



ROTAX MAX CHALLENGE –UNITED STATES

Sporting Regulation

Version: July 25th, 2011

Index:

Chapter A) Rotax Mojo Max Challenge Sporting Regulations 2011

- 1. General** page 5.
- 2. Status of the Challenge** page 5.
 - 2.1. Classes** page 5.
- 3. Regulations** page 6.
 - 3.1. License** page 6.
 - 3.2. Age Limits** page 6.
 - 3.3. Race Event** page 7.
 - 3.4. Classification** page 8.
 - 3.5. Starting Procedure** page 8.
 - 3.6. Entry Fee** page 9.
 - 3.7. Eligible Drivers for RMCUGF 2011** page 9.
 - 3.8. Minimum Weight** page 11.
 - 3.9. Advertising on Karts** page 11.
 - 3.10. Promotions** page 12.

Chapter B) Rotax Mojo Max Challenge Grand Finals page 12.

Chapter C) Rotax Max Challenge United States (RMCUS) page 13.

- 1. National Organizer** page 13.
- 2. License** page 13.
- 3. National Final** page 14.
- 4. Qualification for the National Final** page 14.
- 5. National Final Description** page 14.
- 6. Eligible Engines and Seals** page 14.
- 7. Technical Inspector appointed by the National Organizer** page 14.
- 8. Protest of Technical Disqualification** page 15.
- 9. 2011 RMCUS Age Structure** page 15.
- 10. National Point Structure** page 16.

Chapter D) Rotax Max Challenge Pan American Challenge	page 17.
1. Invitational Organizer	page 17.
2. License	page 17.
3. 2011 Pan-American Challenge (Pan-Am)	page 17.
4. Qualification for the Championship	page 17.
5. Date and Places of Qualification	page 18.
6. 2011 Pan-American Championship description	page 18.
7. Eligible Engines and Seals	page 18.
8. Technical Inspector appointed by the National Organizer	page 18.
9. Appeal of Technical Disqualification	page 18.
10. Parc Ferme	page 19.
11. 2011 Pan-American Challenge Age Structure	page 19.
Chapter E) RMC Supplemental Sporting Regulations 2011	page 20.
1. General Conditions	page 20.
2. Eligible Karts and Equipment	page 20.
3. Sporting Checks and Pre-Tech/Scrutinizing	page 21.
4. Officials	page 22.
5. Briefings	page 22.
6. General Safety	page 22.
7. Fuel and Oil	page 24.
8. Tires	page 24.
9. Parc Ferme	page 24.
10. Repair Area	page 24.
11. Hot Pit	page 25.
12. Grid Area	page 25.
13. Servicing Park/Tech-Area/Scrutineering	page 25.
14. Signification of Flags	page 25.
15. Instructions and Communications to Drivers	page 27.
16. Event	page 27.
17. Timing and Scoring	page 28.
18. Qualifying	page 28.
19. LCQ	page 30.

20. Starting Grid	page 30.
21. Race Distances	page 31.
22. Starting Procedure	page 31.
23. Overtaking	page 34.
24. Stopping a Race, Qualifying, or Practice	page 34.
25. Restarting a Race	page 35.
26. Red Flag Procedures	page 36.
27. Finish	page 37.
28. Wet Race	page 37.
29. Scale Procedures	page 38.
30. Incidents	page 39.
31. Updated/New Regulations	page 40.
32. Protests and Appeals	page 41.
33. Podium	page 41.
34. Fire Extinguisher	page 41.
35. Video and Photography	page 41.
36. Event Area Access	page 41.
37. Event Clean Up	page 41.

References on the Web:

- Rotax Max Challenge United States (RMCUS)
 - www.gorotax.com
- Pan American Challenge (Pan-AM)
 - www.panamericanchallenge.com
- Rotax Max Challenge Grand Finals (RMCGF)
 - www.maxchallenge-rotax.com
- CIK-FIA rules and regulations
 - www.cikfia.com

Hierarchy of Rules:

(The following rule hierarchy has been established)

- Event Supplemental Regulations
- RMC 2011 Supplemental Sporting Regulations
- RMC 2011 Supplemental Technical Regulations
- RMC Sporting Regulations
- RMC Technical Regulations



A) ROTAX MOJO MAX CHALLENGE

Sporting Regulations 2011

(The Sporting regulations 2011 replace the sporting regulations 2010)

1. General:

Chapter A) ROTAX MOJO MAX CHALLENGE Sporting Regulations 2011: Describes the concept of the ROTAX MOJO MAX Challenge program and specifying the regulations for the national RMC's in various countries which are the basis for the qualification for the RMCGF.

Chapter B) ROTAX MOJO MAX GRAND FINAL (RMCGF) Sporting Regulations describe the sporting regulations for those events.

-All the parties concerned (FIA, CIK-FIA, ASN, Organizers, Entrants and Circuits) undertake to apply and observe the rules governing the race events.

-ANYTHING WHICH IS NOT EXPRESSILY ALLOWED IF FORBIDDEN

2. Status of the Challenge:

-The RMC and RMCGF are recognized by CIK-FIA according to the "2003 Karting Recognition regulations" dated 16.09.2002.

-Only one RMC per country will be sanctioned by BRP-POWERTRAIN for the qualification of drivers to the RMCGF. Only the authorized BRP-POWERTRAIN distributor (in United States: MAXSpeed Group INC) has the exclusive right to organize a national RMC.

-The ROTAX MOJO MAX Challenge (RMC) will be run as a national Club sport event, and must be sanctioned by the Nationals Sporting Authority (ASN) of the Particular country.

2.1 Classes at the RMC, RMCGF:

-RMC: Micro Max, Mini Max, Junior Max, Senior Max, Masters Max, DD2 and DD2 Masters

-RMCGF: Junior Max, Senior Max, DD2 and DD2 Masters

-It is not allowed that 2 classes are racing together in the same race (except if 2 classes are next to each other regarding age (Micro/Mini, Mini/Junior, Junior/Max, ETC)).

3. Regulations:

3.1 License:

- RMC drivers must be a permanent resident of the country he is racing the RMC to be able to qualify for RMCGF.
- Any Competitor wishing to take part in the RMC who actually holds or held an international 'A' or 'B' grade kart license during 2010 and 2009 may apply to BRP-POWERTRAIN for a waiver. This application must be in writing stating relevant information including results and dates of CIK events participated in during the last 3 years. The application must be stamped by the ASN and the Distributor who will forward this to BRP-POWERTRAIN. BRP-POWERTRAIN's decision in such cases will be final and no correspondence will be entered into.
- Drivers who held such a license before 2008 are legal to take part in the RMC.
- Drivers competing at the RMCGF must hold at least an "international C license" and an "International Entrant License" delivered by an ASN which is a member of the CIK-FIA. Drivers who are still under age and do not have full legal capacity cannot be their own entrant (according to Article 2.7 of the General Prescriptions to the CIK-FIA International Karting Regulations).
- For all RMC classes a national Kart License or Club Level sport License is required, depending on requirements of ASN.

3.2 Age Limits: RMC 2011:

Micro Max class:

- Age limits according to National Regulations

Mini Max class:

- Age limits according to National Regulations

Junior Max class:

- To participate in any of these national events the driver must have his/her 13th birthday during 2011. He/She must have his/her 17th birthday after 12.31.2011.

Max and DD2:

- To participate in any of these national events the driver must have his/her 15th birthday during 2011.

Max Master and DD2 Master Class:

- To participate in any of these national events the driver must have his/her 32nd birthday during 2011.
- All drivers fulfilling the age limits of RMC 2011 are legal to qualify for the RMCGF 2011.

3.3 Race Event:

3.3.1 RMCGF:

- The RMCGF is run over one single event
- The RMCGF is an international Restricted Event (according to article 19 of the FIA International Sporting code), by invitations controlled by BRP-POWERTRAIN.
- Expenses for supplied karts, engines, tires, fuel, and entry fee for qualified drivers (see 3.7) of the RMCGF are covered by BRP-POWERTRAIN and its distributors, as long as these “RMC Sporting Regulations” and “RMC Technical Regulations” are followed in their national RMC classes.

3.3.2 Invitations to the RMCGF are distributed in the following order:

Pan-American Challenge

- First priority: if you win the Pan-American Challenge you must use this ticket over all others listed

Florida Winter Tour

- Second priority: takes precedence over COA and US Grand Nationals

Challenge of the Americas

- Third priority: takes precedence over US Grand Nationals

US Grand Nationals

- Last priority: but still the true US National Champion. This ensures that Team USA will have 8 drivers participating at the Rotax Grand Finals

3.3.3 RMC:

- Each Race event of a RMC consists of non-qualifying practice, qualifying practice, heats (to qualify for pre-final and final, if necessary), pre-final and final. It is possible to have 2 race events on one day (i.e. pre-final A, B and Final A, B).

- **Non-qualifying practice:** certain time according to length of race track, determined by the race organizer.
- **Qualifying practice:** certain time according to length of race track, determined by the race organizer.
- **Heats to qualify for pre-finals:** Number of heats according to the national organizer of the challenge. Minimum of 10km or 15 minutes.
- **Pre-Final:** A starting grid of maximum 34 drivers. The race director may authorize additional drivers according to the length of the track and the CIK-FIA regulation. Race minimum 15km or 15 minutes. Points will be scored according the event organizer and posted event supplemental regulations.
- **Final:** A starting grid of maximum 34 drivers. The race director may authorize additional drivers according to the length of the track and the CIK-FIA regulation. Race length minimum of 20km or 20 minutes. Points will be scored according the event organizer and posted in the event supplemental regulations.

