ROTAX. RMC GRAND FINALS

PORTIMÃO

PORTUGAL

NOV 07–14, 2026

SPORTING REGULATIONS

JUNIOR MAX | SENIOR MAX | DD2 | DD2 MASTERS

FPAK
APROVADO
Lisboa, 06 de outubro de 2026
VISA FPAK nº 706/RMCGF/2026

Supported by:

mojo · xps · BELL HELMETS · SODI · birelart · Praga · DELLORTO

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SPORTING REGULATIONS

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GENERAL

BRP-ROTAX GmbH & Co KG, Rotaxstrasse. 1, 4623 Gunskirchen, Austria is the Promotor of the ROTAX MAX CHALLENGE GRAND FINALS 2026 (RMCGF 2026), a FIA Karting authorized international competition that will be held from the 7th to the 14th of November 2026, at Kartódromo Internacional do Algarve, Portimão, Portugal.

Motorsport Viana Clube, FPAK club member number 84, is the organizer of the RMCGF 2026.

The competition is authorized by Federação Portuguesa de Automobilismo e Karting (FPAK), Lisboa, Portugal.

1. REGULATIONS

These regulations are submitted to FPAK, with the original application for inclusion of the RMCGF 2026 on the International FIA Karting calendar in 2026.

The Competition shall be run in accordance with these RMCGF 2026 Sporting Regulations and official Bulletins and:

- FIA International Sporting Code and its appendices
- FIA and FIA Karting Official Bulletins
- FIA Karting Technical Regulations
- General Prescriptions applicable to FIA karting international karting Competitions
- Article 3 International Karting Regulations and International Karting Licenses for Drivers & Code of Driving Conduct
- ROTAX MAX CHALLENGE GRAND FINALS 2026 Technical Regulations and the Official Bulletins
- ROTAX MAX CHALLENGE GRAND FINALS 2026 Supplementary Regulations

Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

2. CATEGORIES, LICENCE, AGE LIMITS AND MINIMUM WEIGHT

2.1. CATEGORIES

The categories available for the RMCGF 2026 are the following:

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

2.2. LICENCE / AGE LIMITS

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

A starting permission of their own ASN is also mandatory, both for Entrants and Drivers. This authorization shall be given by the ASN concerned in such form as they might deem convenient.

Each participant of the RMCGF 2026 represents the nation whose ASN has issued him the license regardless to which nationality he belongs or in which country he has qualified.

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

Higher international grade licences for Circuits (ITD-C, ITC-C, ITC-B and ITC-A) are always valid, according to Article 1.6 of Appendix L of the FIA International Sporting Code.

125 Junior MAX

Minimum age: Driver must have his/her 12th birthday in 2026

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Maximum age (*): Driver cannot have his/her 15th birthday in 2026

**A driver having his/her 15th birthday in 2026 can participate if he/she holds a weight derogation approved by the CIK-FIA to hold a valid International G Karting License, and it is placed on the official CIK FIA list for special license holders.*

Licence: International grade G Karting

125 Senior MAX

Minimum age: Driver must have his/her 14th birthday in 2026

License: International grade F Karting (*) , international grade E Karting or International higher grade licence for circuits.

**If a Driver is 14 years old during the year of the event, he/she must hold a valid international licence grade F karting according to CIK/FIA International Drivers Licences for Karting Drivers & Code of Driving Conduct., article 3.4.2*

125 MAX DD2

Minimum age: Driver must have his/her 15th birthday in 2026.

License: International grade E Karting or International higher grade licence for circuits.

125 MAX DD2 Masters

Minimum age: The Diver must have his/her 32nd birthday in 2026.

License: International grade E Karting or International higher grade licence for circuits.

Summary age limits	Categories	Age limits in the event year (Born in)		International Licence
		Minimum	Maximum	
	125 JUNIOR MAX	**12** (2014)	**14** (2012) *	Grade G
	125 SENIOR MAX	**14** (2012)		Grade F**/ Grade E or higher grade (for Circuits)
	125 MAX DD2	**15** (2011)		Grade E or higher grade (for Circuits)
	125 MAX DD2 MASTERS	**32** (1994)		

**A Diver reaching his/her in 15th birthday in 2026 can participate, according to Article 3.4.1 of CIK/FIA International Drivers Licences for Karting Drivers & Code of Driving Conduct.*
*** According to Article 3.4.2 of International Drivers Licences for Karting Drivers & Code of Driving Conduct.*

2.3. MINIMUM WEIGHT

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

Minimum Weights (Kg)	125 Junior MAX	125 Senior MAX	125 MAX DD2	125 MAX DDD2 Masters
	145	162	175	180

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3. ELIGIBLE DRIVERS

The RMCGF 2026 is an international competition ruled by FIA Karting, by invitations, promoted by ROTAX.

