



APPROVED

A) ROTAX MOJO MAX CHALLENGE

Sporting Regulations 2007

(The sporting regulations 2007 replace the sporting regulations 2006
Version 18.10. 2006)

1. General

ROTAX Kart Center (<< ROTAX >>) and its authorised distributors /partners organise the ROTAX MOJO MAX Challenge Grand Finals (<<RMCGF>>), international ROTAX MOJO MAX Challenge Events (IRMCE) and national ROTAX MOJO MAX Challenges (RMC).

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

Regulations which mainly apply to the RMCGF are written in bigger letters (12 pt), whereas for regulations mainly for the national RMC, smaller letters (10pt) are used.

Chapter A) ROTAX MOJO MAX CHALLENGE Sporting Regulations 2007: 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.

Regulations in chapter A) which mainly apply to the RMCGF are written in bigger letters (size 12pt), where as for regulations mainly for the RMC, smaller letters are used (size 10pt)

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

Any international ROTAX MAX Challenge event shall be run in accordance with the ROTAX MOJO MAX CHALLENGE 2007 Series Sporting Regulations, the ROTAX MOJO MAX Challenge Technical regulations and the International Sporting Code (<<ISC>>) and its appendices, with the Karting Technical Regulations and with any international regulations including these, with the general prescriptions applicable to CIK-FIA Karting international events, as well as with any supplementary regulations drawn up by the ASN concerned.

Any changes or exemptions to RMC Sporting regulations and RMC Technical regulations require the written approval of BRP-ROTAX .

ANYTHING WHICH IS NOT EXPRESSILY ALLOWED IS FORBIDDEN.

2. Status of the Challenge

The RMC, RMCGF are recognized by CIK-FIA according to the “2003 Karting Recognition regulations” dated 16.09.2002.

Only 1 RMC per country will be sanctioned by ROTAX for the qualification of drivers to the RMCGF . Only the authorised ROTAX distributor has the exclusive right to organise a nat. RMC .

The ROTAX MOJO MAX Challenge (RMC) will be run as a national Clubsport event, and must be sanctioned by the National Sporting authority (ASN) of the particular country.

2.1 Classes at the RMC, RMCGF

RMC : Micro MAX, Mini MAX, Junior MAX, MAX ,MAX Master and DD2

RMCGF: Junior MAX, MAX and DD2

It is not allowed that 2 classes are racing together in the same race.

3. Regulations

3.1 Licence

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 hold or held an international 'A' or 'B' grade kart licence during 2006 and 2005 may apply to ROTAX 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 ROTAX. ROTAX's decision in such cases will be final and no correspondence will be entered into.

Drivers who held such a licence before 2005 are legal to take part in the RMC.

Drivers competing at the RMCGF must hold at least an „International C Licence“ and-an “International Entrant Licence” delivered by an ASN which is 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 Art. 2.7 of the General Prescriptions to the CIK-FIA International Karting Regulations).

For all RMC classes a National Kart Licence or Clubsport Licence is required (depending on requirements of ASN).

3.2 Age limits

RMC 2007 :

RMC MICRO class:
age limits acc. to ASN regulations.

RMC MINI class:
age limits acc. to ASN regulations.

Junior class:

To participate in any of these events the driver must have his/her 13th birthday before 30.09.2007 . He/she must have his/her 17th birthday after 31.12.2007.

MAX, + DD2 class:

To participate in any of these events the driver must have his/her 15th birthday before 30.09.2007.

MAX Master class:

To participate in any of these events the driver must have his/her 32nd birthday during 2007.

All drivers fulfilling the age limits of RMC 2007 are legal to qualify for the RMCGF 2007.

3.3 Race event

3.3.1 RMCGF

The RMCGF is run over one single event.

The RMCGF is an international Restricted Event (acc. to Article 19 of the FIA International Sporting Code), by invitations controlled by BRP-ROTAX.

Expenses for supplied karts, engines, tyres, petrol, accommodation, entry fee for qualified drivers (see 3.7) of the RMCGF are covered by BRP-ROTAX and its distributors, as long as these “RMC Sporting regulations” and “RMC Technical regulations” are followed in their national RMC classes.

3.3.2 RMC

Each race event of a RMC consists of non-qualifying practice, qualifying practice, heats (to qualify for prefinal and final, if necessary), prefinal and final. It is possible to have 2 race events on 1 day (ie.: prefinal A, B and final A, B).