-Definition of non-finisher: A non-finisher is a participant that was physical part of the starting grid at the start of the warm up lap, even if the participant could not reach the green flag, or green lights, due to mechanical failure.

-In case of being a half point race, only 2.5 points of last finisher are given to non-finishers.

-For Micro, Mini, Junior RMC the distance or duration will be decided by the event organizer.

3.3.4 Minimum Number of RMC race events:

-If there is only 1 single national RMC a minimum of 5 race events must be organized, so that drivers are allowed to qualify for the RMCGF.

3.4 Classification:

3.4.1 RMCGF:

-The classification of the RMCGF will be that of the final.

3.4.2 RMC:

3.4.2.1 Points:

-Only points achieved at the pre-final(s) and final(s) of a race event count towards the overall score. (See also 3.3.2.2)

3.4.2.2 Overall Score:

-All results of pre-finals and finals will count for overall score of a RMC. Date of last national RMC race events. October 24th 2011, later dates need written confirmation of BRP-POWERTRAIN.

-In case of 2 or more drivers finish the season with the same number of points, the higher place in the championship will be awarded to:

- The holder of the greatest number of first places in final races, if the number of first places is the same, the holder of the greatest number of second places in final races and so on until a winner emerges.
- If it is not possible to break a tie with results of the final races the holder of the greatest number of first place in pre-final races, if the number of first places is the same, the holder of the greatest number of second places in pre-final races and so on until a winner emerges.
- If this procedure fails to produce a result BRP-POWERTRAIN will nominate the winner according to such criteria as deems fit.

3.4.2.3 Bonus Points:

-Bonus points can be awarded as per event supplemental regulations

3.5 Starting Procedure:

3.5.1 RMCGF and IRMC:

-For RMCGF and IRMC the regulations for "Rolling starts for karts with clutches and without gearboxes" of the CIK-FIA general regulations apply for all RMC categories.

3.5.2 RMC:

-1 warm up lap, followed by 1 formation lap (strictly no overtaking) and rolling start will be the standard for all RMC.

3.6 Entry Fee:

-Entry fee for the RMCGF is free of charge, for all other IRMC and RMC event fee will be determined by the event organizer.

3.7 Eligible Drivers for RMCGF 2011:

-The total number of drivers that can qualify for the RMCGF 2011 will be:

Junior Max	72
Senior Max	72
DD2	72
DD2 Masters	36

3.7.1 Qualification mode for RMCGF:

-Following Drivers will be qualified:

Junior Max class:

-The overall winner of each national RMC 2011 Junior Max class which got authorized in writing by BRP-POWERTRAIN.

-Additional drivers qualify via international or zone ROTAX MAX CHALLENGES (number of drivers to be mentioned in the sporting regulation of the respective race series)

Senior Max class:

-The overall winner of each national RMC 2011 Senior Max class which got authorized in writing by BRP-POWERTRAIN.

-Additional drivers qualify via international or zone ROTAX MAX CHALLENGES (number of drivers to be mentioned in the sporting regulation of the respective race series)

DD2 class:

-The overall winner of each national RMC 2011 DD2 class which is authorized in writing by BRP-POWERTRAIN

-Additional drivers qualify via international or zone ROTAX MAX CHALLENGES (number of drivers to be mentioned in the sporting regulation of the respective race series)

DD2 Masters class:

Qualification options:

-The overall winner of each national RMC 2011 DD2 Master class which got authorized in writing by BRP-POWERTRAIN.

And/or

-The overall winner of each national RMC 2011 Max Master class which got authorized in writing by BRP-POWERTRAIN.

And/or

-Overall best placed master driver (fulfilling the age limits for a Master category) of a national RMC 2011 MAX or DD2 class which got authorized in writing by BRP-POWERTRAIN.

-Additional drivers qualify via international or zone ROTAX MAX CHALLENGES (number of drivers to be mentioned in the sporting regulation of the respective race series)

Other Qualification Possibilities:

Wild Card:

-Wild Cards may be offered to countries without an RMC or to countries where a distributor got established after 01.05.2011.

-BRP-POWERTRAIN reserves the right to offer wild cards to drivers according to criteria as it deems fit.

Driver Package:

-Driver packages for additional drivers may be offered to countries organizing an RMC according to valid technical and sporting regulations 2011 only.

-BRP-POWERTRAIN reserves the right to offer wild cards to drivers according to criteria as it deems fit.

Other rules:

-If a driver is qualified from an international ROTAX MAX CHALLENGE series and from a national RMC at the same time, the qualification at international level Has higher priority for the qualification to the RMCGF. In such a case the next placed driver of the national RMC will qualify for the RMCGF.

-If a driver is qualified from 2 or more different national/zone ROTAX MAX CHALLENGE series or national RMC at the same time BRP-POWERTRAIN reserves the right to decide from what series or national RMC he will qualify for the RMCGF.

-If a driver is qualified in 2 categories he/she can participate at the finals in the higher ranked category only.

Ranking is as follows: (DD2 / MAX / DD2 Masters / Max Masters / Junior)

-BRP-POWERTRAIN reserves the right to grant additional drivers from different classes to different countries under certain conditions to participate at the RMCGF 2011.

Prize Giving:

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

3.8 Minimum Weight:

-At all times, the minimum weight for the kart, including driver and all required safety equipment (helmet, overall gloves, etc.) are as follows.

-For Micro Max and Mini Max classes the minimum weight is depending on national regulations.

Junior Max class:	145kg	320lbs
Senior Max class:	165kg	364lbs
Max Masters' class:	173kg	382lbs (recommendation only)
DD2 class:	173kg	382lbs
DD2 masters:	180kg	397lbs

3.9 Advertising on Karts:

RMCGF:

-Sponsor stickers supplied by the race organizer are optional to be placed on all karts participating in RMCGF events according to the supplementary regulations for each event.

-BRP-POWERTRAIN reserves the right to specify additional sponsor stickers. Additional stickers of other personal sponsors allowed, as long as those are not in conflict with existing sponsors on the bodywork of covering those.

-Sponsors regulations (voluntary scheme to be determined) must be in compliance with CIK-FIA sporting code and General Prescriptions.

RMC:

-Sponsor stickers supplied by the race organizer are optional to be placed on all karts participating in RMC events according to the supplementary regulations for each event.

-National organizer can declare them mandatory by offering an appropriate compensation in return for the advertising. This has to be clearly described in an appendix to the national sporting regulations.

3.10 Promotions:

-The Prize winners have to wear sponsor caps if supplied by the race organizer during the commendation ceremonies after the RMC races.

-All drivers agree that BRP-POWERTRAIN and its sponsors may use photographs of drivers) for advertising, promotion or public relations.



B) ROTAX MOJO MAX CHALLENGE GRAND FINALS

Sporting Regulations 2011

(The 2011 Rotax Mojo Max Challenge Grand Finals regulation is available on the Rotax Max Challenge website at www.maxchallengerotax.com)



C) Rotax Max Challenge United States (RMCUS)

1. National Organizer:

-The National Organizer of the ROTAX MAX CHALLENGE for the United States is MAXSpeed Group INC. The official website for the United States RMC is www.gorotax.com. Any changes or exemptions to RMC Sporting Regulations and RMC Technical Regulations in any regional RMC must receive the written approval of MAXSpeed Group INC.

2. License:

-All Rotax racers are eligible to hold US Rotax License/Membership. For participation in National Level events, i.e. US Grand Nationals, only US Citizens and Permanent Residents are eligible.
 -Participation in the 2011 Rotax Mac Challenge Grand Nationals requires the driver to present a current FIA/CIK National, International license or Annual (date-date) United States ASN membership (WKA).

Definition of permanent resident by the United States government;

- Non-U.S. citizen who has been given permission to make his or her permanent home in the United States.

-If you acquire permanent residence, you will be issued a green card to prove it. The terms permanent resident and "green card holder" mean exactly the same thing. You cannot be a permanent resident without a green card and you cannot have a green card without being a permanent resident. As a permanent resident, you may travel as much as you like, but your place of residence must be the United States and you must keep that residence on a permanent basis.
 -If you leave the United States and stay away for more than a year, you risk losing your green card. A link to the website with the above definition can be found below.

<http://www.nolo.com/definition.cfm/term/3FC4D406-1B07-4120-B4B09A6824005E0E>

-It is our goal to welcome everyone into the Rotax program. The spots available to the World Finals distributed at the Rotax Max Challenge Grand Nationals will be open to US Citizens and permanent residents only. We encourage all local and regional series to allow visitors working in our country to join the US Club Rotax and participate in their series whenever possible.

3. National Final:

-The United States Rotax Max Challenge Grand National for the Micro-Max, Mini-Max, Junior Max, Senior Max, Max Masters, DD2 and DD2 Masters classes will take place July 20th -23rd, at Miller Motorsports Park, Tooele, Utah. The Results of the final race will determine the qualified drivers for the Rotax Max Challenge Grand Finals in the Junior Max, Senior Max, DD2 and DD2 masters classes. The 1st and 2nd place finishers in the Junior, Senior, DD2 and DD2 Max classes will receive a ticket to the World Finals. If in case of a driver receiving a ticket to the World Finals cannot attend, the 3rd place finisher will receive the ticket and so on until a driver can attend.

Supplemental Event regulations will be posted prior to the event at www.gorotax.com.

