

**ROTAX**  
**RMC**  
GRAND FINALS



**BAHRAIN**

**SAKHIR**

**DEC 2 – 9, 2023**

## **SPORTING REGULATIONS**

**JUNIOR MAX | SENIOR MAX | DD2 MAX | DD2 MAX MASTERS**



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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 2023 (RMCGF 2023), a FIA Karting authorized international competition that will be held from the 02<sup>nd</sup> to the 09<sup>th</sup> of December 2023, at Bahrain International Karting Circuit.

Korridas e Companhia, Av. Comendador Ferreira de Matos, 4450125 Matosinhos, Portugal is the Organizer of RMCGF 2023.

The competition is authorized by Bahrain Motorsport Federation, Sakhir, Gulf of Bahrain Avenue Umm Jidar 1062, Bahrain.

## 1. REGULATIONS

These regulations are submitted to the Bahrain Motorsport Federation (BMF) with the original application for inclusion of the RMCGF 2023 on the International FIA Karting calendar in 2023.

The Competition shall be run in accordance with these RMCGF 2023 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 2023 Technical Regulations and the Official Bulletins
- ROTAX MAX CHALLENGE GRAND FINALS 2023 Supplementary Regulations

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

## 2. CATEGORIES, LICENSE, AGE LIMITS AND MINIMUM WEIGHT

### 2.1. CATEGORIES

The categories available for the RMCGF 2023 are the following:

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

### 2.2. LICENSE / 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 2023 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 underaged (and therefore do not have full legal capacity) cannot be their own entrant.

### 125 Junior MAX

Minimum age: Driver must have his/her 12<sup>th</sup> birthday in 2023 Maximum

age (\*): Driver cannot have his/her 15<sup>th</sup> birthday in 2023.

*\*A driver having his/her 15<sup>th</sup> birthday in 2023 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.*





License: International G Karting License.

**125 Senior MAX**

Minimum age: Driver must have his/her 14<sup>th</sup> birthday in 2023.

License: International grade F or International grade E

**125 MAX DD2**

Minimum age: Driver must have his/her 15<sup>th</sup> birthday in 2023

License: International grade E

**125 MAX DD2 Masters**

Minimum age: The driver must have his/her 32<sup>nd</sup> birthday in 2023.

License: International grade E

CATEGORIES	AGE LIMITS (Born in)		INTERNATIONAL KARTING LICENSE
	MINIMUM	MAXIMUM	
125 JUNIOR MAX	12 (2011)	14 (2009) *	Grade G
125 SENIOR MAX	14 (2009)		Grade F / Grade E
125 MAX DD2	15 (2008)		Grade E
125 MAX DD2 MASTERS	32 (1991)		Grade E

*\*A driver reaching his/her in 15<sup>th</sup> birthday in 2023 can participate if he/she holds a weight derogation approved by the CIK-FIA to hold a valid international grade G Karting License and it's placed on the official CIK FIA list for special license holders.*

**2.2. 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:

125 JUNIOR MAX	125 SENIOR MAX	125 MAX DD2	125 MAX DD2 MASTERS
145 Kg	162 Kg	175 Kg	180 Kg

**3. ELIGIBLE DRIVERS**

The number of entries in the RMC GF 2023 will be limited to:

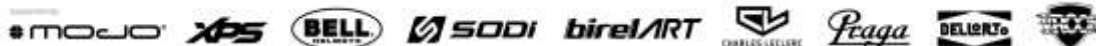
- Maximum of 72 in each of the following classes: Junior MAX, Senior MAX and MAX DD2
- Maximum of 36 in the MAX DD2 Master class.

RMC GF 2023 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.

The RMC GF 2023 is an international competition ruled by FIA Karting, by invitations controlled by ROTAX.

Expenses for the supplied karts, engines, tires, petrol and entry fee for qualified drivers of the RMC GF 2023 is covered by ROTAX and its distributors.

Qualification and registration conditions to RMC GF 2023 according to chapters 4 and 5.



