The final classification of Qualifying Practice will be drawn up as follows:

- If there is only one series: the grid will be drawn up in the order of the fastest time achieved by each Driver.

- If there are two series and if the fastest time achieved in the slower series is not more than 101% of the fastest time achieved in the faster series: the classification will be determined by the order of the fastest times achieved by each Driver.

- If there are two series and if the fastest time achieved in the slower series is more than 101% of the fastest time achieved in the faster series : 1st place goes to the fastest time of the 1st series (fastest time overall), 2nd place to the fastest time of the 2nd series, 3rd place to the 2nd fastest time of the 1st series, 4th place to the 2nd fastest time of the 2nd series, 5th place to the 3rd fastest time of the 1st series, and so on.

- If there are three series and if the fastest time achieved in the slowest series is not more than 101% of the fastest time achieved in the fastest series: the classification will be determined by the order of the fastest times achieved by each Driver.

- If there are three series and if the fastest time achieved in the slowest series is more than 101% of the fastest time achieved in the fastest 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 shall take the start at the end of the grid. If several Drivers are in that situation, their starting positions shall be decided by drawing lots. If a Driver stops in the Repairs Area or in the Servicing Park, it will be final. He/she will not be allowed to restart.

ARTICLE: 5 STARTING GRID (ON PREGRID) QUALIFYING HEATS & FINAL RACES

CIK-FIA International Karting Regulation, General Prescription 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 and/or 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 set-up on the kart on the Pre-grid, with the exception of tyre pressures, which can be adjusted by the Driver or his/her Mechanic and by using his/her own means (tyre pressure gauge), tyre pressure adjustment must stop without delay when the three (3) minutes board is shown and a 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 tyres to the Assembly area.
Definition of Assembly area:
1: The area between the track and Start Servicing Park. (where the Karts are lined up to start the Formation lap)
2: The area/walk way to Starting line.
3: 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 authorised to leave the Assembly Area only on the orders of a Marshal and he will take the start from the back of the formation, 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.
- j) Time Qualification: Should a Driver require assistance after the "30-second signal in the time qualification the two (2) best laps will be annulled.

5.1 STARTING GRID 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 Pre-grid must be ready to race; it is strictly forbidden to carry out any work, adjustment and/or set-up on the kart, with the exception of tyre pressures, which can be adjusted by the Driver or his/her Mechanic and by using his/her own means. (tyre pressure gauge)
- b) Once the gate are 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 tyre pressures) are strictly forbidden. Tyre pressure adjustment must stop without delay after the three (3) minutes board followed by the audible warning, at this time the mechanic must leave the Assembly area immediately.
- c) When the 3 minute 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 three minute 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-second" 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 authorised 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.

5.2 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 tyre change:

1) The width of the rear and front wheel' may be adjusted but must conform to Technical Drawing no: 2 of CIK-FIA Technical Regulations

2) No other modifications and/or changes are permitted.

ARTICLE: 6 STARTING PROCEDURES

CIK - FIA International Karting Regulations, General Prescriptions. Article 2.20

a) The start signal shall be given by means of light. (by electrical failure use national flag)

b) 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 Winter Cup, Rotax Euro Challenge and Rotax International Open.

c) Two 2-metre wide lanes bordered by white lines will be painted over the 110 meters leading to the start line. A yellow line shall be placed 25 m ahead of the start line. For rolling starts, this Yellow Line will also be materialised by soft cones (1 cone of each side of the track).

d) As soon as the Clerk of the Course or his Deputy or Official appointed Starter, 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.

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

f) It is forbidden to overtake another Driver under pain of a penalty inflicted by the Stewards (10 seconds or exclusion from the Heat).

g) 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.

h) In order to regain one's position, it is forbidden to use any course other than the track used during the race. In the case of rolling starts, a Driver who is delayed will have the possibility of regaining his 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, equipped with a timekeeping loop and indicated by the Clerk of the Course at the Briefing. In the case of standing starts, a Driver who is delayed will have the possibility of regaining his grid position until the red starting lights are switched on.

i) If he considers that a Driver has been immobilised 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.

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

k) In the case of repeated false starts or of incidents during the Formation Lap(s), the Clerk of the Course or the acting 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 Article 2.24 of the 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 the repair area before the procedure was stopped will be allowed to take the start of the new Formation Lap.

k) 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 Article 2.24 of the General Prescriptions.

l) 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 Article 2.24 General Prescription of CIK FIA

l) 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.

ARTICLE: 7 NEUTRALISATION OF A QUALIFYING HEAT OR A RACE

a) 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.

b) When the order is given to neutralise a Qualifying Heat or Race, all observers' posts will display waved yellow flags and/or double flashing yellow lights including 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.