4. Qualification for the National Final:

-To have the right to participate at the national final in Micro-Max, Mini-Max, Junior Max, Senior Max, Max Masters, DD2, and DD2 Masters, a driver must be a registered Rotax Max Challenge United States (RMCUS) member, have participated, before July 17th, in at least four RMCUS sanctioned races.

5. National Final Description:

-The national final in all RMC classes will be broken down in: timed practice, qualifying, heats, a second chance race, a pre-final and a final. The number of heats will depend on the number of drivers registered. The heats will take place under CIK-FIA rules and will determine the starting grid for the pre-final. The pre-final results will determine the starting grid for the final. In Junior Max, Senior Max, DD2 and DD2 Masters, only the results of the race will be taken in consideration for the invited drivers for the Rotax Max Challenge Grand Finals.

6. Eligible Engines and Seals:

-Only United States authorized Rotax service centers are allowed to check and seal engines.

-For RMCUS events, only engine of United States origin may compete. This would NOT include COA, FWT or Pan American Challenge events.

-Engine Identity Cards (Passports) must contain engine serial number, current engine seal numbers Top/Bottom and proper authorized service center stamp. Engines must be properly sealed, crimped and presented with U.S. Identity Cards also referred to as engine passports.

-All engines must be in conformity with the 2011 RMC Technical Regulations and RMCUS Supplemental Technical Regulations at all times.

-Double race weekend events: When engine seals are not removed during Saturday inspections, and same engine is used anytime during Sundays event, any under seal violations found on any engine used during both Saturday and Sunday event, will result in equal penalties for both days.

*IMPORTANT – During any official element, including official practice days, only declared equipment may be used.

7. Technical Inspector appointed by the National Organizer:

-The National Technical Director has been appointed by the National Organizer to oversee all technical matters within the Rotax Max Challenge United States.

-The National organizer may also appoint a technical inspector at any of the RMCUS race events.

-This technical inspector may, at any time during the event, conduct a technical inspection of Rotax engines. The power of this technical inspector is the same as the chief technical inspector appointed at the event by the series organizer.

8. Appeal of Technical Disqualification:

-Appeal process will be the sole responsibility of United States Technical Staff.

-If a competitor is found to be illegal the competitor may file an official technical protest. Basic appeal process will be as follows, if National Technical Director (NTD) is not present at event, information will be sent to NTD for FINAL resolution. If NTD is involved in inspection process a three person anonymous appeal board will make a decision.

-In this situation, most cases will be finalized at the track before podium. If the appointed technical director needs to send a part to the NTD this can be done and the results for this class will be held unofficial, until official ruling is made by the National Technical Director. A second appeal is not available.

9. 2011 RMCUS Age Structure:**Micro Max RMCUS (7-10) RMCN (8-10) 235 lbs. minimum**

-Participant must be 7 years old before competing in an official RMCUS event.

-To compete in 2011 RMCUS Grand Nationals his/her 8th birthday must be during 2011.

-Micro Max competitors starting the season within the age guidelines may compete thru the end of the competition year in their respective class.

Mini Max Age 9-12 265 lbs. minimum

-Drivers 9 to 12 years old. Driver must have his/her 9th birthday during 2011.

Junior Max Age 13-16 20 lbs. minimum

-Participant must have his/her 13th birthday during 2011.

-He/she must have his/her 17th birthday after December 31, 2011.

Senior Max Age 15 & up 365 lbs. minimum

-Participant must have his/her 15th birthday during 2011.

Masters Age 16 & up 405 lbs. minimum

-Drivers must have his/her 32nd birthday during 2011.

-Drivers 16 years and older may participate if he/she weighs more than 190lbs with normal safety gear and without helmet. They must have their 16th birthday during 2011

DD-2 Age 15 & up 385 lbs. minimum

-Participant must have his/her 15th birthday during 2011.

DD-2 Masters Age 32 & up 410 lbs. minimum

-Driver must have his/her 32nd birthday during 2011.

*For the Micro, Mini and Junior classes: once you move into an older class during any RMCUS series you may not move back unless directed to do so by the series race director.

10. National Point Structure:

-These will be announced a later date. Please stay tuned as we are currently creating a new point structure which will include all of 2011 race results.



D) Rotax Max Challenge Pan American Challenge

1. Invitational Organizer:

-The National Organizer of the ROTAX MAX CHALLENGE for the Pan-American Challenge is MAXSpeed Group INC. Any changes or exemptions to RMC Sporting Regulations and RMC Technical Regulations in any regional RMC must receive the written approval of MAXSpeed Group Inc.

-MAXSpeed Group Inc. has appointed Bill Wright (Owner of Formula Kart Productions) the official PAN-AMERICAN CHALLENGE promoter and race organizer for 2011. Within the United States, he will be assisted on the West coast by Andy Seeseman (Owner of the Challenge of the Americas). Visit www.PanAmericanChallenge.com for more information.

2. License:

-The 2011 Pan-American Challenge is an open license, open nationality, invitational Rotax Max Challenge. Participation in the 2011 Pan-American Challenge requires the driver to present a current FIA/CIK National, International license or Annual (date-date) United States ASN membership (WKA).

3. 2011 Pan-American Championship:

-The Pan-American Championship for the Micro-Max, Mini-Max, Junior Max, Senior Max, Max Masters, DD2 and DD2 Masters classes will take place September 22nd-25th, at New Castle Motorsports Park, New Castle, Indiana. Results of the final race will determine the qualified drivers for the Rotax Max Challenge Grand Finals in the Junior Max, Senior Max, DD2 and DD2 masters classes.

-Supplemental Event regulations will be posted prior to the event at www.PanAmericanChallenge.com.

4. Qualification for the Championship:

-To qualify for the Pan Am Championship Event licensed Rotax Max racers must participate in a minimum of four official Pan American Rotax Max Challenge qualifying races. Properly licensed Rotaxians can participate in any official Pan American qualifying race, regardless of where the event is held.

5. Date and Places of Qualification:

-Please visit the website below for qualifying dates and locations:

www.panamericanchallenge.com/2011-pan-am-info/qualifying-races.html

6. 2011 Pan-American Championship description:

-As an official Invitational Rotax Max Challenge, the Pan American RMC will provide an opportunity for Rotaxians from all over North, Central and South America, the Caribbean, and indeed every country in the world, to compete against the best Rotax Max racers from the Americas at The Pan Am Championship Event.

-The Pan-American Championship will be broken down in: timed practice, qualifying, heats, second chance race if needed, a pre-final and a final. The number of heats will depend on the number of drivers registered. The pre-final results will determine the starting grid for the final. In Junior Max, Senior Max, DD2 and DD2 Masters, only the results of the Final will be taken in consideration for the invited drivers for the Rotax Max Challenge Grand Finals.

7. Eligible Engines and Seals:

-All Rotax Authorized Distributors and their service centers only are allowed to check and seal engines.

-International and National Passports will be accepted during the event.

-All engines must be in conformity with the 2011 RMC Technical Regulations and RMCUS Supplemental Technical Regulations at all times.

-Double race weekend events: When engine seals are not removed during Saturday inspections and same engine is used anytime during Sunday's event, any under seal violations found on any engine used during both Saturday and Sunday event, will result in equal penalties for both days.

*IMPORTANT – During any official element, including official practice days, only declared equipment may be used.

8. Technical Inspector appointed by the National Organizer:

-The Event Organizer will appoint a chief technical inspector. This technical inspector may, at any time during the event, conduct a technical inspection of Rotax engines. The National Event organizer may appoint a certified technical inspector as an assistant; at any RMCPAC Event.

9. Appeal of Technical Disqualification:

-Appeal process will be the sole responsibility of the MAXSpeed Group Inc.

-If a competitor is found to be illegal the competitor may file an official technical protest. Basic appeal process will be as follows, if National Technical Director (NTD) is not present at event, information will be sent to NTD for FINAL resolution. If NTD is involved in inspection process, a three person appeal board will make the decision.

-In this situation, most cases will be finalized at the track before official podium announcements.

-If the appointed technical director needs to send a part to the NTD this can be done and the results for this class will be held unofficial, until official ruling is made by the National Technical Director. A second appeal is not available.

10. Parc Ferme:

- Parc Ferme will be utilized during the 2011 Pan-AM Championship Event.
- Parc Ferme, translated to English, means closed area. It is a servicing and storage area for your official event fuels and tires, with limited access only to approved or invited competitors.
- Additional information will be posted in the Event Supplemental Regulations.

11. 2011 Pan-American Challenge Age Structure:

Micro Max Age 8-10 235 lbs. minimum

- Driver must have his/her 8th birthday during 2011.

Mini Max Age 10-12 265 lbs. minimum

- Driver must have his/her birthday 10th birthday during 2011.

Junior Max Age 13-16 320 lbs. minimum

- Driver must have his/her 13th birthday during 2011. He/She, must have their 17th birthday after December 31, 2011.

Senior Max Age 15 & up 364 lbs. minimum

- Participant must have his/her 15th birthday during 2011.

Masters Age 16 & up 405 lbs. minimum

- Driver must have his/her 16th birthday during 2011.
- Drivers 16 years and older may participate if he/she weighs more than 190lbs with normal safety gear and without helmet. They must have their 16th birthday during 2011

DD-2 Age 15 & up 382 lbs. minimum

- Participant must have his/her 15th birthday during 2011.

DD-2 Masters Age 32 & up 397 lbs. minimum

- DD-2 drivers reaching the age of 32 during 2011 may declare to be recognized as a DD-2 Master

E) RMC Supplemental Sporting Regulations 2011

1. General Conditions:

1.1 Observation of the Regulations:

-It is the Entrants responsibility to ensure that all persons concerned with his/her self or competitor observes all the regulations of the RMC Sporting, Technical and all Supplemental Regulations.