The number of entries in the following RMCGF 2026 categories, will be limited to:

- **125 Junior MAX, 125 Senior MAX and 125 MAX DD2**: 72
- **125 MAX DD2 Masters**: 36

RMCGF 2026 seats will be awarded by a qualification from international or national competitions executed by ROTAX. Responsible distributors may split up the granted seats among their territories. The organizer, after the ROTAX approval in written, reserves the right to offer wild cards and driver packages to drivers according to criteria as it deems fit.

Expenses for the supplied karts, engines, tires, petrol and entry fee for qualified drivers of the RMCGF 2026 is covered by ROTAX and its distributors.

With prior pre agreement, ROTAX selected distributors can utilize the seat allocation to nominate loyal ROTAX customers to participate at the RMCGF 2026.

Qualification and registration conditions to RMCGF 2026 according to chapters 4, 5, 6, 7 and 8.

4. QUALIFICATION FOR RMCGF 2026

4.1. Drivers can qualify via international or national competitions, providing that all of those competitions for all the RMC categories (125 Micro MAX, 125 Mini MAX, 125 Junior MAX, 125 Senior MAX, 125 MAX DD2 and 125 MAX DD2 Masters) are following the rules defined by Rotax according the Global RMC Sporting Regulations 2026 and Global RMC Technical Regulations 2026 (documents published by Rotax and available in the following weblink: https://www.rotax-racing.com/rmc-regulations

4.2. The overall winner of each national Rotax Max Challenge (RMC) category, with authorization in writing from ROTAX, may qualify.

4.3. It is not permitted to participate in more than one category at the RMCGF 2026.

4.4. Additional drivers can qualify via international RMC. The number of qualified drivers must be defined in the sporting regulations of the respective race series.

4.5. The overall winner of each national RMC MAX DD2 Masters, and/or Senior MAX Masters category and/or the overall best placed Masters driver (fulfilling the age limits for a Masters category defined in these Sporting Regulations) of a national RMC MAX or DD2 category, with authorization in writing from ROTAX, may qualify for the Rotax MAX DD2 Masters category.

4.6. To be eligible to qualify for the RMCGF 2026 ticket, a driver must have held a licence for the territory in question from the first to the last round of the any National RMC.

4.7. A driver cannot change his/her licence, to become eligible to win a RMCGF 2026 ticket in another territory, after the first round has been completed.

4.8. At any time ROTAX reserves the right to offer wild cards or loyal ROTAX customer driver packages to drivers of all categories according to criteria as it deems fit.

4.9. If a driver is not respecting the rules, under any doubt ROTAX reserves the right to refuse the entry to the RMCGF 2026 without having to provide any justification

4.10. On the combustion categories (125 Micro Max, 125 Mini Max, 125 Junior MAX, 125 Senior MAX, 125 MAX DD2, 125 MAX DD2 Masters) a driver can only win one RMCGF 2026 ticket per year. This will be the first ticket the driver wins in the 2026 racing season defined by the date of the final.

4.10.1. However, if a Driver qualifies to race at the RMCGF 2026 in one of the combustion categories, and he/she will also qualify on a E20 or E10 Mini category (no matter the date that he/she will ~~get~~ win this ticket), he/she must notify ROTAX via email immediately, after acquiring the second ticket, in which category, he/she wishes to participate in.

The email is: sara.deruwe@brp.com.

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Once this email is received and accepted in return by ROTAX, the decision is final and cannot be reversed.

4.10.2. If the situation would arise that a driver qualifies, at the same time, in a race series/competition, for the RMCGF 2026 in two different categories, he/she must ~~get~~ take the RMCGF ticket from the higher ranked category only, according to Article 4.10.6. The lower ranked category ticket is passed down to the next eligible driver in the series/event/championship it was awarded at.

4.10.3. If the situation would arise that a driver who is already qualified for the RMCGF 2026 is able to win a second ticket in other race series/competition, this ticket would then be moved to the next placed driver who is eligible to win the ticket of the series/competition in question.

4.10.4. A distributor may nominate a second placed driver from an RMC to the waiting list for RMCGF 2026. The distributor must send an email with the name and lastname of the driver he wish to add to the waiting list to sara.deruwe@brp.com, in case a sport become available, ROTAX will inform a distributor accordingly.

4.10.5. If under any circumstances a qualified driver doesn't comply with Article 12 of these Sporting Regulations or communicates to Rotax that he/she will not participate due to any circumstances, Rotax reserves the right to add a replacement driver from the top of the waiting list to take part at the event. This rule applies before the official publication of the participants list (always before the first non-qualifying practice).

