



LEBANON ROTAX MAX CHALLENGE

Regulations 2022

Rev2 dated: 31.03.2022

A National Championship organized by :

PIT STOP KARTING S.A.R.L.

&

Authorised and Supervised by:

AUTOMOBILE ET TOURING CLUB DU LIBAN

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I- GENERAL:

1 Introduction

BRP-POWERTRAIN and its authorized distributors /partners organize the ROTAX MOJO MAX Challenge Grand Finals (RMCGF), international ROTAX MOJO MAX Challenge Events (IRMCE) and national ROTAX MAX Challenges (RMC).

In Lebanon, the Rotax Mojo Max Challenge is organized by Pit Stop Karting S.A.R.L. (On behalf of “Azimut Automotive S.A.L.”, the official Rotax distributor in Lebanon), and authorised and supervised by “Automobile et Touring Club du Liban” (ATCL).

The ROTAX MAX Challenge events shall be run in accordance with the Rotax Mojo Max Challenge 2022 series sporting regulations, the Rotax Mojo Max Challenge 2022 series technical regulations, the International Sporting Code (“ISC”) and its appendices, the Lebanese Sporting Code (ATCL), the CIK-FIA technical regulations, the general prescriptions applicable to CIK-FIA Karting international events, as well as with any supplementary regulations drawn up by the Lebanese ASN (ATCL)(<http://www.atcl.org>), including these regulations and the supplementary regulations of each event of the championship.

The Rotax Max Challenge (RMC) regulations are available for download on the official website of the Lebanese RMC: www.rotaxmaxlebanon.com

“ROTAX MOJO MAX Challenge”, “ROTAX MOJO MAX EURO Challenge”, “ROTAX MOJO MAX ASIA Challenge” and “ROTAX MOJO MAX Challenge Grand Finals” are the property of BRP-POWERTRAIN GmbH & Co. KG (BRP-POWERTRAIN).

These regulations address the specificities of the “Lebanon Rotax Max Challenge”.

ANYTHING WHICH IS NOT EXPRESSILY ALLOWED IN THE SPORTING OR TECHNICAL REGULATIONS IS FORBIDDEN.

2 Championship name

2022 Lebanese Rotax Karting Championship

3 National Sporting Authority (ASN)

AUTOMOBILE ET TOURING CLUB DU LIBAN (ATCL)

Commission Sportive Nationale

Kaslik - Liban

Phone: 09 / 640 220 - 640 567 - 640 594 - 640 607 - 640 615

Fax : 09 / 640 579

e-mail : atcl@inco.com.lb

4 Organiser:

PIT STOP KARTING SARL
Zouk Mosbeh – Liban
Phone / Fax : +961 9 219760
E-mail : info@pitstopkarting.com

5 Dates and schedule /events / track configuration

The 2022 Lebanese Rotax karting championship should include a minimum of 5 rounds. The number of rounds may vary depending on government restrictions that may be imposed.

The dates and track locations and configurations are specified on Appendix A of the present regulations.

More information (or changes) regarding the track location, configuration and length of each round, as well as the detailed schedule of each event will be defined by specific bulletins published 1 week before the round's date.

6 Provisional information of the meeting

Additional information for each meeting may be issued in advance and displayed on the official notice board located at Pit Stop Karting track.

7 Race Officials

The race Officials for each event will be appointed by the organisers and approved by the ASN, in an additional bulletin displayed on the official notice board prior to the event.

8 Entries

8.1 Registration

An entrant wishing to compete in the 2022 Lebanese Rotax Karting Championship should contact:

PIT STOP KARTING SARL
Zouk Mosbeh – Liban
Phone / Fax : +961 9 219760 E-mail : info@pitstopkarting.com

8.2 Entry Fees

Entry fees to be paid to Pit Stop Karting during the registration for each event as follows:

- All classes: 500,000 LBP /event (for 1 class).
- Drivers who will race in 2 classes benefit from a discount, with a total fee of 750,000 LBP / event for 2 classes.

Any entry not accompanied by the fee shall be null and void.

The entry fees may vary according to the USD/LBP rate.

9 Application & Interpretation of the regulations

The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation.

II- CLASSES & ELIGIBILITY:

1 Eligibility

A competitor must hold a valid licence issued by his parent ASN (as detailed here below for each class), or a licence issued by an ASN other than his parent ASN (this licence is only valid for use with written permission from his parent ASN). If the entrant is different than the driver, then the entrant must hold a separate valid Entrant Licence issued by the ATCL or an ASN of another country. All competition licences must be surrendered at the event signing in (along with the start permission paperwork if applicable) for verification. Failure to produce the required documentation will result in enforced non-participation.

2 ROTAX MICRO MAX class:

2.1 Age Limits:

To participate in any event of the Lebanon Rotax Max Challenge in the Rotax Micro Max class, the driver must have his/her 8th birthday during 2022. He/she must have his/her 12th birthday after 31.12.2022.

* Exceptionally and for this year only (2022), the minimum age for the Micro Max class has been dropped to 6-year-old during 2022- ie kids born between 01/01/01/2011 and 31/12/2016 will be allowed to race in 2022. However, and in case there is an available seat for the RMC Grand Finals or another international event a driver may be qualified only if he is born between 01/01/2011 and 31/12/2014.

2.2 Karts & Engines technical specifications:

Technical specifications for the Micro Max & Mini Max classes are detailed in Appendix B of the present regulations.

2.3 Numbers:

Yellow plate (18cm sides) with black numbers (at least 15cm high with 2cm stroke) Range of numbers 1 to 99. 1 is reserved for the previous year Lebanon Micro Max Champion only. Number requests must be confirmed by series organisers.

2.4 Licence:

A Cub-sport license or National license (depending on the requirements of the National ASN).

3 ROTAX MINI MAX class:

3.1 Age Limits:

To participate in any event of the Lebanon Rotax Max Challenge in the Rotax Mini Max class, the driver must have his/her 10th birthday during 2022. He/she must have his/her 14th birthday after 31.12.2022.

3.2 Karts & Engines technical specifications:

Technical specifications for the Micro Max & Mini Max classes are detailed in Appendix B of the present regulations.

3.3 Numbers:

Yellow plate (18cm sides) with black numbers (at least 15cm high with 2cm stroke) Range of numbers 100 to 199. 100 and 101 are reserved for the previous year Lebanon Mini Max Champion only. Number requests must be confirmed by series organisers.