1.2 Entry:

-The Entrant is responsible solely for the competitor's actions, conformability of his/her kart, respective equipment, and all persons concerned with him, throughout the entire duration of an Event. Substitute and "Test" Drivers are prohibited from participating in any element.

-If the Driver is under the age of 18, he or she must be accompanied by his/her legal guardian.

1.3 Credentials:

-Any person associated with the Entrant or competitor must at all times wear the appropriate credentials, which have been provided to them. Failure to properly display the official credentials may subject the competitor and the offender to time penalties and or exclusion from the event.

1.4 Conformity:

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

-The presentation of a kart for pre-tech/scrutineering will be deemed an implicit statement of conformity.

1.5 Facility Cleanliness:

-All persons are asked to clean up after themselves. Please leave the track as you were leaving your own Track. Track Owners provide a place for you to race and would appreciate respect of their property. Any damage or cleanup related to any person may be held against him/her.

2. Eligible Karts and Equipment:

-Karts with Rotax Max engines in different configurations, as defined by the ROTAX MOJO MAX Technical Regulations.

-Each driver will be entitled to submit to pre-tech/scrutineering the following equipment:

2.1 Number of Chassis allowed per event-weekend:

-Drivers will be allowed to scrutinize one chassis only during an event. However, if damage occurs to the chassis, which has been scrutinized for the meeting, if in the opinion of the chief technical inspector it is non-repairable; the driver will be allowed to declare another chassis.

-A declared chassis table may be utilized for inspection.

2.2 Number of engines allowed per event-weekend:

-Drivers will be allowed to declare two engines at the time of pre-tech/scrutineering. Both engines will need to be declared using the Declaration/Pre-Tech form.

-If a driver only declares one engine during Pre-tech, he may not declare a second engine unless that engine is non-repairable.

-With the approval of the Chief Scrutineer, drivers may "share" backup engines. A declaration of shared engine form must be completed and filed at time of initial pre-tech/scrutinerring.

3. Sporting Checks and Pre-Tech/Scrutinizing:

-During the initial pre-tech/scrutineering and sporting checks, which will take place on the dates and at the times and locations specified on the official event schedule, each competitor must have all required documents and equipment available.

3.1 Time Limits:

-Unless a waiver is granted by the event organizer or chief technical inspector in particular circumstances, Drivers must adhere to the time constraints posted in each RMC or IRMC Event Schedule. Time penalties will be enforced.

3.2 Declaration/Pre-Technical Form:

-The Declaration/Pre-Tech Form can be found in registration

-During registration each Competitor will receive a Declaration/Pre-Tech Form for each class entered. All details relating to the equipment must be checked and filled in on this form, and the person submitting the equipment for pre-tech/scrutineering must sign the form, before submission of the kart to be scrutinized. An incomplete Declaration/Pre-Tech Form will be rejected.

-At the initial check, the driver must present his/her kart chassis, helmet, chest protector (depending on class), engine passports and completed Declaration/Pre-Tech Form.

-A driver shall not be allowed to change his/her equipment after it has been identified at pre-tech/scrutineering without the approval of the Chief Scrutineer.

-If the guidelines of this Declaration/Pre-Tech form are not followed during any official on track session a Disqualification will be assessed.

3.3 Sporting Checks:

- No kart may participate in an Event unless it has been checked by the Scrutineers.
- At any time during an Event, the Scrutineers may:
 - Check the eligibility of the kart or of the Driver's equipment.
 - Require a kart to be dismantled by the Competitor to make sure that the conditions of eligibility and conformity are fully satisfied.
 - Require a Competitor to supply them with such parts or samples as they may deem necessary.

3.4 All ballast, (weight):

-Must be bolted to the kart as per Declaration/Pre-Tech Form, during all officials on track activity.

-Any non-bolted weight will result in a Disqualification.

3.5 Numbers:

-All four numbers must be correct during these checks and must be mounted on all four sides of the kart. The numbers may be designated by class, as per the Event Supplemental Regulations.

-Numbers must be **printed** in such a way that makes them easily legible, as per any Event Official.

3.6 Stickers:

-As per the Event Supplemental Regulations for each individual event, sponsor stickers may be required and placed in a certain position.

-Drivers who do not display the graphic requirements listed in the Supplemental Regulations will be subject to a position penalty for the first offense. A disqualification will be assessed after the first offense during the event.

3.7 Safety Equipment: (CIK article 2.14)

-A Driver must at all times, wear the full equipment as defined in the guidelines and as per Event Supplemental Regulations as insurance regulations may differentiate:

3.7.1 Helmet:

-Helmets must comply with 2011 RMCUS Pre-Tech Form, unless the particular Event has increased qualifications.

3.7.2 Overall:

-A full race suit which covers the whole body, legs and arms included.

3.7.3 Gloves:

-A pair of undamaged race gloves covering the hands and wrists completely.

3.7.4 Boots:

-A pair of undamaged race boots covering the feet and ankles completely.

4. Officials:

-Officials will be posted in each individual Event Supplemental Regulations.

5. Briefings:

Definition:

-The Drivers' Briefing is a meeting organized by the Chief Steward and or Race Director for all Drivers entered in the Event.

Aim of the Briefing:

-To remind Drivers of the specific points of these Regulations and of the Event Supplemental Regulations concerning the organization 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:

-As 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 organized if this is deemed necessary.

-The meeting shall always be held before Qualifying Practice or the first Qualifying session.

-The presence of all concerned Drivers is mandatory throughout the Briefing, or as per event supplemental regulations.

6. General Safety:

6.1 Direction of Travel:

-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.

-This includes, track exit, scale line, hot-pit (if used) and grid areas.

6.2 Use of Track:

-Drivers may use the track only, and only when scheduled to access the track. Drivers are allowed to use the whole width of the track. If the four wheels of a kart are outside the width of the track, the kart is considered having left the track.

6.3 Immobile Karts:

-During any on-track element of an Event, 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 an impediment for other Drivers. If the driver is unable to remove their kart from a dangerous position by driving it, it is the Officials' decision to help the Driver for safety reasons; however if a kart restarts as a result of such help, (or the help of anyone other than the Driver), it will be excluded from the classification of Qualifying or the Race in which this help was provided.

-Except for medical or safety reasons, the Driver must stay close to his/her kart, but away from on-coming traffic until the end of that on track event session.

-Crew Members may not retrieve disabled karts unless directed to do so by the Officials.

6.4 Tools:

-It is forbidden to take any tools and/or spare parts on board the kart.

-Tools will only be allowed in the grid area and Servicing area.

-It is recommended to always bring tools with your kart to the servicing area/Post-Tech area/Scrutineering.

5.5 Fueling:

-If fueling is authorized, it may be carried out only in an area provided for this purpose as per supplemental regulations.

-Fueling of karts is never allowed inside of the secure grid area.

6.6 Stopped Karts:

-Except in cases expressly provided for by the Regulations, no one except the Driver, (and Officials to ensure safety and/or compliance), is authorized to touch a stopped kart.

-Only in the case of a hot-pit, or repairs area may a driver have assistance with his/her kart with repairs inside the designated area, as per Event supplemental Regulations.

6.7 Closed Track:

When the track is closed by the Race Director, no one is allowed to accede to the track, with the exception of the Officials carrying out their duties or unless directed and/or approved by the Officials.

6.8 Restarting a Kart:

-During any on track element of an Event, a kart may be restarted only by the Driver him/herself.

-A Driver may only receive help on the track during Practice, and only by the Officials.

-A Driver may not receive any outside help on the track during any official on track session, except to be removed from a dangerous position.

-In the case of a Hot Pit: a Driver may receive help only in the designated area, only by his/her one crew member.

-Crew Members are not allowed to help Drivers once they have left the grid area. This is the line separating the grid to the track.

-During a Race, a Driver may no longer attempt to restart their Kart once they have been lapped by the lead Kart, except to move to a more safe location, without causing interference on the racing surface.

6.9 Speed Limits:

-A speed limit may be imposed in the pit lane and in the repairs area during practice, races and the formation lap. Any driver braking this speed limit will be imposed a penalty. A judgment of "reasonable speed" by officials may be used in interest of safety.

6.10 Mechanical Malfunctions of a Kart:

-If a driver is faced with mechanical problems during any on track element of an Event, he/she must evacuate the racing surface as soon as possible for safety reasons.

6.11 Collisions:

-If a Driver is involved in a collision, he/she must follow the direction of the Officials with regard to continuing in that element of the Event.

6.12 On track Instructions:

-Official on track instructions will be transmitted to the Drivers by means of the signals provided for in the 2011 Supplemental Sporting Regulations or Event Supplemental Regulations. Entrants must not use signals similar to these in any way whatsoever.

6.13 Communications:

-Any radio communication system between any Driver on the track and any other body is strictly forbidden.

6.14 Leaving the Track:

-Any Driver who intends to leave the track, shall demonstrate his/her intentions in due time and shall ensure that he may do so safely. If a Driver leaves the racing surface, other than at a designated track exit during Practice, Qualifying, or a Race, he/she will re-enter the racing surface at a point as far from the racing "line" as possible and may not re-enter the course at a point that will provide any time or distance advantage. Drivers that have left the racing surface may not "race" back on to the track for re-entry, (Drive at speed while off track), in an effort to not lose position and/or gain position. It is the Officials decision as to whether or not any advantage was attained by off-course driving and/or course re-entry, and that decision is final. Drivers must follow the direction of the Officials.