4.10.6. Ranking of the combustion categories is:

1. 125 MAX DD2 or 125 MAX DD2 Masters (depending on the age of the driver)
2. 125 Senior MAX or Senior Max Master (depending on the age of the driver)
3. 125 Junior MAX
4. 125 Mini MAX
5. 125 Micro MAX.

4.11. A distributor cannot decide which ticket a driver uses for his/her entry to the RMCGF 2026.

4.12. At any double qualification, ROTAX reserves the right to decide which race series/competition counts for the qualification to avoid any strategic behavior of Entrants.

4.13. With the exemption for the E20 and E10 categories, it is strictly forbidden to offer RMCGF tickets for sale. The RMCGF 2026 tickets are offered as rewards for ROTAX drivers around the world.

4.14. Anything which is not stated to be allowed is forbidden.

5. ENTRANTS APPLICATIONS

There is no entry fee for the RMCGF 2026 for all the combustion categories.

After being informed/confirmed by ROTAX that a driver has qualified to participate in the RMCGF 2026, distributor will send the driver/entrant the password for his/her registration, that must be done online in the following link: **https://www.rotax-ems.com/brp**.

Registrations are opened from the **7th of September** till the **22nd of October 2026**.

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

The driver/entrant must not be involved in court proceedings (ongoing sporting or civil lawsuits somehow related to the RMCGF 2026 which prohibits a result) after the registration deadline, neither as a prosecutor nor as a defendant, otherwise the next placed driver is allowed to register in his/her place.

6. GENERAL UNDERTAKINGS

The right to associate the name of a company, organization or commercial make to the RMCGF 2026 is exclusively reserved to ROTAX. Unless there is a previous written agreement from the organizer may indicate

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or make believe that the said competition is sponsored or financially helped either directly or indirectly by a commercial firm or organization.

Only the Promoter is entitled to grant waivers to these Sporting Regulations.

Anything which is not stated to be allowed is forbidden.

7. GENERAL CONDITIONS

The RMCGF 2026 is run over one single competition.

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

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

Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the RMCGF 2026.

Entrants, drivers, assistants, and guests must, at all times, wear the appropriate identification passes/wristbands which have been provided to them.

A race category may be cancelled if karts of fewer than twelve drivers have passed scrutineering. If no alternative formula may be found, ROTAX will investigate a possible solution.

8. RACING NUMBERS

Racing numbers shall comply with provisions of the CIK-FIA Technical Regulations. Racing numbers for each category are:

125 Junior MAX:..... 201 to 272

125 Senior MAX: ..... 301 to 372

125 DD2 MAX: ..... 401 to 472

125 DD2 MAX Masters .. 501 to 536

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

Driver will not be allowed to enter the Servicing Park without all the racing numbers present on the kart in a good condition.

The name and the country flag of the driver will be presented on each side of the lateral bodywork and be clearly legible at all times during the competition, in accordance with Article 3.7 of FIA Technical Regulations.

The flag of the driver's nationality shall correspond to the nationality of his race license.

9. OFFICIALS

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

10. ELIGIBLE KARTS AND EQUIPMENT

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

The only equipment allowed during the competition will be provided on a loan basis, by the Organizer/Promotor and must be according the RMCGF 2026 Technical Regulations.

The RMCGF 2026 is reserved for karts with ROTAX MAX engines in different configurations, as defined by the RMCGF 2026 Technical Regulations.

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10.1. CHASSIS

Chassis and bodywork must have a valid CIK homologation and in accordance with the RMCGF 2026 Technical Regulations and the Supplementary Regulations.

During the competition, and in case of an accident, the driver can only change once the chassis (frame) after the authorization of the Technical Scrutineers. The frame must be from the same chassis brand and the same model. Frame and the other needed parts must be paid in advance to the chassis manufacturer. The amount to be paid is defined in the price list, which must be provided prior to the competition by the chassis manufacturer.

10.2. ENGINE

Engine and its accessories must be used in accordance with the RMCGF 2026 Technical Regulations.

10.3. TIRES

As specified in article 2.3 of the RMCGF 2026 Technical Regulations.

Slick tires will not be kept in Parc Fermé. However, Stewards may decide, at any time, to keep the slick tires in Parc Fermé for one or more categories.

Wet tires will be kept in Park Fermé, according to Article 2.3 of the RMCGF 2026 Technical Regulations.

10.4. FUEL

Fuel will be kept in Park Fermé, as specified in the RMCGF 2026 Technical Regulations.

10.5. TRANSPONDER

The driver / entrant must have his own transponder, and it is his / her responsibility to have it charged and functioning all the time whenever he/she will be on the track.

The use of a transponder is mandatory from the first NQP 1.

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

- AMB TranX 160.
- AMB TranX 160 with battery
- MYLAPS classic transponder.
- MYLAPS FLEX transponder.
- MYLAPS X2 Transponder Kart.
- MYLAPS TR2 Transponder Kart
- MYLAPS TR2 Transponder Direct Power Kart

The use of the transponder is mandatory, at all times, from the first non-qualifying practice session of each driver and until the Final. It is the entrant / driver's responsibility to mount the transponder in the correct position.