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## 4. QUALIFICATION FOR RMCGF 2023

Drivers can qualify via international or national competitions, providing that all of those competitions for all the RMC classes (125 Junior Max, 125 Senior MAX, 125 MAX DD2 and 125 MAX DD2 Masters) are following the rules according to the Global RMC Sporting Regulations 2023 and Global RMC Technical Regulations 2023 (documents published by Rotax and available in the following weblink:

<https://www.rotax-racing.com/rmc-regulations>

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

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

The overall winner of each national RMC MAX DD2 Masters and/or Senior MAX-Masters class and/or the overall best placed Masters driver (fulfilling the age limits for a Masters category) of a national RMC MAX or DD2 class with authorization in writing from ROTAX may qualify.

To be eligible to qualify for the RMCGF 2023 ticket, a driver must have held a License for the territory in question from the first to the last round of the any National RMC.

A driver cannot change his/her License to become eligible to win a RMCGF 2023 ticket in another territory after the first round has been completed.

If a driver is not respecting the rules, under any doubt ROTAX reserves the right to refuse the entry to the RMCGF 2023.

If a driver is qualified from a National, National with International participation, Continental (zone) or International RMC series / competition at the same time, the qualification at the higher ranked series/competition has priority for the qualification to the RMCGF 2023.

Ranking is:

1. ROTAX MAX Challenge EURO Trophy
2. ROTAX MAX Challenge ASIA Trophy
3. ROTAX MAX Challenge International Trophy
4. International events
5. Continental (zone)
6. National with International participants \*
7. National events.

\*..... Any National event with international participation requires prior approval from ROTAX.

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

In such a case the next placed driver of the series/competition in question will qualify for the RMCGF 2023.

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

If the situation would arise that a driver who is already qualified for the RMCGF 2023 is in a position to win a second ticket, this 2nd ticket in question would then be moved to the next placed driver who is eligible to win the ticket.

A distributor may nominate a second placed driver from an RMC to the waiting list for RMCGF 2023. If under any circumstances a qualified driver doesn't arrive at the RMCGF 2023 till the official registration is completed, Rotax reserves the rights to add a replacement driver from the top of the waiting list to take part at the event. This rule applies before the official publication of the participants list (always before the first non-qualifying practice).

A driver or distributor cannot decide which ticket a driver uses for his / her entry to the RMCGF 2023. It is not permitted to participate in more than one category at the RMCGF 2023.





If a driver is qualified in two or more categories, he / she must participate in RMCGF 2023 in the higher ranked category only. Ranking is: DD2 MAX or DD2 MAX Master (depending on the age of the driver) / Senior Max or Senior Max Master (depending on the age of the driver) / Junior MAX / Mini MAX / Micro MAX.

At any double qualification ROTAX reserves the right to decide which race series counts for the qualification to avoid any strategic behavior of competitors.

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

## 5. ENTRANTS APPLICATIONS

There is no entry fee for the RMCGF 2023.

After being informed/confirmed by ROTAX that a driver has qualified to participate in the RMCGF 2023, 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 **03<sup>rd</sup> October** till the **13<sup>th</sup> of November 2023**.

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 2023 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, organisation or commercial make to the RMCGF 2023 is exclusively reserved to ROTAX. Unless there is a previous written agreement, the organizer may indicate or make believe that the said competition is sponsored or financially helped either directly or indirectly by a commercial firm or organisation.

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

**ANYTHING WHICH IS NOT STATED TO BE ALLOWED IS FORBIDDEN.**

## 7. GENERAL CONDITIONS

The RMCGF 2023 is run over one single competition.

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

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

Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the RMCGF 2023.

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

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

## 8. RACING NUMBERS

Racing numbers shall comply with provisions of the Article 3.7 of CIK-FIA Technical Regulations. Racing numbers for each category are:

- 125 Junior MAX: 201 to 299
- 125 Senior MAX: 301 to 399
- 125 DD2 MAX: 401 to 499





- 125 DD2 MAX Master: 501 to 599

All karts must have visible, at all times 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 be that of 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 a 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 and must be according the RMCGF 2023 Technical Regulations.