6.15 Breaching Technical Regulations while on the Track:

-During an Event and at the order of the Officials, a Driver who breaches the Technical Regulations, except during the final lap, must exit the track or racing surface.

-If a repairs area has been established in the Event Supplemental Regulations, they may pull in the Repairs Area and remedy the breach before rejoining the track. If during the Final Phase of an Event, a Driver is lapped by the race leader while in the Repairs Area, the Driver may not rejoin the track.

6.16 Paddock Vehicles:

-As per, Event Supplemental Regulations.

7. Fuel and Oil:

-As per Event Supplemental Regulations: under the guidelines of the ROTAX MOJO MAX CHALLENGE rules and regulations.

8. Tires:

-As per Event Supplemental Regulations: under the guidelines of the ROTAX MOJO MAX CHALLENGE rules and regulations.

9. Parc Ferme:

-As per Event Supplemental Regulations: under the guidelines of the ROTAX MOJO MAX CHALLENGE rules and regulations, if implemented.

10. Repair area:

-As per Event Supplemental Regulations: under the guidelines of the ROTAX MOJO MAX CHALLENGE rules and regulations, if implemented.

11. Hot Pit:

- As per Event Supplemental Regulations: under the guidelines of the ROTAX MOJO MAX CHALLENGE rules and regulations, if implemented.
- Hot Pit will not be allowed for the Micro-Max Classes

12. Grid Area:

- Only ONE driver per kart and ONE mechanic is allowed in the "Grid Area" and only with proven passes. No karts/persons are allowed to enter "Grid Area" with any liquids. (Except, water in a clear transparent plastic bottle, for drinking purposes.
- This area must be a sealed and controlled area.

13. Servicing Park/Tech Area/Scrutineering:

- Only ONE driver per kart and ONE mechanic is allowed in "Servicing Parks" and only with proven passes. No karts/persons are allowed to enter "Servicing Park" with any liquids. (Except, water in a clear transparent plastic bottle, for drinking purposes.)
- This area must be a sealed and controlled area.

14. Signification of flags:

- In the use of lights refer to the Event Supplemental Regulations
- All use of flags are not required, but are outlined below.

**Flag signals displayed at the Finish Line:*

14.1.1. Red Flag:

- This flag must be waived at the Start/Finish Line when it has been decided to stop an on-track element of an Event. When this flag is displayed, all corners will display waiving yellow. In special circumstances, the red flag may be displayed at another location of the track, pending the location of the hazard. The red flag may also be used to close a track.

14.1.2. Black and White Checkered Flag:

- This flag must be waived at the Finish Line and signifies the end of an on-track element of an Event.

14.1.3. Black Flag, generally displayed with kart number:

- This flag should be used to inform the Driver concerned that he/she must exit the track and or racing surface. Should a Driver ignore the instructions of this flag, after passing its display twice, the Driver will be excluded, (disqualified), from that on-track element of the Event.
- If the driver persists on not removing him/herself from the racing surface after passing its display, the driver may also be assessed a penalty as harsh as suspension from the series and all RMC future events.

14.1.4. Black Flag with Orange Disc, (Meatball), generally displayed with kart number:

- This flag should be used to inform the driver concerned that his/her kart has mechanical problems likely to endanger him/her-self or others and means that he/she must exit the racing surface.
- Should a Driver ignore the instructions of the Meatball flag, after passing its display twice, the Driver will be excluded, (disqualified), from that on-track element of the Event.
- If a repairs area has been established, he/she can stop in the Repairs Area on the next lap to remedy the problem. At this time he/she may receive mechanical assistance by his/her mechanic, but no new/or additional parts may be added.

14.1.5. Black and White Flag divided diagonally, generally displayed with kart number:

**Replacing the Black and White divided diagonally flag; a rolled black flag, pointed at the Driver concerned, and may be used with the same intention.*

-This flag serves as a warning to the Driver concerned that he has been reported for unsportsmanlike behavior. Should the behavior not be rectified by the Driver concerned after receiving this flag, the Driver will be removed from that on-track element of the Event and penalized.

14.1.6. White Flag:

-This flag will be waived and will be used to indicate the final lap of an on-track element of an Event.
-Every effort will be made to display white flag signifying beginning of last lap. However, the white flag is a curiosity, and not mandatory.

-RACE UNTIL CHECKER IS DISPLAYED!

14.1.7. White Flag and Checkered Flag Rolled separately Displayed vertically together:

-This combination of flags indicates two laps remaining in the Race. The use of this signal is not mandatory.

14.1.8. Transponder Flag, (black with yellow cross), generally displayed with kart number:

-This flag indicates a Driver transponder has not registered with the scoring system when they crossed the Line.

-As per Event supplemental regulations: when a Driver receives this flag, they must immediately exit the track and enter the hot pit (if no hot pit a designated area can be supplied, as per Event Supplemental Regulations) to remedy the error.

-Use of this flag is purely a courtesy, as it is the Drivers' responsibility to ensure they have a properly mounted transponder, and the transponder is functioning properly.

14.1.9. Red and Yellow divided diagonally, (Re-Start Flag) this flag:

-If used and as per event supplemental regulations, is only displayed upon completion of the first lap of a Race, and indicates the Officials were dissatisfied with the original start, (which now becomes null and void). Drivers must reduce their speed, and place themselves in original line up. - Formation Lap Regulations will apply while forming the re-start. Penalties may or may not be assessed to a Driver(s) as a result of conditions causing the Officials to declare the re-start. Flag signals displayed at either the Finish Line and / or observation posts, (corners).

14.1.10. Yellow Flag:

-This is a signal of danger and should be shown to Drivers in two ways with the following meanings:

14.1.10.1. Standing Yellow:

-Reduce speed, overtaking is prohibited until after the hazard has been passed, provided there are no further consecutive yellow flags displayed, and be prepared to change direction. There is a hazard on the edge or on part of the track, or there is a much slower vehicle on the sector of the track controlled by that flag point.

14.1.10.2. Waiving Yellow:

-Reduce speed, overtaking is prohibited until after the hazard has been passed, provided there are no further consecutive yellow flags displayed, and be prepared to change direction or to stop. There is a hazard wholly or partly blocking the track.

14.1.10.3. Yellow flags:

-Should normally only be shown at the Officials' post, immediately preceding the hazard. Overtaking is not permitted in the location where the yellow flag is displayed. Any Driver overtaking another Driver in the location a yellow flag is displayed, must yield the position back to the Driver overtaken within the following lap, or be subjected to penalty.

14.1.11. Yellow Flag with Red Stripes:

-This flag should be shown motionless to inform Drivers that there is a deterioration of adhesion due to oil, water, or earth on the track in the area beyond the flag. This flag should be displayed for at least four laps unless the surface returns to normal beforehand. It is permissible to overtake another Driver when this signal is displayed.

14.1.12. Blue and Red Flag, (double diagonal):

-This flag will be waived as an indication to a Driver that he/she is about to be overtaken, and the Driver must give way.

14.1.13. Green Flag:

-This flag should be used to indicate the start of an on-track element of an Event.

-A Green Flag may also be used to indicate that the track is clear and may be waived at the observation post immediately after the incident that necessitated the use of a yellow flag.

**The Driver is deemed to know all flag or light signals and to follow the instructions of the officials. If a driver does not know, ask! Systematic or repeated offences may result in exclusion of the event.

15. Instructions and communications to Drivers:

-All classifications and results of an on-track element of an Event as well as any decisions of the Officials will be posted on the official posting board, unless otherwise detailed in the Drivers' Briefing.

-All driving infractions should be relied to the driver and or mechanic in the scales/scrutineering area.

16. Event:

-specific Supplemental Regulations may dictate alterations to any Event Race Format. At any time, the Event Organizer reserves the right to alter the format as detailed in these regulations, and/or Heat Races, Number of Groups, and/or size of Groupings, to accommodate schedules for the efficient operation of each Event, as long as it adheres to the RMC Sporting and Technical Regulations.

16.1. Quiet Pit Rule:

-Running of engines in pit, paddock areas or under tents is not allowed!

-Karts engines may not be run with Karts on stands in any area of pits, paddock areas or under tents.

-Kart engines may only be started or run, with Kart on ground, off the Kart stand while on Grid only with permission of grid steward in preparation of track entry.

-Ambient engine temperatures can and will be verified upon entry to grid area.

-Any attempt to circumvent this rule will be treated as a violation.

-Violations will result in ten (10) second penalty for associated competitive element.

-Second violation will result in exclusion from event with loss of earned finish position to that point.

-Possible exception may be allowed in extreme cases. Only with permission of event Technical Director, a very brief start-up check may be allowed under direct supervision of technical personnel, and inside designated technical area.

-Only low RPM will be permitted.

-Ambient temperature rule will still be applied!

-NOTE: Abuse of this exception will result in immediate suspension of this privilege!

16.2. Controlled Practice:

-Official practice sessions will be controlled by category, and in some cases separated by Groups within a Category, and will be outlined in each RMC Event Schedule.

16.3. Interrupting Practice:

- The Officials may interrupt Practice as often and as for as long as deemed necessary for the clearance of the track or the removal of a kart(s). Further, if, in the Officials opinion, the stop is deliberately caused by a Driver, he/she may be penalized.
- To discourage reckless driving during practice, some events keep the clock running during track clearing process, if allotted time expires, before track is clear, session is complete.

16.4. Protesting Interrupted Practice Sessions:

- Should one or more Practice Sessions be interrupted by the Officials, no protest relating to the possible effects of this interruption on the qualification of Drivers may be accepted. The Officials may decide not to resume the Practice session(s) after such an interruption.