The transponder must be fixed on the back of the kart seat and cannot exceed the positioning 40 cm in height from the ground.

By determination of the Chief Scrutineer, under approval of Stewards, the transponder positioning may be changed for one or for all drivers.

10.6. ON-BOARD CAMERA

Private on-board cameras are allowed to be fixed to karts during Non-Qualifying Session 1, only. After this session, cameras may no longer be fixed to karts during this event, with the exception of any official on-board camera system, which the organizers may require to be fitted to any kart, in accordance with this article.

Cameras fixed to helmets and visors are forbidden, at any time, during the event.

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

- The driver cannot refuse to install the on-board camera on his kart.
- A representative of the official live streaming company of the event will mount the equipment on selected driver's karts, on the top of the radiator.
- To provide a proper support for the on-board live streaming system, a representative person of the

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company will be available. This person must have free access to the selected Karts.

- The total weight of all components is 215 gr and counts to the total weight of the kart.

10.7. DRIVER'S EQUIPMENT

Race overall, helmet, helmet visor, gloves, shoes and karting body protection must have a valid FIA homologation, according to article 7 of FIA Karting Technical Regulations.

11. DRIVERS ALLOCATION IN THE PADOCK

Each driver will be assigned his own place in a tent provided by the organizer. The allocation of each driver's place will be displayed on the allocation zone board at the board located near the Drivers' Tent. It is not allowed to mount individual/private tents in the paddock.

Changing the location previously assigned is not allowed, unless authorized by the organizer. In case of a change not authorized by the organizer, a fine of 250€ will be charged to the driver, and he/her will need to return to his/her previous allocation. An infringement may lead a disqualification of the event.

Each driver will also be provided with a trolley, and a toolbox with basic tools. Such material must be returned to the organizer at the end of the competition. Any damage or lost material will be charged by Rotax to the driver / entrant.

12. SPORTING AND SCRUTINEERING CHECKS

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

Following initial online registration, it is mandatory for all drivers and entrants to be present and to complete the Sporting Checks which will take place on the 7th november 2026 (Saturday) at the time and place notified in the official time schedule. Sporting Checks on the 6th november 2026 (Friday) are optional.

- Any driver failing to attend and complete Sporting Checks at the time and place notified, will not be permitted to take part in the competition, unless a specific exemption has been requested in writing to ROTAX and having considered the written reasons, ROTAX have given written authority for such absence. Such authority will only be given by ROTAX in exceptional circumstances.
- Where authority is given for a driver to be absent from the Sporting Checks, the procedure must be completed by the entrant or his nominated representative at the time and place notified in the official timetable.
- However, it is mandatory for the driver to be at the track facilities at the latest on Sunday (8th november 2026) before the kart raffle (at the time notified in the official timetable) and he/she must go, without exception, to present himself at the steward's office at least 30 minutes before the start of the raffle of his/her category.
- Any failure to comply, except in cases of force majeure accepted as such by ROTAX and approved by the Stewards of the Meeting, the driver will not be allowed to participate in the Competition.
- Should any declared reason which has been accepted by ROTAX as the basis of authority for a driver to be absent from Sporting Checks subsequently be found to be untrue or inaccurate, the matter will be referred to the Stewards of the Meeting who may, at any point, disqualify the driver from the Competition.

An entrant, a driver or any other person responsible for a kart may not be required to sign a discharge or any other document which has not previously been approved by the ASN hosting the competition.

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

All karts are checked by the organizer in accordance to ASN / FIA Karting Technical Regulations and also according to the RMC 2026 Technical Regulations. However, if any kart is dismantled or modified in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.

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At any time during a competition, the scrutineers may:

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

The Clerk of the Course may require that any kart involved in an accident be stopped and checked.

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

The stewards will publish the findings of the scrutineers concerning all karts controlled and will place them at the disposal of other entrants on request. These findings will not include any specific figures except concerning fuel tests.

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

All four racing numbers, the 2 stickers with the flag and driver's name on the bodywork and the mandatory advertising signs must be on the kart as from the Non-Qualifying Practice 1.

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

13. BRIEFING

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

The time of the briefing is defined in the program of the event. The time stated is the beginning of the briefing and the entrance door and access to the briefing will be closed. The meeting will be held on Sunday (8th november 2026).

Extra briefings may be organized if this is deemed necessary.

It is the Drivers and Entrants/Representatives duty to enquire about time and place of the briefing and/or consecutive briefings. Time and location will be posted in official notice board.