3.4 Licence:

A Cub-sport license or National license (depending on the requirements of the National ASN).

4 ROTAX JUNIOR MAX class:

4.1 Age Limits:

To participate in any event of the Lebanon Rotax Max Challenge in the Rotax Junior Max class, the driver must have his/her 12th birthday during 2022. He/she must have his/her 15th* birthday after 31.12.2022.

4.2 Karts & Engines technical specifications:

Technical specifications for the Junior Max, Max, DD2 & DD2 master classes are detailed in Appendix C of the present regulations.

4.3 Numbers:

Yellow plate (18cm sides) with black numbers (at least 15cm high with 2cm stroke) Range of numbers 200 to 299. 200 and 201 are reserved for the previous year Lebanon Junior Max Champion only. Number requests must be confirmed by series organisers.

4.4 Licence:

A Club-sport license, National license or International license grade G Karting (depending on the requirements of the National ASN) is required.

5 ROTAX MAX class:

5.1 Age Limits:

To participate in any event of the Lebanon Rotax Max Challenge in the Rotax Max class, the driver must have his/her 14th birthday during 2022 or earlier.

5.2 Karts & Engines technical specifications:

Technical specifications for the Junior Max, Max, DD2 & DD2 master classes are detailed in Appendix C of the present regulations.

5.3 Numbers:

Yellow plate (18cm sides) with black numbers (at least 15cm high with 2cm stroke) Range of numbers 300 to 399. 300 and 301 are reserved for the previous year Lebanon Max Champion only. Number requests must be confirmed by series organisers.

5.4 Licence:

A Club-sport license, National license or International license grade F or E Karting (depending on the requirements of the National ASN) is required.

6 ROTAX DD2 class:

6.1 Age Limits:

To participate in any event of the Lebanon Rotax Max Challenge in the Rotax DD2 class, the driver must have his/her 15th birthday during 2022 or earlier.

6.2 Karts & Engines technical specifications:

Technical specifications for the Junior Max, Max, DD2 & DD2 master classes are detailed in Appendix C of the present regulations.

6.3 Numbers:

Yellow plate (18cm sides) with black numbers (at least 15cm high with 2cm stroke) Range of numbers 400 to 499. 400 and 401 are reserved for the previous year Lebanon DD2 Champion only. Number requests must be confirmed by series organisers.

6.4 Licence:

A Club-sport license, National license or International license grade E Karting (depending on the requirements of the National ASN) is required.

7 ROTAX DD2 master class:

7.1 Age Limits:

To participate in any event of the Lebanon Rotax Max Challenge in the Rotax DD2 master class, the driver must have his/her 32nd birthday during 2022 or earlier.

7.2 Karts & Engines technical specifications:

Technical specifications for the Junior Max, Max, DD2 & DD2 master classes are detailed in Appendix C of the present regulations.

7.3 Numbers:

Yellow plate (18cm sides) with black numbers (at least 15cm high with 2cm stroke) Range of numbers 500 to 599. 500 and 501 are reserved for the previous year Lebanon DD2 master Champion only. Number requests must be confirmed by series organisers.

7.4 Licence:

A Club-sport license, National license or International license grade E Karting (depending on the requirements of the National ASN) is required.

III- RACE EVENT

1 Race meeting Format

Each race meeting will consist of the following format for each class:

- Signing in
- Scrutineering
- Driver's Briefing
- Warm-up (optional)
- Qualifying
- Pre-Final
- Final
- Award presentation

2 Scrutineering

- In order to facilitate and speed-up the process of scrutineering, each competitor will receive a Pre-Tech Form at registration. The Pre-Tech form can also be downloaded at the official site: www.rotaxmaxlebanon.com . All details relating to the equipment must be checked on this form, and the person submitting the equipment for scrutineering must sign the form before submission to scrutineering. An incomplete Pre-Tech Form will be rejected.
- During the initial Scrutineering, which will take place on the race day and at the times specified on the official schedule, each competitor must have all required documents and equipment available.
- Racing numbers and required graphics must be on the kart when the equipment is submitted to Scrutineering.
- No kart may participate in an Event unless it has been checked by the Scrutineers.
- Competitors who do not keep to the time limits posted on the official schedule for pre-tech declarations and/or scrutineering will be assessed a 10US\$ penalty fee per minute of delay, with a maximum acceptable delay of 15 minutes. If the competitor's delay exceeds 15 minutes, his/her participation in the remaining part of the event may be refused.
- At any time during an Event, the Scrutineers may:
 - a) check the eligibility of the kart or of the Driver's equipment.
 - b) require a kart to be dismantled by the Competitor to make sure that the conditions of eligibility and conformity are fully satisfied.
 - c) require a Competitor to supply them with such parts or samples as they may deem necessary.
- Any kart which, after being passed by the Scrutineers, is dismantled or modified in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for Scrutineering approval.
- The Race Director 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 organisation of the Servicing Parks, and who alone are authorised 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.
- Submitting a kart to Scrutineering shall be considered as an implicit statement of conformity.
- A Driver shall not be allowed to change his/her equipment after it has been identified at Scrutineering.

3 Briefings

- The Drivers' Briefing is a meeting organised by the Clerk Of the Course for all Drivers entered in the Event.
- Aim of the Briefing: to remind Drivers of the specific points of these Regulations concerning the organisation of the Event; to remind them of the safety notions, either general, or specific to the circuit used; to give any clarification concerning the interpretation of the Regulations.
- The time of the Briefing is indicated in the official schedule of the Event. The time is considered as that of the beginning of the Briefing and access to the Briefing will be closed. Extra meetings may be organised if this is deemed necessary.
- The presence of all concerned Drivers is mandatory throughout the Briefing. Failure to comply will result in a LBP500,000 penalty fee.

4 Warm-up session

- On some race dates, a warm-up session may be organised before the Qualifying practice.
- Participation to the warm-up is optional
- The official timing system will be running and displaying results during the warm-up sessions.
- The driver is allowed to stop in the servicing park during warm-up for servicing and set-up and resume his warm-up session afterwards.

5 Qualifying Practice

Only drivers who have completed declarations and scrutineering may participate in the qualifying timed practice session, as per the official schedule.

The competitor must use only declared equipment for this session.