- Non-qualifying practice: certain time according to length of race track, determined by race organizer.
- Qualifying practice: certain time according to length of race track, determined by race organizer.
- Heats to qualify for prefinals: No. of heats and points according to national organizer of challenge. Min. 10 km or 15 mins.
- Pre-Final: A starting grid of max. 34 drivers and the race of min. 15km or 15 minutes. Score points 34,33,32,31,30to last place finisher. Non-finish: minus 5 points off last finisher (in case of being a half point race minus 2,5 points off last finisher are given).
- Final(s)/ points: A starting grid of max. 34 drivers and the race of min. 20km or 20 minutes. Scorepoints 55, 52, 50, 49, 48, 47,... to last placed finisher. Non-finish: minus 5 points off last finisher (in case of being a half point race only 2,5 points off last finisher are given).

For MICRO, MINI and Junior RMC the distance or duration is depending on national regulations

3.3.3 Minimum Number of RMC race events

If there is only 1 single nat. RMC a min. of 5 race events must be organised, so that drivers are allowed to qualify for the RMCGF. If national RMC is divided in regional RMCs (i.e. North-South) a min. of 5 race events per region following all RMC "Sporting and Technical regulations" must be organised. A single national final event with best drivers of each region (No. of invited drivers to the RMC National Final determined by national RMC organizer) will decide which drivers will qualify for RMGF.

The minimum number of drivers per race/category to be able to count according above rules is 15. (in average over the race season)

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 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 prefinals and finals will count for overall score of a RMC. Date of last national RMC race events: 28.Oct.2007. Only national RMC results received by e-mail on "ROTAX race administration" software until 30.Oct.2007 will be respected. Basis for invitation of drivers are the results on the ROTAX homepage (www.maxchallenge-rotax.com).

3.4.2.3 Bonus points

1 bonus point for each start in a final race will count towards the overall score. Each competitor must compete in at least 4 race events to receive bonus points.

3.4.2.4 Half points

At races with less than 9 competitors participating in the prefinal and/or final. RMC races with less than 6 drivers at the pre final and/or final grid will **not** be counted for the overall score of a RMC.

3.4.2.5 Minus points

If disqualified from a prefinal or final because of misbehaviour or cheating, the points received will be deducted from the overall score. Results with minus points can not get dropped in case national rules allow dropping of results.

3.5 Starting procedure

3.5.1 RMCGF and RMCEC

For RMCGF and RMCEC 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

2 grid; 1 warm up lap, followed by 1 formation lap (strictly no overtaking) and rolling start.

3.6 Entry fee

Entry fee for RMCGF is free of charge, for all other RMCEC and RMC events fee will be determined by organizer.

3.7 Drivers registration ID-card

It is compulsory for drivers participating at RMCGF and RMC to hold a ROTAX driver ID-card. Each driver must apply for his/her personal ROTAX driver ID-card with his/her name and ID-number at the national organizer of the RMC. Without a ROTAX driver ID- card it is not possible to register for a race. This ID card does not replace an eventual required licence to participate at the ROTAX MOJO MAX Challenge. Authorised ROTAX distributors will receive ID-cards and ID- numbers on request at ROTAX.

3.8 Eligible drivers for RMCGF 2007

The total number of drivers, that can qualify for the RMCGF 2006 will be:

Junior MAX	72
MAX	72
DD2	72

The qualified drivers of RMCGF Junior MAX- , MAX and DD2 -class will run on one brand chassis, supplied by ROTAX or it's partner free of charge. ROTAX will ask several chassis manufacturers for their best offer to supply those chassis for the RMCGF and decide accordingly.

3.8.1 Qualification mode for RMCGF

Following drivers will be qualified:

Junior class:

- The overall winner of each national RMC 2007 Junior MAX- class.
- The defending overall champion of the Junior MAX- class of the RMCGF 2006.
- 1 additional (= next placed) driver from the Junior MAX-class from the hosting country of the RMCGF 2007.
- 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)

MAX class:

- The overall winner of each national RMC 2007 MAX- class.

- The defending overall champion of the MAX- class of the RMCGF 2006.
- 1 additional (= next placed) driver from the MAX-class from the hosting country of the RMCGF 2007.
- 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 2007 DD2-class.
- The defending overall champion of the DD2 -class of the RMCGF 2006.
- 1 additional (= next placed) driver from the DD2-class from the hosting country of the RMCGF 2007.
- 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 01.05.2007.

Driver package:

- Driver packages for additional drivers may be offered to countries organizing an RMC according to valid technical and sporting regulations 2007 only.