The presence of all concerned Drivers and Entrants/Representatives is mandatory throughout the briefing under pain of a sanction or even of a possible disqualification from the event. The entry control will be performed via electronic means. An Entrant representing different drivers, no matter in which categories they are, needs, at least, to attend one of the briefing sessions planned in the time schedule of the event.

Before a Driver and/or Entrant can be allowed to continue the event, a mandatory fine of EUR 125€ must be paid to the ASN hosting the event via the stewards. This will be charged to any Entrant and Driver who does not attend the briefing.

The penalty for an Entrant who did not attend at least one briefing, will consist of a fine of EUR 125€. However if an Entrant represents more than one Driver the fine will be 250€.

Additional briefing information will be sent by the Clerck of the Course to the Drivers and Entrants via the Rotax Global App if this is deemed necessary.

14. RACE EVENT

14.1. Only drivers who have passed the sporting and scrutineering checks can participate.

14.2. The competition will comprise Non-Qualifying Practice (NQP) sessions, Qualifying Practice (QP), warm-up Qualifying Heats (QH), Pre- Final Heats (PF) and a Final.

14.3. NON-QUALIFYING PRACTICE (NQP):

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

The time schedule of the competition must provide, minimum, 2 sessions of non-qualifying practice for each category. They are reserved for those drivers having passed the sporting and scrutineering checks.

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The number of non-qualifying sessions and time for each session will be defined in the Supplementary Regulations and official time schedule of the competition. However, number and time of NQP may be reduced, by proposal from the Clerk of the Course to the Stewards.

14.4. QUALIFYING PRACTICE (QP):

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

Number of sessions for each series: one

Time per session for each series: 6 minutes (6').

Pre-grid closes: 3 minutes before start of the QP session.

During the session, Drivers inside the Pre-Grid will take the start when they choose. Any Driver having crossed the line drawn at the exit of the Pre-Grid will be considered as having started and his lap time will be considered, whatever the circumstances. Any lap fully covered is counted.

The final qualification of QP, as well the starting grids, will be drawn up according to FIA Karting General Prescriptions, article 2.19.

Any driver who has not participated in the QP may request in writing to the Stewards the authorization to continue in the race. Stewards will decide according to the circumstances of the absence in the Qualifying Practice. There will be no appeal from the Steward's decision.

14.5. QUALIFYING HEATS (QH):

Number of laps: to be defined in the Supplementary Regulations

Number of groups:

- 125 MAX DD2 Masters: 1
- 125 MAX Junior, 125 MAX Senior and 125 MAX DD2: 4, according to Article 18C (case B) of FIA Karting Specific Prescriptions.

Number of Qualifying Heats per group:

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

For the Qualifying Heats, points will be established according to article 18C of FIA Karting Specific Prescriptions

At the end of QH an intermediate classification will be established. Possible ties between two or more drivers will be settled according to their classification in the Qualifying Practice.

14.6. PRE-FINALS:

Number of laps: to be defined in the Supplementary Regulations.

125 Max DD2 Master

- Number of groups: 1 group only, with a maximum of 36 Drivers.
- Number of Pre-Finals: 1 per group
- Starting positions: With the total points obtained after the 2 Qualifying Heats. Points according to Article 18 C of FIA Karting Specific Prescriptions.

125 Junior Max, 125 Senior Max and 125 Max DD2

- Number of groups: 2 groups (A and B) only, each one with a maximum of 36 Drivers.
- Number of Pre-Finals: 1 per group
- Starting positions: Total points obtained after the 3 Qualifying Heats according to Article 18 C (case B of FIA Karting Specific Prescriptions). The first qualified Driver takes the start into Pre-Final A, the second into Pre-Final B, the third into Pre-Final A, the fourth into Pre-Final B, the fifth into Pre-Final A, the sixth into Pre- Final B, and so on, until the final grid of 36 Drivers per Pre-Final is constituted.

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For Pre-Finals, points will be awarded according to the Article 18D of FIA Karting Specific Prescriptions.

- If a Driver does not take the start in his Pre-Final, he will receive points equal to the number of the last classified driver minus 1 point.
- If a Driver has been black-flagged or disqualified, he will receive points equal to the number of points of the last classified Driver minus 5 points for the for the Pre-Final in question.

For all categories the points from the Pre-Final(s) will be added to those of the Intermediate Classification of the Qualifying Heats. The cumulated total of these points will serve to establish a Final Intermediate Classification and the pre-grid for the Final.

Two or more Drivers who have the same points total will be split according to their classification in Qualifying Practice.

The first 36 Divers in the Final Intermediate Classification, will be qualified for the Final.

14.7. FINAL

Number of laps: to be defined in the Supplementary Regulations.

Starting positions: will be determined according to the Final Intermediate Classification.