The RMCGF 2023 is reserved for karts with ROTAX MAX engines in different configurations, as defined by the RMCGF 2023 Technical Regulations.

### 10.1. CHASSIS

Chassis and bodywork must have a valid CIK homologation and in accordance with the RMCGF 2023 Technical Regulations and the Supplementary Regulations.

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

### 10.2. ENGINE

Engine and its accessories must be used in accordance with the RMCGF 2023 Technical Regulations.

### 10.3. TIRES

As specified in article 2.3 of the RMCGF 2023 Technical Regulations.

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

**125 Junior Max Slicks:** Mojo

D2XX CIK OPTION

Wet: Mojo W5 CIK

**125 Senior Max, 125 Max DD2 and 125 Max DD2 Master**

Slicks: Mojo D5 CIK PRIME

Wet: Mojo W5 CIK

### 10.4. FUEL

As specified in the Article 2.8 RMCGF 2023 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.

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

- AMB TranX 160.
- AMB TranX 160 with battery
- MYLAPS classic transponder.
- MYLAPS FLEX transponder.





- MYLAPS X2 Transponder Kart.

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

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

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

## 10.6. ON-BOARD CAMERA

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

Selected drivers have to mount the on-board camera system in accordance with the series / competition Supplementary regulations.

To provide a proper support for the on-board live streaming system a special support person is available. This person must have free access to the selected Karts.

The total weight of all components (ca.700g) counts to the total weight of the kart.

All system components (camera, battery, transmitter and antenna) are mounted on and behind the front shield.

An additional front shield will be provided free of charge to the concerned drivers. The driver cannot refuse to install the on-board camera in his kart.

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

## 10.7. DRIVER'S EQUIPMENT

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

Boots and gloves must also comply with article 7 of FIA Karting Technical Regulations.

It is mandatory the use of a FIA homologated Karting body protection.

## 11. DRIVERS ALLOCATION IN THE PADDOCK

Each driver will be assigned his own place in a tent provided by the organizer. It is not allowed to mount individual/private tents in the paddock.

Changing the location previously assigned is not allowed, unless authorized by the organizer. 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 on a loan basis. 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 2<sup>nd</sup> of December 2023 (Saturday) at the time and place notified in the official time schedule. Sporting Checks on the 1<sup>st</sup> (Friday) December 2023 are optional.

- Any driver failing to attend and complete Sporting Checks at the time and place notified will not be permitted to take part in the competition, unless a specific exemption has been requested in writing to ROTAX and having considered the written reasons, ROTAX have given written authority for such absence. Such authority will only be given by ROTAX in exceptional circumstances.
- Where authority is given for a driver to be absent from the Sporting Checks, the procedure must be completed by the entrant or his nominated representative at the time and place notified in the official timetable.







- However, it is mandatory the driver to be at the track facilities, latest on Sunday (03<sup>rd</sup> December 2023 before the kart raffle (at the time notified in the official timetable) and he must go, without exception, to the steward's office at the at the time and place notified in the official time schedule for the Late Sporting Checks.
- Any failure to comply, except in cases of force majeure accepted as such by ROTAX and approved by the Stewards of the Meeting, the driver will not be allowed to participate in the Competition.
- Should any declared reason which has been accepted by ROTAX as the basis of authority for a driver to be absent from Sporting Checks subsequently be found to be untrue or inaccurate, the matter will be referred to the Stewards of the Meeting who may at any point disqualify the driver from the Competition.

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

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

All karts are checked by the organizer in accordance with ASN / FIA Karting Technical Regulations and according to the RMC 2023 Technical Regulations. However, if any kart is dismantled or modified in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.

At any time during a competition, the scrutineers may:

- check the eligibility of the kart or of the driver's equipment.
- require a kart to be dismantled by the entrant to make sure that the conditions of eligibility and conformity are fully satisfied.
- require an entrant to supply them with such parts or samples as they may deem necessary.
- The clerk of the course may require that any kart involved in an accident be stopped and checked.

Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the 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.

Racing numbers and mandatory advertising signs must be on the kart as from the Non-Qualifying 1. A driver is not allowed to change his/her equipment after it has been presented at scrutineering.

## 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 (3<sup>rd</sup> December).

Extra briefings may be organized if this is deemed necessary.

It is the Drivers / Entrants duty to enquire about time and place of the briefing and/or consecutive briefings. Time and detailed location will be posted in official posting board and available from the race office.

The presence of all concerned drivers is mandatory throughout the briefing under pain of a sanction or even of a possible disqualification from the competition. The entry control will be performed via electronic means.

Before they can be allowed to continue the competition, a mandatory fine of EUR 150, - or more which must be paid to the ASN hosting the competition via the stewards, this will be charged to any entrant and driver who does not attend the briefing.

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





## 14. RACE EVENT

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

The competition will comprise non-qualifying practice sessions, qualifying practice, qualifying heats, pre- final heats and a final.

### 14.1. NON-QUALIFYING PRACTICE (NQP):

The time schedule of the competition must provide a non-qualifying practice for each category.

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.

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

### 14.2. QUALIFYING PRACTICE (QP):

Number of sessions:

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

Time per session: 8 minutes (8').

Pre-grid will close 3 minutes before start of the Qualifying session.

Each Driver must take his chassis to the Pre-Grid and this choice will be final. The karts placed on the Pre-Grid must be ready to race.

During the session, Drivers 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 time retained is that of the best lap covered during the session. Any ties will be decided by the 2<sup>nd</sup> best time set by each Driver, and so on in the case of further ties.

If more than one driver has been disqualified the starting positions will be done according to FIA Karting Specific Prescriptions, article 18B.

The final classification of the Qualifying Practice will be established according to article 18B of FIA Karting Specific Prescriptions.

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

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

### 14.3. QUALIFYING HEATS (QH):

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

Starting positions and points will be established according to article 18C of FIA Karting Specific Prescriptions.

Number of Qualifying Heats per group:

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

Number of groups

- 125 Junior Max, 125 Senior Max, 125 Max DD2: 3 groups according to Article 18C (case B) of FIA Karting Specific Prescriptions.
- 125 Max DD22 Master: One group with all drivers. Starting positions for both races will be done according the classification of the Qualifying.



#### 14.4. PRE-FINALS:

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

Number of Pre-Finals:

For 125 Max DD2 Master there will be only one Pre-Final, with a maximum of 36 Drivers.

- Starting positions for pre-final will be done according to the Intermediate Classification after the 2 Qualifying Heats, following the points established in Article 18 C of FIA Karting Specific Prescriptions.

For 125 Junior Max, 125 Senior Max and 125 Max DD2 there will be two groups (A and B).

- After the Qualifying Heats the 72 drivers in the Intermediate Classification of the Qualifying Heats, done according to Article 18 C (case B) of FIA Karting Specific Prescriptions, will be divide into a maximum of 2 groups for the Pre-Finals. Maximum number of Drivers in each group will be 36.
- Drivers will be so distributed: the first qualified Driver takes the start into Pre-Final A, the second into Pre-Final B, the third into Pre-Final A, the fourth into Pre-Final B, the fifth into Pre-Final A, the sixth into Pre-Final B, and so on up to the 72<sup>nd</sup>.

Points awarded for the Pre-Finals are according to Art 18D of the Specific Prescriptions.

If a Driver does not take the start in his/her Pre-Final, he/she will receive points equal to the number of points of the last qualified driver minus 1 point.

If a Driver has been black-flagged or disqualified, he/she will receive points equal to the number of points of the last qualified Driver minus 5 points for the Pre-Final in question.

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.

The first 36 Drivers in the Final Intermediate Classification will be qualified for the final phase.

In the event of a tie, the best classification of the Pre-Final will be considered. If the tie remains, it is considered the best lap of the Pre-Finals.