All karts shall start the qualifying session from the pre-grid.

During the session, drivers will take the start whenever they choose. Any Driver having crossed the line drawn at the exit of the pre-grid area will be considered as being a starter and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is timed. It is mandatory to complete a minimum of 1 lap (ie 1 crossing of the Start-Finish line). The time retained is that of the best lap covered during the session. Any ties will be decided by the 2nd best time set by each Driver, and so on in the case of further ties.

If no time is taken into account for a Driver, he will take the start at the end of the Grid. If several Drivers are in that situation, their starting position will be decided by drawing lots.

If a Driver exits the track and stops in the Pit Lane or Servicing Park, it will be final. He/she shall not be allowed to start and go on the track again. Failure to participate in this session may result in exclusion from the remainder of the meeting (at the discretion of the Race Director & the Stewards).

6 Pre-Final

Starting positions of the pre-final race are determined by the Qualifying Practice classification.

The start time and number of laps of the pre-final race for each class are defined in the official schedule.

Starts shall be of the rolling type.

7 Final

Starting positions of the final race are determined by the classification of the Pre-Final.

The start time and number of laps of the final race for each class are defined in the official schedule.

Starts shall be of the rolling type.

8 Starting procedures

8.1 General

Starts shall be rolling type. The regulations for “Rolling starts for direct drive karts with or without clutches” of the CIK-FIA general regulations apply for all the classes competing in the Lebanese Rotax Karting Championship 2022. The potential specificities of the “Lebanon Rotax Max Challenge” starting procedures are described in the present section (8).

8.2 Pre-Grid

For Pre-Final & Final races, karts shall be lined up on the Pre-Grid in the starting order of the race. It is the driver’s responsibility to ensure that both he/she and their kart are in position on the Pre-Grid before the Pre-Grid closes. Any drivers arriving after this time will not be permitted to enter the circuit without the express permission of the Clerk of the Course.

Karts placed on the Pre-Grid must be ready to race. It is strictly forbidden to carry out any work and/or set-up on the kart on the Pre-grid with the exception of tyre pressures, which can be adjusted by the driver or his/her mechanic and by using his/her own means.

Mechanics must clear the Pre-Grid one minute before the start of the Race (“1 minute” board).

30-seconds after the “30 seconds” board is displayed the green flag will be shown at the front of the grid to indicate that the karts must begin a Warm-up Lap, followed by a formation lap keeping to the order of the starting grid and in conformity with the CIK-FIA General Prescriptions.

Should a driver require assistance after the “30 seconds” signal, he/she must indicate this to the Marshals and, once the other karts have left the grid, a mechanic may work on the kart.

If a driver is unable to start from the Pre-Grid at the time of the green flag, he/she will only be authorised to join the circuit on the orders of the Officials and will have the possibility of regaining his grid position only if this manoeuvre does not impede other Drivers and in all cases before having reached the Red delineation Line which will be materialized on the track and indicated by the Race Director at the Briefing.

8.3 Warm up Lap & Formation(s) Lap(s)

- As soon as the Grid Steward indicates that the karts may take the track, the Drivers are at the orders of the Race Director and may no longer receive any outside help.
- Karts will cover 1 warm up lap and 1 formation lap before the start may be given, unless instructed otherwise by the Race Director.
- It is forbidden to overtake another driver under pain of a penalty inflicted by the Stewards except in the situation detailed in the following paragraph.
- A driver who is delayed will have the possibility of regaining his grid position only if this manoeuvre does not impede other Drivers and in all cases before having reached the Red Delineation Line during the formation lap which will be materialized on the track and indicated by the Race Director at the Briefing. If he

has not reached his position in time (i.e. before the red line), he shall start from the back of the formation.

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

- All drivers are required to be in official formation by the time they reach the red delineation line painted on the track or they must start from the back of the formation.

8.4 Race Start

- There will be a yellow line painted on the track surface approximately 25 meters in front of the start line, called the "acceleration line". This will also be noted by soft cones on each side of the track.
- Once drivers reach the red delineation line on the formation lap drivers will proceed forward at a reduced & constant speed (fast walking pace), toward the yellow acceleration line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track.
- Drivers must maintain their positions within the marked lanes (tram lines) until the red starting lights are switched off.
- During the approach stage, the red light will be on.
- It is forbidden for the front row to accelerate before crossing the yellow acceleration line. The front row drivers will accelerate as soon as they cross the acceleration line, followed by all the other drivers.
- It is forbidden for the off-pole kart to be ahead of the pole kart before the start is given.
- It is strictly forbidden to push the kart which is ahead during the start phase.
- If the clerk of the course is satisfied with the formation, he will give the start by switching off the red lights.
- Once the start has been given (red lights off) the drivers are allowed to break formation and move outside the tram lines.
- If the clerk of the course is not satisfied with the procedure, he will switch on the yellow light, which means that an extra formation lap must be covered. In the case of a "no start" all drivers are required to raise their hands indicating "no start" and proceed around at the formation lap speed for another attempt.
- Should the engine of a driver stop during formation lap, an official or mechanic nominated to carry out that task may restart him as soon as he/she has been passed by the entire field. He may then rejoin at the back of the formation and must not try to regain his grid position. If the kart cannot be started, then it must be removed from the track to a place of safety. Similarly, should a driver fall behind the entire field without stopping during the formation lap and after crossing the red formation line, he must remain at the rear for the start and must not attempt to regain his position.

8.5 Repeated False Starts

In the case of repeated false starts or incidents during the Formation Lap(s), the Race Director, acting as a Judge of Fact, may stop the starting procedure by means of the red flag/light and inform the Stewards, who will be entitled to inflict on the offending Drivers a starting position penalty. A new procedure will begin either immediately or within 30 minutes, according to the circumstances. The starting grid will be the same as for the initial procedure except for drivers who have been penalized by the race director. All the Drivers present in the starting area or in repair area before the procedure was stopped will be allowed to take the start of the new Formation Lap.

8.6 Jump Start

A jump start will be deemed to have occurred when a driver accelerates before the red lights have been switched off. This could be recorded by any video or electronic system likely to help the stewards in their decisions, and they will determine if a jump start has been committed.