Other rules:

If the **defending champion** of any class of the RMCGF 2006 has qualified for the RMCGF 2007 also via a national RMC or international ROTAX MAX CHALLENGE series the qualification as defending champion has higher priority than any other qualification, his seat will then be given to the next qualified driver of respective RMC or international ROTAX MAX CHALLENGE.

If the **defending champion of the junior class** is no more allowed by age or any other reason to run in junior category he has to race at the RMCGF in either the MAX or DD2 class.

If a **defending champion** of any class of the RMCGF 2006 decides and confirms in written that he will not participate in the RMCGF 2007 his seat will then be given to the next best placed driver of this class of the national RMC of the country he was representing.

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.

ROTAX reserves the right to grant additional drivers from different classes to different countries under certain conditions to participate at the RMCGF 2007. The exact number of additional drivers will be announced on the

ROTAX webpage (www.maxchallenge-rotax.com) by end of Jun. 2007.

3.9 Price giving

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

3.10 Minimum weight

For MICRO Max and MINI MAX classes the minimum weight is depending on national regulations.

Junior MAX class: **145 kg** including driver at all times with all required safety equipment (helmet, overall, gloves, etc.)

MAX class: **165 kg** including driver at all times with all required safety equipment (helmet, overall, gloves, etc.)

MAX Master class: **170 kg** including driver at all times with all required safety equipment (helmet, overall, gloves, etc.)

DD2 class: **175 kg** including driver at all times with all required safety equipment (helmet, overall, gloves, etc.)

3.11 Advertising on karts

RMCGF

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

ROTAX 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 stickers on the bodywork or covering those.

Voluntary scheme to be determined.

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.

3.12 Promotions

The price winners have to wear sponsor caps if supplied by race organiser during the commendation ceremonies after the RMC races.

All drivers agree that BRP-ROTAX and its sponsors may use photographs of RMC races (including names and photographs of drivers) for advertising.



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B) ROTAX MOJO MAX CHALLENGE GRAND FINAL

Sporting Regulations 2007

GENERAL

ROTAX Kart Center (<< ROTAX >>) and its authorised distributors /partners organise the ROTAX MOJO MAX Challenge Grand Finals (<<RMCGF>>), and national ROTAX MOJO MAX Challenges (RMC).

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REGULATIONS

1) The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

GENERAL UNDERTAKINGS

2) All Drivers, Entrants and Officials participating in the RMCGF undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code («the Code»), the Karting Technical Regulations («the Technical Regulations»), the General Prescriptions applicable to the CIK-FIA Karting international Events and Championships, Cups and Trophies («the General Prescriptions»), the ROTAX MOJO MAX Technical Regulations and these Sporting Regulations.

3) The RMCGF are governed by these Sporting Regulations and by the Technical Regulations of the Series.

4) Any special national regulations must be submitted to the CIK-FIA with the original application for inclusion of the RMCGF on the international calendar. Only with the approval of the CIK-FIA can such special regulations come into force.

5) The Supplementary Regulations of the RMCGF consist in Standard Regulations drafted in English, and possibly translated into other languages.
When the Organiser sends his Supplementary Regulations to the ASN for approval, he must enclose his Civil Responsibility insurance policy covering the whole running of the meeting.

6) The right to associate the name of a company, an organisation or a commercial make to the Series is exclusively reserved to ROTAX. Unless there is a previous written agreement of ROTAX, no

Organiser or group of Organisers may indicate or make believe that the said Series is sponsored or financially helped either directly or indirectly by a commercial firm or organisation.

7) Only ROTAX is entitled to grant waivers to these Sporting and Technical regulations, following the agreement of the ASN presenting the ASN and the CIK-FIA

8) ANYTHING WHICH IS NOT STATED TO BE ALLOWED IS FORBIDDEN.

GENERAL CONDITIONS

9) It is the Entrant's responsibility to ensure that all persons concerned by his entry observe all the provisions of the Code, the Technical Regulations and the Sporting Regulations. If an Entrant is unable to be present in person at the Event he must nominate his representative in writing. The person having charge of an entered kart during any part of an Event is responsible jointly with the Entrant and/or separately for ensuring that the provisions are observed.

10) Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the Event.

11) The presentation of a kart for scrutineering will be deemed an implicit statement of conformity.

12) Entrants, Drivers, assistants and guests must at all times wear the appropriate identification credentials which have been handed to them.

13) All drivers fulfilling the age limits of RMC 2007 and IRMC 2007 are eligible to qualify for the RMCGF 2007. Weight limits as specified above.

14) The RMCGF is run over one single event.

15) The RMCGF will have the status of an international restricted event.