#### 14.5. FINAL

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

Starting positions will be determined according to the Final Intermediate Classification established after the Qualifying Heats and the Pre-Final(s).

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/her shall compulsorily go to the scales in the Parc-Ferme and will be classified according to the number of laps that he has actually completed.

### 15. STARTING PROCEDURE

All categories will be rolling starts.

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

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

### 16. STOPPING / RESTARTING A RACE

The procedure which will be used should it become dangerous to continue with a race will be a Suspension and Resumption of the race in accordance with 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 "Start Servicing Park" and only with proven passes.

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

## 18. PRE-GRID

For the Qualifying Heats and Pre-Finals the pre-grid gate closes three minutes (3') before race time. Any kart which has not taken its position on the pre-grid at that moment will not be allowed to do so, except under exceptional circumstances left to the discretion of the clerk of the course.

Mechanics must clear the pre-grid immediately.

Karts on the pre-grid must be ready to race, all further work and or adjustment 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/she will be authorized to leave the "Pre-Grid" only on the orders of a Marshal and he/she 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.

For the Final, the Starting Grid will be done on the track.

- 5 minutes before the starting time, the exit from the "Start Servicing Park" will be closed.
- When the 3 minutes signal is shown, along with a "CLEAR THE TRACK" board, all karts must be laid down on the track. At this time, the Mechanics will leave the grid to go to the "Repair Area" with the trolleys of the karts. Any kart which does not happen to be on the track at this time must immediately be moved to the "Repair Area", from where it will take the start.
- In that case, a Marshal holding a yellow flag will order the kart(s) concerned to leave the "Repair Area" when all the other karts have left the grid to start the Formation Lap.

## 19. SCALE / WEIGHING PROCEDURE

According to FIA Karting Specific Prescriptions

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

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

Drinking water from a transparent 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)

## 20. FRONT FAIRING

The use of a CIK FIA homologated Front Fairing and the CIK FIA homologated Front Fairing Mounting Kit of the bodywork homologation period 2021 – 2023 is mandatory, in accordance with CIK Specific Prescriptions, Article 31, and CIK Technical Drawing No 2d.

At any time from Qualifying Heats until the final phase, including after the «black and white chequered flag» has been waved, or when the race has been stopped under article 2.21 of the General Prescriptions, except if less than two laps have been done, and until the weighing of the kart, if it is found / proven that a Driver or a third party has attempted to refit or has successfully refitted, outside the repair area, a front fairing that was not correctly positioned, the Driver concerned will be disqualified from the Competition.

The provisions of CIK Specific Prescriptions, Article 31 regarding mounting, installation, checking, reporting of breaches and application of penalties will be applied in full.

## 21. CLASSIFICATION AND AWARDS



The classification of the RMCGF 2023 will be that of the relevant Competition.

Trophies will be awarded, in each class, for the first three finishing drivers of the final of the RMCGF 2023.

The title of the RMCGF 2023 winner, in each class, will be awarded to the driver who has won the final.

## 22. PODIUM CEREMONY

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

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

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

Drivers are not allowed to go to the podium ceremony with race overalls or other clothing exposing brands of competing companies with the chassis partners of the RMCGF 2023, according to Article 26 of these Sporting Regulations.

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

All drivers agree that ROTAX and its sponsors may use videos and photographs of RMCGF 2023 races (including names and photographs of drivers) for advertising, publicity and public relations purposes.

## 23. NOTIFICATIONS AND STEWARDS DECISIONS TO DRIVERS / ENTRANTS

All classifications and results of qualifying practice, the qualifying heats and the race(s) of the final phase, as well as any decisions of the officials of the competition will be posted on the official notification board but also sent electronically to the Driver's / Entrant's mobile phone using an application developed by ROTAX for this purpose, named ROTAX GLOBAL APP.

### HOW DOES THE ROTAX GLOBAL APP WORKS?

The ROTAX GLOBAL APP is free of charge and is available for download for IOS and Android and requires internet access. Rotax will provide free internet access to the Driver and the Entrant.