8.7 Start related incidents & penalties

- A driver crossing the longitudinal tram lanes prior to the extinction of the starting lights during the approach phase is subject to a sanction as per the Penalties catalogue (Appendix D).
- A driver committing a jump start is subject to sanction as per the Penalties catalogue (Appendix D).
- A driver who brakes and accelerates voluntarily thus disrupting the formation is subject to time penalty (maximum 5 seconds).
- The above start related penalties are not subject to appeals and shall be considered definitive.

8.8 Absence or malfunction of the starting lights

In case of an absence or a malfunction of the red & yellow starting lights, the clerk of the course will inform the drivers, and the procedure will remain the same, but a flag will be used as follows to replace the starting lights:

- The National flag is raised = red starting lights ON.
- The National flag is lowered = red starting lights OFF.
- The yellow flashing lights will be replaced on the starting line will be replaced by yellow lights or yellow flags at marshals posts 1 & 2.

9 Race in rain conditions

- The Race Director has the authority to declare that the race is considered as in “Wet conditions”
- Unless the race director declares the race as “wet”, the use of slick (dry) tires is mandatory
- A “wet” race will have the total number of laps reduced to 80% of a dry race. The required number of laps for each class is announced by the race director.
- If a race is declared as “wet” while the karts are already on the starting grid or pre-grid, an additional 15 minute delay is granted to remove the slick tires and put on the wet tires. Chassis adjustments are also allowed during this 15 minute period.

10 Race Stoppage

10.1 General

Should it become necessary to stop a Race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director shall order a red flag to be shown at the Start Line.

Simultaneously, red flags will be shown at all Marshals’ Posts. The decision to stop the race or practice may be taken only by the Race Director. If the signal to stop racing is given all karts will immediately reduce their speed and come to a stop on the track at the place designated during the Briefing, considering that the classification of the Heat will be the classification at the end of the lap prior to that during which the signal to stop was given. The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop was given:

10.2 Less than 2 laps completed

If less than 2 laps have been completed by the leader, the Race will either be re-run in its entirety or abandoned, in which case the result becomes null and void.

10.3 Between 2 laps and 75% of the distance completed

If more than 2 laps but less than 75% of the distance scheduled for the Race has been completed by the leader (rounded up to the nearest whole higher number of laps), the Race Director shall, at his discretion, decide to:

- a) Consider the race finished. In this case the race result shall be declared as the finishing order behind the leader on the last full lap completed by him/her and before the race was stopped.
- b) Consider the race suspended and run it as a two-part race. In this case, the Race will be restarted as a single-file rolling start. Resuming start positions will be determined by the finishing order at the end of the lap before the one on which the race was suspended. Drivers “one lap down” shall be put in their correct position behind the drivers on the lead lap. The race distance shall be the number of laps required to make up the full race distance. The finishing order of the second part shall be the finishing

order of the race. Drivers “one lap down” in the first part shall be deemed to have finished the race 1 lap down unless they have unlapped themselves.

While racing is stopped, the whole course shall be considered as Parc Fermé and no work may be carried out on any kart. No one may enter the circuit without the express permission of the Clerk of the Course. If a kart leaves the circuit during the stoppage it will not be permitted to rejoin the race. Any kart not racing before the incident (that caused the stoppage) shall not rejoin the restarted race.

Karts involved in the incident that gave rise to the stoppage, or who subsequently stopped racing prior to the displaying of the red flag, may only rejoin the race if the Race Director, in consultation with the Chief Scrutineer, is satisfied that a kart is safe to continue without repair, and the Chief Medical Officer is satisfied that a competitor is fit to continue racing. Any such individual must restart at the rear of the field. All other karts may take the restart in their appropriate position. Exceptionally, if it becomes necessary to remove all karts from the circuit before the restart, Parc Fermé conditions apply and no work or repair may be carried out without the express consent of the Stewards or Race Director. This will be discretionary.

10.4 More than 75% of the distance completed

If 75% race distance or more has been completed by the leader (rounded up to the nearest whole higher number of laps), the Race will be deemed to have ended. The race result shall be declared as the finishing order behind the leader on the last full lap completed by him/her and before the Race was stopped.

11 Race Finishing Procedures

11.1 General

- The chequered flag signal indicating the end of the Race shall be given on the Start Line as soon as the leading kart has covered the full race distance.
- Should the signal indicating the end of the race be delayed for any reason, the Race will be deemed to have finished when, under normal circumstances, the end of the race would have been decided if there had been no delay.
- After having received the chequered flag, all karts shall directly go to the scales (and Parc Fermé) using the normal course of the track, without any unnecessary delay, without performing doughnuts, without stopping, without giving or receiving any object whatsoever and without any help (except that of Marshals if necessary).
- Any classified kart unable to reach the scales by its own means will be placed under the control of Marshals, who will supervise the movement of the kart to the scales with the assistance of the driver.
- For a finish to be considered valid, a driver must have crossed the Finish Line seated at the wheel of his/her kart and under its own power.
- Any driver removing both hands from the steering wheel whilst travelling at considerable speed, whether in celebration or not, will be adjudged to be driving dangerously and subject to a penalty, at the discretion of the Stewards.
- In the case of a dead heat on the Finish Line revealed by timekeeping, the rule for deciding between tying drivers shall be the fastest lap time recorded by each driver during the race concerned.

11.2 Parc Fermé

Only authorized Officials may enter Parc Fermé. No intervention of any kind is allowed there unless authorized by such Officials. When Parc Fermé is in use, Parc Fermé regulations will also apply in the area between the finishing line and the Parc Fermé entrance. Parc Fermé shall be sufficiently secure so that no unauthorized person can gain access to it. Any driver returning to Parc Fermé either during or after a race (for whatever reason) must report to the scales for weight verification. Drivers are not permitted to leave Parc Fermé until expressly permitted by the Officials. At the end of the protest delay of each class, the karts of the concerned class may be moved out of parc fermé.

11.3 Podium Ceremony

The Drivers classified 3rd, 2nd and 1st in the Final shall climb on the podium one after the other. They must wear their race overalls zipped up at prize giving ceremonies. If caps are supplied by the organizer, they must be worn by the drivers during the podium ceremony. Competitors who fail to adhere to these podium standards or who fail to appear for the podium ceremony without the approval of the Stewards may be subject to penalty, including monetary fines, exclusion from the event and loss of points and awards.