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 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.

f) 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 with moderate speed until it reaches the end of the line of karts behind the leading kart. Overtaking is strictly prohibited.

g) 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.

h) 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 waived 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.

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

j) 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.

7.2 RESUMING A RACE WITH THE "SLOW" PROCESS.

a) If a Race is suspended under Article 2.21, the resuming procedure will be conducted with the "SLOW" process. At the order of the Clerk of the Course, Drivers will proceed to start in a neutralised situation for one or more laps.

b) The Marshals' Posts will display "SLOW" boards with static yellow flags. If the formation is satisfactory, Clerk of the Course or his Deputy will signal the resuming of the Race by means of a waved green flag at the Line. Overtaking will remain prohibited until the karts have crossed the Line. On approaching the Line, where a green flag will be waived by the the Clerk of the Course or his Deputy, the Drivers may accelerate only after crossing the yellow line preceding the Line. The yellow flags and the "SLOW" boards at the Marshals' Posts will then be withdrawn and replaced by waved green flags. These flags will be displayed for a maximum of one lap.

ARTICLE: 8 SUSPENDING A RACE OR PRACTICE.

Should it become necessary to suspend 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 suspend 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; Practice will be resumed as soon as possible to meet the original Practice time.

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 resumed, 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 "Parc Ferme", 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.
- d)** 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 resumed, 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 resumed, 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 "Parc Ferme" 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: 8.1 RESUMING A RACE (QUALIFYING HEAT OR RACE OF THE FINAL PHASE)

a) 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.

b) 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. Refuelling will not be allowed. All karts must be ready at the 3 minutes board.

c) The Race or Heat will be resumed with the "SLOW" process and Article 2.20 (CIK-FIA General Prescription) will apply. 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.

ARTICLE: 9 CODE OF DRIVING CONDUCT ON KARTING CIRCUITS

9.1 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.

9.2 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.

9.3 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.

9.4 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: 10 QUALIFYING HEATS.

a) 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.

b) 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

- c)** 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.
- d)** 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.
- e)** 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.
- f)** DD2: 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)
- g)** 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.

ARTICLE: 11 POINT SCORING PRE-FINAL & FINAL.

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.

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 applies for not attended events.

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.

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.

Pre-Final a starting grid of maximum 34 drivers, Score points 34.33.32.31.to the last classified driver.

Final a starting grid of maximum 34 drivers. Score points 55.52.50.49.48.47.to the last classified driver.

Any exclusion from the event by scrutinizing or Juridical Action, no points will be given. The Pre-Final or the final are not allowed for deduction.

ARTICLE: 12 SAFETY.

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

b) Kart Safety. CIK-FIA International Karting Regulation, Technical Regulations Article 3.1

c) Equipment Safety. CIK-FIA International Karting Regulation, Technical Regulations Article 3.2

d) Provisional information of the meeting Adapted to each race circuit / track license agreement / conditions. Additional information will be available in the Event Supplementary Conditions.

e) It is forbidden to use motorbikes, scooters or any other motorised devices in the Paddock, except where Clerk of the Course have given special permission.

f) As soon as the Driver / Entrant arrive to the Circuit 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.

12.1 BRIEFING

a) CIK-FIA International Karting Regulation, General Prescription Article 2.18

b) 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.

12.2 PADDOCK

- a) It is strictly prohibited to erect or unload any equipment until you have been allocated your place in the paddock by a member of RGMMC.
- b) Entrant, Drivers, Mechanic and Guest passes will be issued at the sporting check. All passes must be presented at any time and no one will be readmitted without a pass. Personal passes that are not worn by their holders will be confiscated
- c) No Driver may take part in the free practice before having passed sporting checks.
- d) Only vehicles with authorised passes are allowed in the Paddock.
- e) Each Paddock space (8x6meter) shall be equipped with at least one 5 Kg fire extinguisher
- f) It is strictly forbidden to smoke or to use any device risking provoking fire in the Paddock area, it is forbidden to cook in the Paddock, except with a special authorisation from the Organiser. In all cases, these installations shall be electrical, isolated and equipped with at least one (1) 5 kg fire extinguisher
- g) No Catering awnings are allowed in the Paddock, a separate area next to camping will be allocated, if space allows.
- h) Ground sheets are compulsory to be used during the whole race week.
- i) Refuelling is only allowed in your allocated paddock space, and only with the use of ground sheet.

j) 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.

17. Servicing Park

Only ONE driver per kart and ONE mechanic is allowed in "Servicing Park" and only with proven pass and/or proven identification supplied by the organiser

ARTICLE: 17 JURISDICTION

RGMMC Establishment 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: 18 ANNEXE Circuit Plan

ARTICLE: 19 ANNEXE Technical Zone

ARTICLE: 20 ANNEXE Time Table

ARTICLE: 21 ANNEXE Journalist access zone.