During the Finals, any driver about to be overtaken or who has been overtaken by the race leader for any reason whatsoever will be shown the blue and red flag (double diagonal) with his/her starting number. He/she shall compulsorily go to the scales in the Parc-Ferme and will be classified according to the number of laps that he/she has actually completed.

The classification of the RMCGF 2026 will be that of the Final.

15. STARTING PROCEDURE

According to Art. 2.20a of the FIA karting General Prescriptions.

It will be rolling starts for all categories.

Due to the circuit length, there will be only one formation lap before each race. There will not be a separate warm up lap. Karts will therefore cover only a single lap before the start may be given.

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

16. STOPING / RESTARTING A RACE

The procedure which will be used should it become dangerous to continue with a race will be a Suspension and Resumption of the race in accordance with CIK-FIA General Prescriptions Articles 2.20c, 2.21 and 2.22.

The race will therefore be suspended by the showing of red flags in accordance with General Prescriptions Article 2.21 and, if appropriate, resumed with a “SLOW” process in accordance with FIA Karting General Prescriptions Article 2.20c and 2.21.

The race classification will be the finishing order at the showing of the chequered flag at the end of the resumed race.

17. START SERVICING PARK

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

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

18. PRE-GRID

The pre-grid gate closes three minutes (3’) before the start time for the Qualifying or for the races.

Any kart which has not taken its position on the pre-grid at that moment will not be allowed to do so, except under exceptional circumstances left to the discretion of the clerk of the course.

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Mechanics must clear the pre-grid immediately.

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

Any kart which needs mechanical assistance to start must do so at the rear of the grid and he will be authorized to leave the Pre-Grid only on the orders of a Marshal and he will take the start from the back of the formation, irrespective of the number of Formation Laps.

Karts on the pre-grid are prohibited to return to the servicing park.

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

19. SCALE / WEIGHING PROCEDURE

19.1. According to FIA Karting Specific Prescriptions.

19.2. The scale of the day will be in the "Servicing Park". This scale is the ONLY one which will be officially used and counted. The scale will be available from the first non-qualifying session.

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

19.4. Drinking water from a clear plastic bottle is allowed in the servicing park before the scale (0.5L one bottle per driver). However any driver pouring water over his/her head and race overall will be penalized with **- 1 (one) KG** on the weight of kart and driver (i.e., Junior 145 - 1 = 144)**.**

19.5. Digital weight recording system and rules for using the RFID wristband

19.5.1. At the RMCGF 2026, the kart and driver weight will be registered and recorded by digital means.

19.5.2. During the sporting checks, the driver will get a wristband with an RFID reading system, which identifies the Driver during the weighing process.

19.5.3. It is the driver's responsibility to wear this wristband during the event, as from the Non-Qualifying Practice 1 untill the Final. If lost or forgotten, a replacement wristband will cost €25 , to be paid and validated at the Customer Support Office.

19.5.4. RFID Wristband Reading System Operation

a) The driver must position himself and the kart on the scale.

b) Pass close (about 20 cm) to the RFID reader with the arm where the wristband is located.

c) The system will identify the driver's name and starting number and the category. The weight of the kart and driver will be shown on the display and will be always registered in the system.

19.5.5. Rules for the use of the RFID wristband during the event

a) The wristband is personal and non-transferable and must be worn by the Driver from the Non-Qualifying Practice 1 until the end of the event, including the warm-up sessions.

b) The use of the wristband will be controlled at the entrance to the Assembly Park.

c) If a Driver fails to present at the entrance to the Assembly Park with the wristband on their wrist, he will incur the following penalties:

- During the Non-Qualifying Practice sessions and Warm-up's: the Driver will not be allowed to participate in the respective NQP or Warm-up.
- During the Qualifying and Races: the Driver will be allowed to enter the Assembly Park and participate in the Qualifying / Race and to complete the entire weighing process. However, if the Driver fails to present himself at the scale without the wristband, and after a report from the Scrutineers, the following penalties will be applied:
  - If this is the first time, the Stewards will apply a fine of €150
  - In case of a repeated offense, a 10 second penalty will be applied to the final classification of the respective race.

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- In case of a third offense, the Driver will be disqualified of the respective race.

d) These penalties are not subject to appeal.

20. FRONT FAIRING

Article 2.2.1 of the RMCGF 2026 Technical Regulations.

21. CLASSIFICATION AND AWARDS

The classification of the RMCGF 2026 will be that of the relevant Competition.

Trophies will be awarded, in each category, for the first three finishing drivers of the final of the RMCGF 2026.

The title of the RMCGF 2026 winner, in each category, will be awarded to the driver who has won the final.

22. PODIUM CEREMONY

There will be a separate podium for the following categories:

- 125 Junior MAX
- 125 Senior MAX
- 125 MAX DD2 Master
- 125 MAX DD2

The drivers classified 3rd, 2nd and 1st in the final shall climb on the podium one after the other.