17. Timing and Scoring:

- Competitors wishing to place beacon devises on the racing circuit may do so, only with the approval of the Race Director. Such beacon devises will not represent official event scoring for official classification.

17.1. Transponders

- Each Competitor is required to bring a transponder to each event. Transponder presentation will be considered a part of pre-tech/scrutineering.
- Transponder rentals will not be a responsibility of Event Organizers.
- No single transponder may be shared by more than one Driver for any reason, unless authorized by the timing and scoring officials.
- Each Driver is solely responsible for the proper functionality of the transponder assigned to them, whether rented or owned.
- The Driver is responsible for mounting the scoring transponder in a manner optimal for scoring system function and preventing loss of the transponder on the track, as per RMCUS Technical Supplemental Regulations.

18. Qualifying:

- The time length of each session will be posted in each Event Schedule.
- Qualifying Sessions will be timed sessions per class or Group within a class.
- The lap time used for classification is the best lap covered during the session(s).
- Ties are decided by 2nd best time, and so on. If no lap time is achieved by a Driver, he/she shall take the start of the next race at the end of the grid.
- If several Drivers are in that situation, they will take the start of the next race at the end of the grid, and their starting positions will be determined by Practice times (if recorded) where any ties are decided by 2nd best times, and so on.
- Each session will begin upon orders given by the Officials, regardless if a kart takes the track or not.
- A Driver may take the track when they choose, provided they do so during their class or Group within a class assigned, Qualifying Session.
- All completed laps will be timed.
- Any driver having crossed the line drawn at the exit of the grid area will be considered as started, whatever the circumstances.
- If established in the Event Supplemental Regulations, karts may only be worked on in the hot pit area, and only during green flag conditions. If the checkered flag is thrown during a hot pit he can no longer enter on to the racing surface and must proceed directly to the scale line.
- The session is complete at the time the driver passes the checkered flag.
- All karts must proceed to the scale line after the session is complete

18.1. Split classes:

-In the case of a class being separated into two or more groups for any Practice or Qualifying session, where Drivers are assigned to a Group by the Officials, Drivers may only participate in their assigned Group.

18.1.1. Groups within a Class:

-In the case of a class being divided into two or more groups, the groups will be divided into equal-sized groups. Lap times from Groups that make up a class will be combined to determine the fastest lap times for classification in that class.

18.1.2. Determination of Groupings:

-Groups may be determined by the times achieved by each Driver, as a result of their participation in the Non-Qualifying Timed Practice and will be subjected to Technical Inspection.

-If that method is not used karts will grid based on odd/even numbers.

-These times will be used to determine assigned Practice and Qualifying Groups for the balance of that Event according to Event Supplemental Regulations. From this process, the slowest Practice times will make up Group A and will take the track first for Practice and Qualifying, and the fastest Practice times will make up Group B and will take the track second for Practice and Qualifying.

18.1.3. Grouped Driver(s) Withdrawing from an Event prior to Qualifying:

-Should one or more Drivers withdraw from competition prior to Qualifying, groups may be re-assigned to equalize participation in each group. Drivers may only participate in their assigned Group.

18.1.4. 101% Grouping Rule:

-If a Class is broken into two Groups for Qualifying, and one group qualifies in wet conditions and the other group qualifies in dry conditions, and if the fastest time achieved by the fastest Driver in the slower Group is 101% or more of the fastest time achieved by the fastest Driver in the faster Group: 1st place will go to the fastest time in the faster Group, (fastest overall), 2nd place will go to the fastest time of the slower Group, 3rd place will go to the second fastest time in the faster Group, 4th place will go to the second fastest time of the slower Group, 5th place will go to the third fastest time in the faster Group, and so on.

18.1.5. Driver(s) Participating out of Group:

-In the case of a Driver found participating in a Qualifying Group not assigned to them, the Driver will be immediately removed from the track, and any lap times from his / her participation in that unassigned Group will not be counted as official lap times. In this case, the Driver will not be allowed to participate in their assigned Group, and they will receive a time of "No Time" for official classification.

18.2. Hot Pit Lane

-If a Hot Pit area is established; as per Event Supplemental Regulations: under the guidelines of the ROTAX MOJO MAX CHALLENGE rules and regulations.

-This will be in conjunction with a sealed grid area. Only approved drivers and mechanics may enter area.

18.2.1. Hot-Pit Rules:

- At no time after the Driver and his/her kart has entered the hot pit area for qualifying, may any assistance or additional parts or tools be handed to the Driver or his crew member from a source outside the hot pit area.
- Should a Driver or Crew accept assistance, parts or tools from outside the hot pit lane, the Driver and his/her kart will be immediately retired from the session, and sent to the scales, with any on-track lap times being allowed prior to the infraction.
- No one associated with an entry can claim media access during qualifying.
- No fluids of any kind are allowed in the hot pit lane, unless specified by the Officials.
- Any parts exchanged during the hot-pit session are subject to technical scrutineering.

18.2.2. Cutting the Track

- At no time during Qualifying may a Driver “cut” the track for any reason. Track cut offs are only to be used for a Driver to stop therein, when prematurely retiring from the session.

18.2.3. Entering the Track:

- When entering the track, departing the hot pit lane, an Official will give direction to the Drivers for safe entry to the track.
- Should a Driver enter the track, ignoring the Official’s direction, the Driver’s fastest lap time will be eliminated from the record and his/her second fastest lap time will be used for classification.
- Should a Driver ignore the direction of the Officials a second time, they will be excluded, (disqualified) from qualifying entirely.
- If an Official is not in place, we ask that the drivers take precaution when entering the racing surface. Drivers are subject to penalty if the officials feel that you made a un-safe entrance to the racing surface.

18.2.4. Completion of Qualifying:

- A Drivers qualifying is done when they leave the racing surface and enters the scale line, at the time they pass the checkered flag.
- If a driver is in the hot-pit lane and the checkered flag is thrown he may no longer enter on to the racing surface and must proceed directly to the scale line.

19. LCQ:

- If an LCQ has been established; as per Event Supplemental Regulations
- A defined number of drivers, who do not qualify directly to the pre-final after Qualifying Practice, may participate in the Last Chance Qualifier. This race will transfer a defined number of drivers into the pre-final. Number of laps will be according to the length of the track, according to the organizers.

20. Starting Grid:

20.1. Posting of Positions:

- At the end of Qualifying, a list of the Qualified Drivers, as well as the starting grids for the Pre-Final will be officially posted.
- Only these Drivers will be allowed to take the Start of the Pre-Final, and/or of the Final, unless otherwise authorized by the Race Officials.

20.2. Withdrawing from a Start:

- Any Driver whose kart is unable to take the start for any reason whatsoever, or who has good reason to believe that his/her kart will not be ready to take the start at the scheduled time, must inform the Officials as soon as possible.
- Should a Driver withdraw from the Start prior to the field taking the track, their position will be filled.
- If a kart/driver is missing from the grid before leaving the grid, that particular grid spot will be replaced by the driver directly behind him (taking up the missing drivers spot), with exception to the front row.

20.3. Starting Grids:

- The grids after timed Practice and or Qualifying will be drawn up in accordance with the fastest time achieved by each Driver. Should one or several Drivers achieve the same time; the tie will be settled on the basis of their second fastest time, and so on.
- The grid for the final will be drawn up in accordance with the pre-final finishing order.

20.4. Pole Position:

- The Pole Position Driver of each grid will have the choice of the pole position, (on left or right side of the track), provided that he/she advises the Officials as soon as he/she reaches the Grid Area. This choice will only modify the first row, to the exclusion of the others.
- Failing this, the Pole Position Driver will take the start of the Race from the grid position which was the pole position the previous year, or if it is a new circuit, on that which is designated by the Officials, or designated in the Supplemental Regulations.

20.5. Access to the Grid Area:

- Access to the Grid Area will end five minutes (or as per event supplemental regulations) before the time scheduled for the start of the race. Any kart which has not taken its position on the grid at that moment shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the Officials.

20.6. Official Driver Starting:

- Any Driver who is present, with his/her kart, on the Grid or Track within the time limit will be considered a starter.

21. Race Distances:

- The number of laps for each element of each class' Final Phase will be supplied on each Event Schedule as per Event Supplemental Regulations; under the guidelines of the ROTAX MOJO MAX CHALLENGE rules and regulations.

22. Starting procedure:

- As per Event Supplemental Regulations: Each event may adopt their own starting procedures.

22.1. Start Signal:

- The Start Signal shall be given by way of lights, or by flags, or a series of flags, as instructed in each Driver Briefing, and per Event Supplemental Regulations.

22.2. Type of Start:

- The type of start is rolling. The grid will be constituted of two lines of karts. Le Mans type starts are forbidden.

22.3. Official Starter:

- The Chief Starter or Race Director will give the start.

22.4. Starting Lanes and Acceleration Line:

- Two 2 meter wide lanes bordered by white lines will be painted 110 meters leading to the Start Line. The center of each row of lines will be directly half way between each half of the track. A yellow line should be painted 25 meters prior to the Start Line. This yellow line will signify the Acceleration Line.
- The Acceleration Line will also be materialized by (2) soft cones, one on each edge of the track surface.
- It is forbidden for the front row karts to accelerate before having crossed the acceleration line.
- The starting order shall be given, by way of flags or lights when the Starter and/or Race Director are satisfied with the start. Upon approach to the Acceleration Line, Drivers will enter the Starting Lanes and must remain in those Lanes until Start Order is given.
- Any Driver partially (1 to 2 tires) exiting their respective Lane (outside of the line boundary) before crossing the Starting Line will be subject up to a 3 second time penalty and it will added to their final race time.
- Any Driver wholly exiting (3-4 tires) their respective Lane (outside of the line boundary) before crossing the Starting Line will be subject up to a 10 second time penalty and it will be added to their final race time.
- May be altered due to track configuration.