During driver's sporting checks process Driver / Entrant will get his own and unique QR code (also known as EDIT code). With this code, Driver / Entrant will register in his/her mobile phone and the system recognizes that those are the registered persons as the official receivers of the notifications.

It is the responsibility of Driver / Entrant to keep this code confidential.

This ROTAX GLOBAL APP will communicate with the EVA Event Management System (EMS).

The EMS is the communication platform used internally by the organizer and the stewards and it will record the time that all the information / notifications will be sent to Driver / Entrant and the time when the Driver / Entrant read the notification.

### COMMUNICATION FLOW

Stewards will send the notification or decision via EMS to the Driver / Entrant and all the registered users will get this information immediately on their mobile phone.

When Driver or Entrant reads the notification, the EMS immediately records the time at which the notification was read, thus officially confirming the notification sent to the Driver / Entrant.

During driver's registration, the organizer will provide all the important information how to use the App and how to register.

At the Drivers Registration, Entrant will sign a document stating that he/she will be responsible to register in the ROTAX GLOBAL APP all the starting numbers which he/her is responsible for as an Entrant, to check with the due diligence if he is receiving any notification and to guarantee that during the competition period his mobile phone is connected to the network. Driver / Entrant must register with the QR code given during the driver's administration.

In case of loss, damage, or battery failure of the mobile phone, it is Entrant's responsibility to register in another mobile phone, in order to assure he/she will receive the notifications and the steward's decisions.

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





## 24. FINES

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

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

Fines imposed by the Stewards must be paid immediately to the organizer the total amount of those fines will be donated to an institution/organization defined in the Supplementary Regulations

## 25. PROTEST AND APPEALS

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

Amount of the Protest fee: BD 100/-

Amount of the Appeal fee set by BMF: BD 800/-

Amount of the international Appeal fee (FIA): TBA by FIA

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 the currency of the organizing ASN, or in Euro or in USA dollars.

In accordance with Article 12.2.4 of the International Sporting Code, time penalties imposed by the Panel of Stewards for infringements of the regulations are not susceptible to appeal.

## 26. ADVERTISING / BRANDING

For the purpose of these regulations the partners of the event are: Sodikart, BirelArt, Charles Leclerc Kart, Praga, Dell'Orto, Mojo, Rotax, XPS and BELL.

Drivers must accept the advertising supplied with the karts.

It is forbidden to put any kind of advertisement on the karts other than those supplied with the karts. Drivers and mechanics are not allowed to enter in the Parc Fermé, if the kart has any kind of advertising which was not supplied with the kart.

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).

It is forbidden Entrant, Driver, Mechanic and other companions to expose brands of competition companies with the event partners during the team picture on Sunday (3<sup>rd</sup> December). Each individual not following this rule will not be allowed to be part of the Team Picture.

During Sporting Checks, Mojo contest, Drivers' parade, Drivers' picture and Prize giving ceremony, it is forbidden to Drivers, as well as any other person (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.

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



## 27. PADDOCK 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 second offence may lead to disqualification of the competition.
- It is strictly forbidden to smoke or to use any device which risks provoking fire in the Paddock area, 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 organizer), 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 enough fire extinguishers.

During the competition there will be also a permanent fire brigade team in the parc fermé.

## 29. 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 always encourage and take responsibility for their actions.

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 competitors, and take responsibility for the risks associated with training, testing and or racing. It should be noted that a basic level of competence is required.

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

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

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

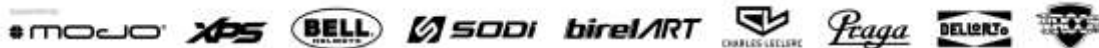




All participants must respect that drugs and alcohol are strictly prohibited at training, testing and races. It is an offence and will not be tolerated. Offenders will be excluded from the competition and face further disciplinary action.

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

----- END OF RMC GF 2023 SPORTING REGULATIONS -----



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