12 Scale / Weighing Procedure

- The official scale will be located in a clearly identified area, which will be indicated during the drivers' briefing. This scale is the only one which will be officially used and counted.
- On Race day, the usage of the scale is open to competitors until the beginning of the drivers' briefing but with the below restrictions:
 - Engines are not allowed to be fired. During the weighing procedure karts have to be pushed to and back from the scale.
 - Refueling is strictly prohibited at the scale area.
- After the Warm-up, the Qualifying Practice, the Pre-Final or the Final, each kart may be weighed (following instructions from scrutineers).
- If, following 2 calls, a driver is not present for the weighing procedure, he will be subject to a \$30 penalty fee. If the driver is not present after a third call, he will be excluded from the session concerned.
- If the kart is unable to reach the Weighing Area by its own means it will be placed under the exclusive control of the Marshals, who will take it there or have it taken there, and the Driver shall report to the Weighing Area as soon as he returns to the pits so that his weight may be established.
- No solid, liquid or gaseous matter or substance of any nature whatsoever may be added to a kart, placed on it or removed from it before Weighing (except by a Scrutineer within the framework of his official duties).
- Only Scrutineers and Officials may penetrate in the Weighing Area. No intervention whatsoever is allowed in that area unless it has been authorized by these Officials.
- A kart or a Driver is not allowed to leave the Weighing Area without the authorization of the Scrutineer.
- Any infringement to these provisions relating to the weighing of karts may entail the exclusion of the Driver and kart concerned.
- The Organizer shall place the scales at the entrance to the "Finish" Servicing Park and must provide for sufficient personnel to ensure the placing of the kart on the scales. Mechanics will be kept away from the karts until the Weighing Procedure of their karts is over, unless authorized by a Scrutineer.
- If the weight of a Driver and of his kart is under that specified in the Technical Regulations, the result will be communicated to the Entrant, and the kart and its Driver will be excluded from the session concerned.
- Drinking water from a clear plastic bottle is allowed in servicing park, before weighing, however any driver pouring water over head and race overall will be penalized with 1 (one) additional kilogram on the weight of kart and driver (i.e., $145 + 1 = 146\text{kg}$)
- A tolerance of 0,5kg will be acceptable during all weighing procedures (i.e. for 145kg, an indication of 144,5kg on the scale is OK).

13 Repairs / Mechanical Interventions on Karts

- Access to the Servicing Park is allowed only to people with official passes.
- No karts / persons are allowed to enter "Servicing Park" with any liquids. (Except water in clear transparent plastic bottles, for drinking purposes.)
- It is forbidden to take any tools and/or spare parts on board the kart.

- The Driver can receive technical help only in the areas determined during the Drivers Briefing.
- The following procedures are allowed during & after the Warm-up, after the qualifying session, and after the Pre-final race:
 - General visual check-up of the kart
 - Cleaning of the bodywork
 - Refuelling
 - Tire pressure check and adjustment
 - Lubrication of the chain
 - Chassis set-up (front & rear track, fasteners of seat, seat supports, bodywork & stabilizers)
 - Gearing: inspection/change of rear sprocket, engine sprocket and chain where applicable. Change of gear ratios for the DD2 & DD2 master classes.
 - Carburettor set-up (jets, needle pin)
 - Complete carburettor change (in that case the carburettor which has been taken of the kart must be given to the scrutineers for inspection & the replacement unit must have been previously checked & sealed by Pit Stop Karting)
 - Inspection / change of spark plug

14 Incidents and Penalties

14.1 Incidents

- An incident means a fact or a series of facts involving one or several Drivers or any Driver's action reported to the Stewards by the Race Director or noted by the Marshals and reported to the Race Director.
- In most cases, it will be the responsibility of the Stewards to decide, further to a report or a request of the Race Director if one or several Driver(s) is/are involved in an Incident. However, for some incidents (for example lack of weight) the Race Director can decide to apply an immediate penalty.
- The Stewards may use any means available (including videos and photos) to help make a decision regarding incidents.
- The Stewards' decisions may supersede those taken by the Race Director or Marshals.
- If a Driver is involved in a collision or an Incident and if he was informed of this by the Stewards within thirty minutes after the end of the race, he must not leave the circuit without their agreement.
- Penalties for incidents are determined by the gravity of the incident and the effects on the fairness of competition and the orderly conduct of the event.
- Only the Chairman of Stewards can overrule a decision made by the Officials.
- The power to reinstate a suspended or revoked driver's privilege rests solely with the Chairman of Stewards and will be based on the severity of the rules infraction and/or the seriousness of the act or omission.

14.2 Penalties

- The Penalties that apply to driver conduct are defined by Appendix D.

15 CIK front fairing

15.1 General information

- In accordance with CIK Sporting Regulations, the use of CIK Front Fairing and Front Fairing mounting kit of the bodywork homologation period 2015 – 2022 is mandatory for all RMC Lebanon Classes.
- As from the Qualifying session, until the Final Race, each driver must enter the Servicing Park / Assembly Area with the front fairing detached from their kart.
- The Mechanic or the Driver himself must mount the front fairing before the session start in the Pre-Grid / Assembly Area under the supervision of a Scrutineer.
- During Qualifying, Pre-Final and Final it is only allowed to install the front fairing to the correct position in the Repair Area.
- Correct installation of the “Front Fairing”:
The front fairing (using the front fairing mounting kit) must be in the correct position at all times during a competition (as per Technical Drawing No. 2d in CIK Sporting regulations specific prescriptions).
- As from the moment the “Last Lap” panel is presented to the Drivers the Repair Area will be closed.

15.2 CIK front fairing related penalties

- The black flag with an orange disc will not be shown to a driver if his front fairing is no longer in the correct position.
- If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the “black and white chequered flag was waved and the kart(s) concerned crossed the finish line, in all situations a time penalty of 5 seconds will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal.
- Should a Driver be found to have intentionally replaced/reinstalled a front fairing which was not in the correct position, at any time on track or after the “black and white chequered flag” was waved, the concerned Driver will be excluded from the competition.

16 Protests and Appeals

- Participants who are being penalized will be notified at the scales or via the public address system to report to the Stewards Office and should report to the Stewards Office immediately.
- Participants under the age of 18 must report with their parent or legal guardian.
- Participants who do not sign the penalty notification form at the scales or who do not report to the Stewards Office within 10 minutes of being notified will be denied the ability to protest the penalty.
- The ATCL Steward(s) will provide details of the penalty to the participant.
- Protest forms will be available at the Stewards Office.
- A protest must be presented to the chairman of stewards within 30 minutes after the posting of results for the concerned class.
- Please refer to articles 12 & 20 of the National Sporting Code.