The winning driver's national anthem will be played and the national flags of the first three finishers will be hoisted.

The first 3 Drivers must wear their race overalls zipped up at prize giving ceremonies.

Drivers are not allowed to go to the podium ceremony with race overalls or other clothing exhibiting brands of competing companies of Rotax or of the chassis partners (Sodikart, BirelArt, Charles Leclerc, Praga or Formula K) or other partners/event sponsors (XPS, Bell, and Dellorto) of the RMCGF 2026.

If caps are supplied by the organizer, they must be worn by the drivers during the podium ceremony.

Should the Official Final Classification, for one or more categories, not be published by the time set in the Official Time Schedule for the podium ceremony, the organizer may hold the ceremony based on the provisional results available at the time. Drivers participating in the podium must return their trophies at the end of the ceremony. If the provisional classification is confirmed as final, the trophies will be returned to them. If the classification changes, for any of the top three drivers, the trophies will be awarded, after the ceremony, to any of the new top three drivers of the Official Final Classification.

All drivers agree that ROTAX and its sponsors may use photographs of RMCGF 2026 races (including names and photographs of drivers) for advertising, publicity and public relations purposes.

23. NOTIFICATIONS AND STEWARDS DECISIONS TO ENTRANTS

To be defined in the Supplementary Regulations.

24. FINES

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

All fines mentioned on this Sporting Regulations are in Euros.

Fines imposed by the Stewards must be paid immediately, in cash, to the Stewards. The total amount of those fines will be sent to FPAK, which will donate to a local institution/organization defined in the Supplementary Regulations.

In case of a disqualification (based on a decision of the panel of stewards of the competition) from the competition, the Organizer, on behalf of the Promoter, reserves the right to charge a penalty - that cannot be

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more than € 1500, - for costs of inviting the driver to the competition.

25. PROTEST AND APPEALS

Protests and/or appeals must be in accordance with the National Sporting Regulations from FPAK.

Amounts of the Protest fee: 500€.

Amount of the Appeal fee: 5000€.

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

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

The deposit may be paid in Euros, which is the currency of the organizing ASN (FPAK).

In accordance with Article 12.3.4 of the International Sporting Code, time penalties imposed by the Panel of Stewards for infringements of the regulations are not susceptible to appeal.

26. ADVERTISING / BRANDING

Drivers must accept the advertising supplied with the karts.

Entrants, drivers, mechanics or guests are not allowed to expose brands of competing companies with Rotax, with chassis partners (Sodikart, BirelArt, Charles Leclerc, Praga or Formula K) or with other partners/event sponsors (XPS, Mojo and Bell) of the RMCGF 2026.

This prohibition includes competition karts, kart covers, race overalls, team wear and any clothing and covers the entire period of the competition in all locations inside the facilities

It is forbidden to put any kind of advertisement on the karts other than those supplied by the organizer/promotor.

- If a race official visually confirms, or it is proven through video or photographic evidence, that a kart displayed advertising beyond what was provided by the Organizer, a fine of €250 will be imposed by the Stewards, and the Competitor must immediately remove such advertising.
- Repeat the offense will result in disqualification from the event.

Inside the Drivers' tent, at any time during the official days of the event, it is forbidden to expose banners, stickers, flags with brands of competing companies with the event partners. A fine of 250€ will be imposed by the Stewards to the Entrant (if it is only one involved), or a fine of 150€ to each Entrant (if more than one is involved).

During Sporting Checks, Team Picture (on Sunday 8th november 2026), Mojo contest, Drivers' parade, Drivers' picture and Prize giving ceremony, it is forbidden to Drivers, as well as any other person related with him (Entrant, Mechanic or other companion) directly involved in one or more of the above listed activities, to expose brands of competing companies with the event partners or with other partners/sponsor of the event. Each individual not following this rule will not be allowed to be part in the activity in question.

Drivers and mechanics are not allowed to enter, or stay, inside the Park Fermé, with any kind of clothing or drivers' equipment (except the helmet) exposing brands of competing companies with the event partners.

It is forbidden to cover the karts overnight in the drivers tent area. This is to ensure the technical scrutineers to perform any checks possible quickly and easily.

27. PADOCK RULES

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

- The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Areas is strictly prohibited. Offenders will be fined at least €250 and may be disqualified in case of a repeat, a sanction where a possible appeal will not be suspensive, according to paragraph 2.14 (article Q) of FIA Karting General Prescriptions.
- Starting of engines is only allowed inside the Servicing Park area and engines may only be run there for a maximum of 5 seconds. A driver exceeding the permitted running time, will be penalized with a fine of 150€. A

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second offence may lead to disqualification of the competition.