22.5. If there are no lines painted:

- This acceleration line will be materialized by a row of soft cones, (one cone on each side of the track and four cones placed on the center line of the track.
- May be altered due to track configuration.

22.6. Formation Lap and Line:

- The number of formation laps should be indicated during the Briefing and in the Event Supplemental Regulations. According to the instructions given at the Briefing, karts will cover approximately one formation lap before the start may be given.
- The Red Formation Line should be painted at the minimum half way mark or maximum three quarter mark on the track surface. This also depends on track configuration and should be established in the Event Supplemental Regulations and during the Briefing.
- If painting is unavailable, cones may be placed at a location beside the track to indicate the formation line.
- It is the driver's responsibility to be in official starting grid order at the time he/she crosses over the formation line during the formation lap.

22.7. In-operative Karts on track:

- If a Driver stops for any reason during the Formation Lap, he/she will not be allowed to try and start again before he/she has been passed by the entire field. That Driver will be allowed to start again from the back of the formation.
- Should he/she attempt to start ahead of the field in the hope that the leading Drivers overtake him, he would be shown the black flag and be excluded from that Race.

22.8. In-operative Karts on the Grid:

- Any Driver who has not placed him/herself on the racing surface (left the grid area) and placed themselves at the orders of the Chief Starter or Race Director in time with his/her kart in working order, will only be allowed to leave the Grid Area at the orders of the Officials in charge of the Grid Area.

22.8.1. Regain one's position:

- It is forbidden to use any course other than the track used during the race, (no cutoffs), unless directed to do so by the Officials.
- It is the Driver's responsibility to regain their starting position as long as the maneuvers are completed without incident against other drivers, and before the start of the Formation Line.

22.9. Immobilized Driver:

-If he/she considers that a Driver has been immobilized as a result of another Driver's mistake, the Chief Starter or 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/her position. The new starting procedure will be ordered immediately, or within 30-minutes, according to the circumstances. The Officials may inflict a penalty upon the offending Driver(s). -Work on karts may or may not be allowed in this case, as directed by the Officials.

22.10. Giving the Start:

-The Chief Starter or the Race Director will give the start as soon as he is satisfied with the formation.
-At the end of the Formation Lap; Drivers will proceed forward at a reduced speed or, if the circuit is equipped with a speed control system, at a speed of minimum 18mph, maximum 31mph, towards the starting line, lined up in two lines of karts, and each line shall remain with the lanes marked on the track..
-Karts must maintain their position until the start signal is given.
-When the karts approach, if the starter or race director is satisfied with the formation the start signal will be displayed (Green flag and or lights).
-If the starter or race director is not satisfied with the formation the signal described in the drivers briefing and event supplemental will be displayed.
-Starting signals will be defined in Event Supplemental Regulations and Drivers Briefing.

22.11. Start of Racing Conditions:

-As per Event Supplemental Regulations and Briefing; there are two options:
-As soon as the start has been given, racing conditions are applied. Drivers may break the starting formation and exit their lanes when the start signal is displayed.

22.12. Repeated False Starts:

-In the case of repeated false starts, or of incidents during the Formation Lap(s), the Chief Starter or the Race Director, acting as a Judge of Fact, may stop the starting procedure by means of the red flag or lights, and inflict penalty on the offending Driver(s).
-A new starting procedure will be given either immediately or within 30-minutes, according to the circumstances.
-Work on karts may or may not be allowed in this case, to the appreciation of the Officials.
-The starting grid will be the same as for the initial procedure.
-All Drivers present in the Grid area before the procedure was stopped will be allowed to take the start of the new Formation Lap.

22.13. Jump Starts:

-Defined as a Driver starting the Race before the order to start is given, any attempts to Jump the start, delay it and any karts leaving their lane before the start signal shall be subject to time or position penalty as determined by the Officials.

22.14. Drivers that have taken the Start ahead of their assigned starting spot:

-At the time the order is given to start the Race, may be assessed a penalty equal to the number of positions gained, plus three, for that Race.

23. Overtaking:

- 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 to make a move sideways in order to prevent a legal overtaking maneuver 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.
- If the driver who has been caught does not seem to notice that another driver wants to overtake him, a race official will give warning by waiving the blue flag to indicate the another competitor wants to overtake. Any driver who does not take notice of the blue flag may be subject to penalty.
- 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, maneuvers liable to hinder other drivers such as, premature or dangerous changes of direction, more than one change of direction, deliberate crowding of karts towards the inside or the outside of the curve or any other dangerous change of direction, are strictly prohibited and all subject to penalty. The repetition of dangerous driving, even involuntary, may result in the exclusion of the event.
- Any obstructive maneuver carried out by one or more drivers, either having common interests or not, is prohibited. The persistent driving abreast of several karts, as well as fan-shaped arrangement, is authorized only if there is not another kart trying to overtake. Otherwise the blue flag will be waived.
- 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 a wide range of penalty may be assessed. 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.
- 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.
- The race track alone shall be used by the drivers during the race.
- Contacts / collisions (during the race, deceleration lap included): penalties may be imposed on a driver who pushes another driver.

24. Stopping a Race, Qualifying or Practice:

-As per Event Supplemental Regulations: Each event may adopt their own stopping procedures.

24.1. Conditions necessary to stop a Race:

-Qualifying, or Practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Chief Starter or the Race Director shall order a **red flag** to be shown at the Line.

-As a safety practice, the Race Director may display a red flag at another location of the track, pending the location of the hazard. Simultaneously, waiving yellow flags will be shown at observation posts a signal to stop is given.

-In the case of lights being used refer to the Event Supplemental Regulations and Briefing.

24.2. During Practice:

-All karts must immediately reduce speed and stop at a location directed by the Officials in the driver briefing. Drivers will be given instruction after all karts have stopped.

-All karts abandoned on the track will be removed.

-Pending the Event Schedule, the Practice Session may not continue or may be completed.

24.3. During Qualifying:

-All classes will be guaranteed a minimum of 75% of the original Qualifying time posted in the Event Schedule, of green flag conditions for Qualifying.

24.3.1. Should the session be stopped prior to the 75% of the allotted time in the Event Schedule:

-The session will resume after the reason for the red flag is cleared, and conditions are again safe to continue.

-The class will be allowed to resume Qualifying until the minimum 75% of allotted time in the Event Schedule has expired.

-Under no circumstances, may karts be worked on during the stopping of the clock during a red flag.

24.3.2. Should the session be stopped after the minimum 75% of allotted time in the Event Schedule have expired:

-The session will not resume, and will be considered complete.

24.4. During Races:

-All karts will immediately reduce their speed and stop as directed by the Officials, considering that:

- The classification of the race will be the classification at the end of the lap prior to that during which the signal to stop was given.
- Karts or rescue vehicles may be on the track.
- The circuit may be totally blocked because of an accident or other hazard.
- The weather conditions may have made it impossible to drive at high speed on the circuit.

24.4.1. The procedure to be followed varies according to the number of laps completed by the Race leader before the signal to stop was given:

- Less than 2-laps. If the Race can be restarted, Article 25.1 (below), Case A will apply.
- More than 2-laps, but less than 75% of the distance scheduled for the Race, (rounded up to the nearest whole number of laps). If the Race can be restarted, Article 25.2 (below), Case B will apply.
- 75% or more of the distance scheduled for the Race, (rounded up to the nearest whole number of laps). The karts will be directly led to the scales and tech. The Race will be considered as having stopped when the leading kart crossed the Line at the end of the lap prior to that during which the signal to stop was given.

25. Restarting a race:**25.1. Case A:**

-If less than 2-laps have been covered, a new start will be given within 30-minutes after presentation of the red flag. The length of the new Race will be the full original race distance. The original start will be deemed null and void.

-In this case, work on karts will be permitted, (as outlined above), only at the direction of the Officials, and only in the location directed by the Officials.

-You may consider sending Karts back to pits under some circumstances, and the starting grid will be the same as for the original race.

-Those Drivers having crossed the Finish Line at the end of the lap prior to that during which the Race was stopped will be eligible to take the restart. All others, and/or karts involved in the incident causing the red flag, will be eligible to take the restart at the appreciation of the Officials, starting from the end of the starting lineup.

-Drivers that have been attended to by Medical Personnel may not take the restart. Unoccupied places on the grid shall be replaced by the grid spot directly behind them in line and so on.

25.2. Case B:

- If more than 2-laps have been covered, in most cases a new start will be given immediately, barring conditions, or within 30-minutes after presentation of the red flag.
- The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered.
- The Drivers who have crossed the Finish Line at the end of the lap prior to that on which the Race was stopped when the red flag was shown will be allowed to take the new start. Grid positions will be determined by the finishing order at the end of the lap before the one in which the Race was stopped.
- The result of a Race which has been stopped and restarted is the addition of the times of the stopped race and those of the race held after the restart.
- Working on karts may or may not be allowed in this case, pending instruction by the Officials.

25.3. In either Case A, or Case B:

- The kart(s) causing or directly involved in the incident causing the red will be placed at the back of the restart formation, if allowed to restart by the Officials.
- This condition may not apply if the reason for stopping a race is solely for the purpose of administering medical attention to a Driver or other person concerned with an Event, (and the Driver attended to will not be allowed to take the restart).