17 Points scoring

Championship points are awarded for the Pre-Final and the Final finishing positions at each Round as per the following tables:

Pre-Final

Position	Points		Position	Points		Position	Points
1	15		5	7		9	3
2	12		6	6		10	2
3	10		7	5		11	1
4	8		8	4			

Final

Position	Points		Position	Points		Position	Points
1	30		6	12		11	5
2	24		7	10		12	4
3	20		8	8		13	3
4	17		9	7		14	2
5	14		10	6		15	1

Bonus Points:

The driver who qualifies in pole position in each class will be awarded 1 bonus point.

The driver who scores the best lap time in each class (final race only) will be awarded 1 bonus point.

Non-Finish (DNF):

In the case of a DNF in the Pre-Final the number of points awarded will be determined by the driver's classified position + 3 positions.

In the case of a DNF in the Final the number of points awarded will be determined by the driver's classified position.

Did Not Start (DNS):

Any competitor who started the formation lap but did not take the race starting signal will be considered as a DNS.

For the Final and Pre-final, a DNS competitor will not be awarded any point (0).

Race drop:

At the conclusion of the season, each driver must drop his/her worst overall round scores to determine an ultimate Championship total.

Any round during which a disqualification or an exclusion from a Pre-Final or Final race has occurred is not eligible for deduction.

IV- ORGANIZER'S SUPPLEMENTARY PROVISIONS:

1 Fuel:

All competitors are required to race using the official fuel and oil as supplied on race day by the employees of the track, under the supervision of a technical steward (or any officially appointed marshal). It is strictly forbidden to use any kind of fuel additive.

2 Distribution and limitation of tires:

- All competitors are required to race on Mojo race tires purchased from and distributed by Pit Stop Karting SARL.
- No tire treatments of any kind are allowed. This is a post tech item.
- Competitors are allowed one set of dry Mojo race tires and one set of wet Mojo race tires for each event.
- Mojo race tires for all classes will be redeemed at the Servicing Park as per the tire distribution schedule listed on the official schedule.
- Competitors are allowed to use the same set of tires for more than one event, provided that the tires are store & secured by Pit Stop Karting between the events.
- No modification or alteration, including treating, heating, or cutting/truing/re-profiling of any tires is allowed. Non-compliance may result in exclusion from the event and loss of all points acquired during previous 2022 Rotax Max Challenge Lebanon events.

3 TRANSPONDER:

3.1 Transponder Type:

All karts participating in the Lebanon RMC should be equipped with a new generation MyLaps X2 transponder. That type of transponder is available for sale at Pit Stop Karting or can be purchased from any karting / racing reseller. The driver / entrant has the sole responsibility of ensuring that the fitted transponder is fully charged & functional.

3.2 Transponder Fitting:

It is the driver's responsibility to ensure that the transponder is fitted securely and in the correct position at all times when racing. Failure to do so may result in either loss of the transponder or intermittent function or malfunction, which in turn, will lead to non-classification.

V- TECHNICAL REGULATIONS

1 GENERAL:

The Rotax Mojo Max Challenge 2022 series technical regulations (www.maxchallenge-rotax.com/regulations/technical.html) apply to the Lebanese Rotax Karting Championship 2022 (Lebanon RMC).

Specific amendments for the Lebanon RMC are detailed in the present regulations.

Additional amendments may be made at any time by Pit Stop Karting SARL and ATCL by way of Competitor Bulletins or Event Supplementary Regulations which will be posted on the Official Notice Board at each event.

CIK Regulations apply to all safety issues except where otherwise stated. Karts are only allowed to race if they are in a condition which meets CIK safety standards and if they comply with the regulations. They must be maintained in such a way as to not represent a danger to the driver or other participants/spectators.

Remember **“ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN.”**

2 KARTS:

2.1 Chassis:

Any chassis with a valid CIK homologation and approved by ATCL and Pit Stop Karting SARL will be sanctioned to race.

- a) Chassis tubing: round tubing only.
- b) Maximum diameter of rear axle = 50 mm, minimum wall thickness according to CIK-FIA rules.

Drivers will be allowed only one chassis per meeting. In the exceptional case of the chassis sustaining irreparable damage during the course of the meeting (i.e. in the opinion of the Technical Scrutineer it is neither safe nor practical to repair), at the discretion of the Clerk of the Course (in consultation with the Stewards), a replacement chassis may be used. This chassis must first be inspected and approved for use by the scrutineers.

Specific requirements are applicable for the different classes and are detailed in Appendix B & Appendix C of the present regulations.

2.2 Bumpers and Bodywork:

Only CIK homologated bumpers and bodywork are legal to use.

2.3 Wet Race:

In case of a “WET RACE” the following sentence of the CIK Technical Regulations 2.7.1.4 is NOT valid. “In the case of a wet race, side body work may not be located outside the plane passing through the outer edge of the rear wheels”.

2.4 Rims:

Wheel rims must be fitted with a minimum of three bead retaining screws in line with CIK/FIA rules, Technical Regulations, Art.2.22.

2.5 Engines:

- Only engines originally imported to Lebanon or Jordan from Rotax by Pit Stop Karting SARL or Azimut Automotive SAL and having been sealed by Pit Stop Karting SARL will be deemed legal.