- Emptying or disposing of fuel from the carburetor onto the ground or in any area not specifically designated for this purpose is strictly prohibited.
- It is strictly forbidden to smoke any kind of conventional or electronic cigarettes or to use any device which risks provoking fire inside any covered area in the Paddock, the Servicing Parks, the Parc-Ferme, the Assembly Area, on the starting grid or on the track (along the course). Offenders, including Officials, will be penalized by a fine of 125 € and may be asked to leave the circuit. It is forbidden to cook in the Paddock, except with a special authorization from the Organizer.
- Children under 11 years old who are not permanently accompanied will not be admitted in the Paddock Area.
- Animals who are not kept on a leash will not be authorized on the location.
- It is forbidden to use any motorized, combustion or electric, vehicles (except if authorized by the organiser), such as mini-motorcycles, scooters, etc., in the Paddock Area under the pain of exclusion.

28. FIRE EXTINGUISHERS

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

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

29. RESPONSIBILITIES

The Organizer and Promotor cannot be held responsible for accidents and their consequences, whether caused by the Drivers, whether these were the victims, whether or not they came from the participating kart. Likewise, it will not be held responsible for the consequences of violating the laws, regulations and codes in force, which should be borne by the violators.

30. UNAUTHORISED INTERFERENCE WITH A KART

30.1. Definition
No person may adjust, modify, tamper with, interfere with, remove or install any component, or otherwise carry out any work on a Kart entered in the Competition, unless authorised to do so by the Entrant to whom that Kart is registered.
This prohibition applies at all times during the Event and in all areas of the venue, including but not limited to the paddock, servicing areas, pre-grid, grid, weighing area and Parc Fermé.

30.2. Scope of Interference
For the purposes of this Article, interference or tampering includes any intentional act involving the Kart, engine, fuel system, electrical system, tyres, chassis, components, settings, data acquisition equipment, or any other part associated with the Kart, carried out without the required authorisation.

30.3. Immediate Safety Measure
Without prejudice to any sporting penalty subsequently decided by the Stewards, the Clerk of the Course may, as an immediate precautionary measure, withdraw the event accreditation of, and/or remove from the venue, any person found interfering with or tampering with a Kart in breach of this Article.

30.4. Sporting Consequences
30.4.1 Any breach of this Article constitutes a breach of the Code and may be penalised in accordance with Article 12 of the Code.

30.4.2 Where the person responsible is a competing Driver, the Stewards may impose Disqualification from the Competition and/or any other penalty available to them under the Code.

30.4.3 Where the person responsible is a Entrant, team member, mechanic or other accredited person, the Stewards may impose such penalties upon that person and/or upon the Entrant with whom they are associated as they deem appropriate under the Code.

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30.4.4 No penalty under this Article shall be imposed without the party concerned first being given the opportunity to present their defence, in accordance with Article 12.4.4 of the Code.

30.5. Exemptions
Scrutineers, and other persons specifically authorised by the Organiser, the Clerk of the Course or the Stewards (including for recovery or safety purposes) are exempt from this Article when acting in the performance of their official duties.

30.6. Referral for Further Action
Nothing in this Article shall preclude the Stewards from referring any case of deliberate interference with another Entrant's Kart to the relevant ASN and/or the FIA for consideration of further disciplinary action, including Suspension, Exclusion or a Ban, in accordance with the Code.

31. CODE OF CONDUCT FOR DRIVERS

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

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

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

All participants must ensure their equipment is safe and race worthy, prior to taking part in training, testing or race competitions. Only approved racewear (e.g.: helmet, gloves, race boots and suit) to be used by the driver, according to the regulations.

It is the participants own responsibility to identify and measure his/her own skill level against his/her cEntrant, and take responsibility for the risks associated with training, testing and or racing. It should be noted that a basic level of competence is required.

It is the participant's responsibility to declare, prior to any participation in training, testing or racing, of any medical condition or medication required that may be relevant in the event of an emergency.

All participants are required to display courtesy and etiquette to other members and participants in training, testing and race events. Any disputes or problems that may arise during a competition must be addressed in a respectful manner, to the correct person (official) at the competition.

The safety of children within the sport is a priority. Knowledge of the code of ethics surrounding care of children in sports will be promoted and encouraged. It is the participant's own responsibility to ensure the safety of children at training, testing or racing competitions.

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

All participants must have respect for the environment and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas that are used as clean and pollution free as possible.

All participants must respect that drugs and alcohol are strictly prohibited at training, testing and races. It is an offence and will not be tolerated. Offenders will be excluded from the competition and face further disciplinary action.

Any abusive comments on social media (Facebook, Twitter, etc.) between teams, entrants, officials, organizers, or any person associated with ROTAX, will be held responsible and liable for their actions.

---------- END OF RMCGF 2026 SPORTING REGULATIONS ----------

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