25.4. In either Case A, or Case B:

- If the reason for stopping is solely due to weather, (dry conditions to wet, or wet conditions to dry), and only for a Race, 15-minutes will be allowed to make any adjustments to karts, within the Technical Regulations, and only within the controlled environment as instructed by the Officials. Backup karts/motors will not be allowed under this condition.

25.5. In either Case A, or Case B:-The Officials may advance the schedule to the next group during the stopped element.

26. Red Flag Procedures:

- All work will be confined to within the announced, controlled area only as per the Event Supplemental Regulations.

26.1. Working on karts:

- Working on karts during red flag conditions of a Race is strictly prohibited, unless provided by the Officials.
- If the Officials provide that work will be allowed on karts, the following conditions will be applied.

26.1.1. Persons:

- The only persons allowed to intervene on a kart are the Driver himself and his appointed mechanic, the holder of the appropriate pass.
- At the appreciation of the officials, a mechanic may be substituted by another mechanic to make the repairs.

26.1.2. Allowances:

- It will be allowed to introduce spare equipment, as allowed by the Officials. The officials can allow a driver and his mechanic to replace damaged parts only, not make tuning adjustments, parts may be changed with “like for like” parts (example axles may be replaced with same stiffness as damaged).
- Under no circumstances can anything be “passed” into the controlled area by an outside party for any reason, under pain of being excluded from the remainder of that Race.
- All replacement parts can be obtained and sent to the servicing park.
- Refueling will only be allowed under complete restart conditions and at the direction and allowance of the Officials.
- Tire pressure may be adjusted in these circumstances.
- Neither Chassis nor motor changes will be allowed after original start orders have been given.

26.1.3. Time Frame:

- Drivers that have not completed their work within the allotted time-frame, will be placed at the back of the grid for the re-start, (only if their work is completed before the order is given to start the re-start, otherwise they may not re-start the Race). Their start position will be filled from the grid spot directly behind them and so on.
- In the case of an open grid spot, refer to 19.2, in the 2011 Supplemental Sporting Regulations.

27. Finish:

27.1. The signal indicating the end of the Race (checkered flag):

- Shall be given on the Finish Line as soon as the leading kart has covered either the full race distance or the greatest distance during the time scheduled for the Race.

27.2. Ending the Race other than the Scheduled Distance:

- Should for any reason other than under Article 22, the signal indicating the end of the Race will be given before the leading kart completes the scheduled number of laps or before the prescribed time has elapsed, the Race will be deemed to have finished when the leading kart last crossed the Finish Line before the signal was given. 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, (scheduled distance).

27.3. Direction of Karts after the Finish After having received the signal indicating the end of the Race:

- All karts should directly go to scales and tech, without an unnecessary delay, without performing donuts, without stopping, without cutting the track, and without any outside assistance, (except that of Officials, if necessary).
- Any classified kart unable to reach the scales and tech area by its own means will be placed under the exclusive control of the Officials, who will supervise the taking of the kart to scales and tech in a regular manner.

28. Wet Race, rain tire selection:

-In most cases the tire selection will be slicks or drivers choice.

-In the case of rain during an event, the choice of tires will be left to the appreciation of the Driver, (wet or dry), with the Race Director reserving the right to use the black flag if he/she deems a kart is fitted with the wrong set of tires and that the Driver is too slow and/or dangerous for other Drivers or Officials or him/herself.

-When a kart is presented to the grid, a set of tires must be mounted to the kart (no karts will be allowed to enter the grid with 0 tires mounted to them).

-If on the grid a sudden change of weather occurs the race director may allow an additional 10 minutes for drivers and mechanics to change from slicks to rain tires. If this situation does occur, only tire changes will be allowed. Other chassis adjustments are prohibited, a time penalty will be assessed.

-The only additional change permitted is the moving of the rear hubs to meet the rule prohibiting the body work from extending past the rear wheels.

29. Scale Procedure:

-This scale is the only one which will be officially used and counted. In the case of a scale reading of decimals, we will round-up to the nearest whole digit.

29.1. Occurrence:

-After the Non-Qualifying Timed Practice (as per Event Supplemental Regulation), the Qualifying Practice, the Last Chance Race, the Consolation Final, the Pre-Final or the Final, each kart must be weighed. If the kart is unable to reach the Weighing Area by its own means it will be placed under the exclusive control of the Officials, 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.

29.2. Kart:

-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).

29.3. Persons:

-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.

29.4. Penalty:

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

29.5. Location:

-The Organizer shall place the scales at the end of the exit lane and near the Servicing Park to ensure control of the area, 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. The location of this area must be a controlled location.

29.6. Weight:

-If the weight of a Driver and of his kart is under that specified in the Technical Regulations, the result will be communicated in writing to the Driver, and the kart and its Driver will be excluded from the session concerned (Disqualification).

29.7. Driver:

-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 2 (two) additional pound on the weight of kart and driver (i.e., junior 320 + 2 = 322)

30. Incidents:

-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 Stewards and reported to the Race Director inquiry), who:

- Provoked the stopping of a practice, qualifying or race
- Violated these Sporting Regulations, supplemental regulations and/or code of conduct
- Had jumped the start
- Have not respected flag signaling
- Have caused one or several karts to take a false start
- Have caused a collision
- Have forced another Driver out of the track
- Have illegally prevented a legitimate passing maneuver by a Driver(s)
- Have disregarded the instructions of the officials
- Have illegally impeded another Driver during a passing maneuver.
- Have caused a collision of kart and/or person(s) after the checkered flag has been displayed. In this case, the offending Driver will be removed from the event, regardless of when the incident occurred.

30.1.1. If in the opinion of the Officials:

-A Driver(s), (and/or any persons associated with him/her), is found to cause incidents above, or have shown any retaliation against any other persons associated with an Event after a Checkered Flag, that Driver(s)–may be immediately excluded, (disqualified) from the most recent on-track element of the event, and may be sanctioned further discipline, up to and including exclusion from the Event.

30.1.2. If a Driver(s) is involved in a collision or an incident:

-If he/she was informed of this by the Officials within 30–minutes after the end of the Race, he/she must not leave the circuit without the agreement of the Officials.

30.1.3. If an incident was caused during a Qualifying Practice or Qualifying Session:

-They shall proceed to the cancellation of the three fastest times which the Driver achieved in the session concerned. However, considering its serious nature, the Officials may decide, of a sanction they deem appropriate and customary for the incident.

30.1.4. Use of Video or electronic system likely to help make a decision regarding incidents:

-May be used according to the Event Supplemental Regulations.

30.2. Careless:

-Departing from the standard of a reasonably prudent, competent driver and/or reasonable personal conduct *Penalty #1 through #11*

30.3. Reckless:

-Performing an act or omission which creates an obvious and serious risk to others, without due consideration of the consequences. *Penalty #2 through #14

30.4. Dangerous:

-Performing an act or omission that creates an obvious and serious risk to others and with deliberate disregard of the consequences *Penalty #10 through #14

30.5. Penalties:-The Penalties that follow apply to driver conduct as well as personal conduct for any person attending the event.

1. Place or Time Penalty (up to a 10 second penalty or 3 position penalties).
 2. 1 Lap Penalty
 3. Exclusion from TQ/Heat/Pre-Final or Final
 4. Exclusion from the Event
 5. Suspension for One Race + No points for that Event. Must leave the premises*
 6. Suspension for One or More Races + No points for that event. Must leave premises*
 7. Suspension for present season or next season. Must leave the premises*
- * Must leave the premises may be option of the Race Director.

31. Updated/New Regulations:

32. Protests:

- The right to protest lies only with the Entrant and the competitor. The protest must be presented on the official event Protest Form, which is located at the scales.
- Racing Protest must be presented to the Race Steward or his appointed deputy within 30 minutes after the posting of the results of the session.
- Protest will be accompanied by the fee of \$300 cash U.S.
- Protests will be reviewed by the Race Steward. The Race Steward may use any video or electronic system likely to help make a decision regarding incidents.
- The Race Stewards' decisions may supersede those taken by the Race Director or Marshals. Video may only be used to evaluate officials request or ruling. Fee is to be returned if protest is upheld.

33. Podium:

- The Drivers classified 3rd, 2nd and 1st in the Final shall climb on the podium one after the other.
- The first 3 competitors must wear their 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 Chief Steward may be subject to penalty, including monetary fines, exclusion from the event and loss of points and awards.

34. Fire Extinguisher:

- Competitors are required to have a fully serviceable, minimum 8 pound, ABC rated fire extinguisher in their pit at all times. Failure to have this item could result in monetary fines and/or exclusion from the event.
- This guideline is a minimum; as the local track option will take precedence over this rule, if the minimum is greater.

35. Video and Photography:

- By entering participant areas at any RMC or IRMC, all participants agree that the event organizer and or promoter and its sponsors may use official photographs or video featuring participants for advertising, publicity and public relations purposes without restriction.

36. Event area Access:

-Any person found inside an official RMC or IRMC event areas, who has not signed the proper liability insurance waiver form is subject to exclusion from the current and any future RMC or IRMC events and/or a fine of minimum \$100 cash. If it is determined that the person is part of a specific drivers' crew that driver may be subject to point and time penalties.

37. Event Clean Up:

-As per Event Supplemental Regulations

-It is asked by each promoter and series operator that each Entrant takes the responsibility of their own clean up. This has been an issue in the past and supplemental regulations may apply.