- The only exception to the above rule is the case of engines originally provided by Rotax to the Rotax Max Grand Finals 2015, 2016, 2017, 2018, 2019 & 2021 official chassis partners and bought directly by a customer. In that case, the engine seal and ID will be checked by Pit Stop Karting, and if they are considered compliant (engine & carb seal from official Rotax partner, original engine ID) a fixed fee of US\$400 will be charged and the seals will be replaced by Pit Stop Karting seals. Once an engine has been approved as per this rule, it will be deemed legal as if it was originally imported to Lebanon or Jordan from Rotax by Pit Stop Karting SARL or Azimut Automotive SAL.
- All carburetors used for RMC Lebanon in all classes should be previously checked and sealed by Pit Stop Karting.
- Technical information specific to the Junior, Max, DD2 and DD2 master classes is detailed in Appendix C of the present regulations.
- Technical information specific to the Micro and Mini classes is detailed in Appendix B of the present regulations.
- The inspection and sealing of the engines are intended to make sure that all engines comply with the Technical Regulations as defined by BRP-POWERTRAIN-ROTAX.
- Pit Stop Karting SARL is appointed by the authorised distributor for Rotax Kart Products in Lebanon & Jordan. As such, Pit Stop Karting SARL is the authorised service centre for Lebanon and Jordan and is the only sealing authority.
- Only genuine Rotax components that are specifically designed and supplied for the FR125 MAX and range of engines are legal. These Rotax parts must be obtained from Pit Stop Karting SARL and / or by its Jordanian official dealer (Jordan Motorsports-ASN).
- Any engine without a valid Pit Stop Karting SARL seal and accompanying “Rotax Engine Identity card” issued by Pit Stop Karting SARL will not be permitted.
- Loss of the “Rotax Engine Identity card” will necessitate a replacement and an accompanying fee of US\$ 25.
- ONLY ONE engine per driver per meeting will be allowed.
- In exceptional cases, (e.g. engine(s) submitted at Scrutineering experience technical failure) drivers may have the option of using a spare engine for this purpose, but this is at the discretion of the Race Director in consultation with the Stewards and the event organisers.
- Engine seals may only be removed/replaced by Pit Stop Karting SARL.
- Engines with a broken or invalid seal may not be used.
- Pit Stop Karting SARL will maintain a list of all approved and sealed engines which are deemed legal and shall not be dismantled and inspected unless a protest (accompanied by a US\$ 1000 cash bond) has been presented by a competitor claiming that a particular engine is suspect. In that case, the suspected engine shall be dismantled and inspected by the approved Pit Stop Karting SARL technician under supervision of ATCL technical stewards and the findings will be communicated to all parties concerned. In case the engine is declared legal, all fees related to the inspection will be deducted from the US\$1000 cash bond. In case the engine is declared illegal, the offending driver/competitor will be responsible for the payment of the fees and the offending driver will be disqualified from the event.

- AN ENGINE WHICH HAS BEEN TAMPERED WITH AND WHICH HAS BEEN DECLARED ILLEGAL BY PIT STOP KARTING SARL &/or ATCL WILL BE EXCLUDED FROM COMPETITION AND WILL NOT BE RE-SEALED UNDER ANY CIRCUMSTANCES.

2.9 Chain Guard:

In all categories (except DD2 classes), a chain guard is compulsory and must be an effective protection over the top and both sides of the exposed chain and sprocket, and extend to at least the lower plane of the rear axle.

3 SAFETY EQUIPMENT

All safety wear (helmet, gloves, boots, race suits) must be approved under the CIK Karting Technical Regulations, Article 3.

3.1 Crash Helmet:

The driver must wear a full-face helmet with efficient and unbreakable protection for the eyes.

Helmets must comply with one of the below standards for drivers under 15yrs:
Snell-FIA CMS2007, Snell-FIA CMR2007

Helmets must comply with one of the below standards for drivers 15yrs +: Snell Foundation K98, SA2000, K2005, SA2005, K2010, SA2010 and SAH2010, British Standards Institution BS6658-85 type A and type A/FR, SFI 31.1A, SFI 31.2A, FIA 8860-2004, FIA 8860-2010

3.2 Race Suit:

Fabric overalls must have a "Level 2" homologation granted by the CIK-FIA, bearing in a visible way the CIK-FIA homologation number. They must cover the whole body, legs and arms. Overalls remain valid 5 years after their date of manufacturing and the homologation (period during which they can be produced) is valid for 5 years.

3.3 Gloves:

Gloves must be in good condition and must completely cover the hands and fingers.

3.4 Racing Shoes:

Racing shoes must be in good condition and must cover and protect the ankles.

VI- REGULATORY AMENDMENTS

Pit Stop Karting SARL & ATCL reserve the right to issue additional statements concerning the Rules and Regulations from time to time. All such statements will

be issued to all registered competitors by way of Competitors' Bulletins at Race Meetings.

VII- ADVERTISING ON KARTS, OVERALLS AND HELMETS

Competitors may be obliged to carry official ATCL, RMC Lebanon stickers and sponsor logos on their karts, race suits and helmet. Any such advertising material will be provided by the Organisers along with instruction on positioning as necessary. Competitors are responsible for the presentation and preservation of sponsor stickers/logos.

Competitors may be required to remove decals/stickers and other advertising which may conflict with the series sponsors.

Competitors may be required to take part in further promotional activities at the rounds or the prize giving. Prize winners may be obliged to wear a sponsor cap, if supplied by Race Organiser, during the award presentation.

VIII- GENERAL SAFETY

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

B) During Warm-Up, Qualifying Practice and the races drivers may use the track only and must at all times observe these regulations relating to driving on circuits.

C) During Warm-Up, Qualifying Practice and the races, a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or impede another Driver. If the Driver is unable to remove the kart from a dangerous position by driving it, and if a safe condition exists, the marshal may choose to assist; however, if the kart restarts as a result of such help, it will be excluded from the classification of the Qualifying Practice or the race in which this help was provided.

D) Except for medical or safety reasons, the Driver must stay close to his kart until the end of the session during Warm-Up, Qualifying Practice or the races.

E) Except in cases expressly provided for by the Regulations no one except the Driver is authorised to touch a stopped kart unless it is in the Servicing Park.

F) During Qualifying Practice and the races, the kart may be restarted only by the Driver himself, except if he restarts from the Servicing Park. The Driver may not receive any outside help on the track during the running of an Event, except in the Servicing Park, which he may reach only by his own means.

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

H) No Driver may leave the Servicing Park without having been authorised to do so by the Marshals.

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

J) Any Driver who intends to leave the track, to return to the Servicing Park shall demonstrate his intention in due time by raising his hand and shall ensure that he may do so safely.

K) During the Event and at the order of the Race Director a Driver who breaches the Technical Regulations, except during the final lap, must stop in the Servicing Park and remedy the breach before re-joining the track.

L) All competitors may be queried by the Stewards or the Race Director at any time about their knowledge of flags and procedures. Failure to provide the correct response may result in exclusion from the event.

M) Any driver who, in the opinion of the officials, cuts the track with the intent to gain an advantage may be disqualified from the race-day.

IX- CODE OF DRIVING ON KART CIRCUITS

1 Observance of signals

Each competitor shall adhere to the following flag signals.

Any driver that commits a flag procedure infraction is subject to penalties at the discretion of the Race Director.

2 Flags used

Standing Yellow Flag - Continue at racing speed. Minimal danger ahead requiring driver's attention. No passing until clear of the incident.

Waving Yellow Flag - It indicates that there is a problem on the course ahead. The driver is to proceed with caution and raise a hand to signal following drivers. Any driver failing to reduce speed after passing a waving yellow flag may be assessed time or position penalties. A driver is not to pass another driver from the point that the waving yellow flag is being displayed until cleared of the incident. Passing on a waving yellow flag may result in position penalties.

Green Flag - The green flag is used to indicate the end of a "caution/no passing" zone, which has been signalled by a yellow flag.

A green flag may also be displayed at the start of warm-up, qualifying and races to indicate that the karts may leave the pre-grid and take the track (sometimes replaced by the National flag).

Blue Flag - A blue flag indicates that the driver is being approached by faster kart(s) about to overlap him. The driver being overlapped is to make room for the faster kart(s) and point to the safest side for the pass. The driver is not to race the overlapping kart(s).

Red Flag - A red flag indicates the necessity to stop a Race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue. The Race Director shall order a red flag to be shown at the Start Line. Simultaneously, red flags will be shown at all Marshals' Posts. If the signal to stop racing is given all karts will immediately reduce their speed and come to a stop on the track at the place designated during the Briefing.

Rolled Black Flag - A Rolled Black Flag may be displayed as a warning of a driving infraction. If the driver does not heed the rolled Black Flag warning, the Unrolled Black Flag may be displayed.

Unrolled Black Flag – An Unrolled Black Flag indicates that the driver has committed an infraction. A sign board with offending kart number will also be displayed. The driver is to immediately report to the Pit Lane. Failure to respond to the Black Flag will result in lap penalties or disqualification.

Black Flag with Orange Disc (Mechanical black flag). – If a black flag with an orange disc is displayed the driver has a mechanical situation requiring the driver to report to the Servicing Park. A sign board with offending kart number will be displayed at finish flag area. The driver is to immediately report to the Servicing Park. Failure to respond to the Mechanical Black Flag may result in lap penalties or disqualification.

White Flag: A white flag is displayed to indicate that the race has one more lap.

Chequered Flag: A chequered flag is displayed at the finish of competition or practice. A driver is to race to the chequered flag irrespective of the lap number.

Chequered Flag with a Black Flag: A chequered flag displayed at the finish of competition with a black flag indicates that the results of that session are under officials' protest, and a final result is pending the Stewards decision.

3 Overtaking

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

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

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

D) Any obstructive manoeuvre carried out by one or several drivers, either having common interests or not, is prohibited. The persistent driving abreast of

several karts, as well as fan-shaped arrangement, is authorised only if there is not another kart trying to overtake. Otherwise the blue flag will be waved.

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

F) The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the exclusion of the Drivers concerned.

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

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

4 Stopping of a kart during the race

- The Driver of any kart leaving the race shall signal this intention in good time by raising his hand and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to the point of exit. Failure to raise a hand could result in time penalties.

- During Warm-Up, Qualifying Practice and the races a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or impede another Driver. If the Driver is unable to remove the kart from a dangerous position by driving it, and if a safe condition exists, the marshal may choose to assist; however, if the kart restarts as a result of such help, it will be excluded from the classification of the Qualifying Practice or the race in which this help was provided. Except for medical or safety reasons, the Driver must stay close to his kart until the end of the Warm-Up, Qualifying Practice, or the race.

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

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

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

5 Entrance to the pits (or Servicing Park)

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

- Any driver intending to leave the track or to enter the pits or the Servicing Park shall signal his intention in good time by raising his hand and make sure that it is safe to do so. Any driver failing to raise his hand when leaving the track may be assessed time or position penalties.

6 Dangerous driving

- The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the exclusion of the drivers concerned.
- Contacts / collisions (during the race, deceleration lap included): sanctions may be imposed on a driver who abuses another driver.

7 Off-Track driving / Cutting the Track

- The racetrack alone shall be used by the Drivers during the race.
- If a kart leaves the racing surface (all four wheels off the white track limit line) for any reason it is the driver's responsibility to safely re-enter the track. Failure to make a substantial effort to do so may result in a minimum of 1 position penalty.
- Any driver who, in the opinion of the officials, cuts the track with the intent to gain an advantage may be disqualified from the race-day, and will not be allowed to drop said disqualification from their Championship Points totals.

X- CODE OF CONDUCT FOR DRIVERS

- Participating in a Rotax Max Challenge event or series is a privilege, not a right. All RMC participants, when participating in any RMC activity, agree to conduct themselves in accordance with the spirit of this code of conduct.
- Participants are at all times responsible for the conduct of their mechanics, parents/guardians, team members and guests. A violation of these Regulations committed by an entrant, driver, mechanic, parent/guardian, team member or guest may be directly chargeable to the entrant or driver and result in penalties that may ultimately affect the outcome of a competition.
- 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 events. Only approved racewear (e.g.: helmet, gloves, race boots and suit) to be used by the driver, according to the regulations.
- It is the participant's own responsibility to identify and measure his/her own skill level against his/her competitors, and take responsibility for the risks associated with training, testing and or racing. It should be noted that a basic level of competence is required.
- It is the participant's responsibility to declare, prior to any participation in training, testing or racing, of any medical condition or medication required that may be relevant in the event of an emergency.
- All participants are required to display courtesy and etiquette to other members and participants in training, testing and race events. Any disputes or

problems that may arise during an event must be addressed in a respectful manner, to the correct person (official) at the event.

- The safety of children within the sport is a priority. Knowledge of the code of ethics surrounding care of children in sports will be promoted and encouraged.

It is the participant's own responsibility to ensure the safety of children at training, testing or racing events.

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

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

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

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

- Failure to comply with any of the above provisions may lead to disciplinary action including, but not limited to, one or all the following:

- Temporary or permanent Lost of privilege to race in a Rotax Max Challenge activity
- Exclusion from an RMC competition
- Removal from the race premises for the duration of an event
- Any other restriction appropriate under the circumstances