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

CLASSIFICATION AND AWARDS

17) The classification of the RMCGF will be that of the Final.

18) Trophies in each class for the first 3 finishing drivers of the Final of the RMCGF .

19) The title Winner of the RMCGF will be awarded to the Driver who has won the Final

OFFICIALS

20) The following Officials will be appointed by the ASN organising the Event and their names will be published in the Supplementary Regulations of the Event:

- Three international Stewards, one of whom will be nominated Chairman of the Panel
- a Chief Scrutineer,
- a Clerk of the Course,
- a deputy Clerk of the Course,
- a Secretary of the meeting,
- a Chief Medical Officer and a second doctor,
- a Chief Timekeeper.

The Clerk of the Course, the Chief Scrutineer, the Chief Timekeeper and the Stewards must be present at the Event at the latest one hour before the closing of the Sporting Checks.

The Clerk of the Course must stay at Race Control and be in contact with all Marshals' posts whenever karts are allowed to drive on the track. The Chairman of the Panel of Stewards, the Clerk of the

Course and the Chief Scrutineer must be in permanent radio contact.

ENTRANTS' APPLICATIONS

22) RMCGF applicants must hold valid international Entrants' licences and the necessary authorisations (visas) issued by their ASNs affiliated to CIK-FIA.

23) After being informed by ROTAX that a driver has qualified to participate in the RMCGF, applications must be submitted by Entrants to his/her authorised ROTAX distributor (see distributor list on www.maxchallenge-rotax.com) by means of the entry form supplied by ROTAX. There is no entry fee for the RMCGF.

24) All candidatures will be studied by the organiser and /or ROTAX, which will publish the list of karts and Drivers accepted, with their racing numbers, at the latest 15 days after the closing date of entries. Closing date will be published on www.maxchallenge-rotax.com.

25) Applications shall include:

- a) confirmation that the applicant has read and understood the Code, the General Prescriptions, the Appendices, the Technical Regulations and the Sporting Regulations and agrees, on his own behalf and on behalf of everyone associated with his participation in the Event, to respect them;
- b) the name of the Driver;

ELIGIBLE DRIVERS

26) The number of entries in the RMCGF will be limited to max.72 in the Junior MAX, MAX and DD2 class.

27) It is compulsory for drivers participating at RMCGF to hold a ROTAX driver ID-card. Each driver must apply for his/her personal ROTAX driver ID-card with his/her name and ID-number at the national organizer of the RMC. Without a ROTAX driver ID- card it is not possible to register for a race. This ID card does not replace an eventual required licence to participate at the ROTAX MOJO MAX Challenge. Authorised ROTAX distributors will receive ID-cards and ID- numbers on request from ROTAX .

28) Drivers participating in the RMCGF must hold at least an „International C Licence“ and an “International Entrant Licence” delivered by an ASN which is 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 Art. 2.7 of the General Prescriptions to the CIK-FIA International Karting Regulations). According to Arti. 70 of the FIA International Sporting Code all Entrants and Drivers who wish to take part in an international event can only do so with the approval of their own ASN. This authorization shall be given by the ASN concerned in such form as they might deem convenient.

29) Qualification Mode for the RMCGF:

The RMCGF is an international Restricted Event (acc. to Article 19 of the FIA International Sporting Code), by invitations controlled by ROTAX.

Expenses for supplied karts, engines, tyres, petrol, accommodation, entry fee for qualified drivers of the RMCGF are covered by ROTAX and its distributors, as long as these Sporting regulations and “ROTAX MOJO MAX Challenge Technical regulations” are followed in their national RMC classes.

Following drivers will be qualified:

Junior class:

- The overall winner of each national RMC 2006 Junior MAX- class.
- The defending overall champion of the Junior MAX- class of the RMCGF 2006.
- 1 additional (= next placed) driver from the Junior MAX-class from the hosting country of the RMCGF 2006.
- 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)

MAX class:

- The overall winner of each national RMC 2007 MAX- class.
- The defending overall champion of the MAX- class of the RMCGF 2006.
- 1 additional (= next placed) driver from the MAX-class from the hosting country of the RMCGF 2007.
- 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 2006 DD2-class.
- The defending overall champion of the DD2 -class of the RMCGF 2006.
- 1 additional (= next placed) driver from the DD2-class from the hosting country of the RMCGF 2007.
- 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 01.05.2007.

Driver package:

- Driver packages for additional drivers may be offered to countries organizing an RMC according to valid technical and sporting regulations 2007 only.

ROTAX reserves the right to grant additional drivers from different classes to different countries under certain conditions to participate at the RMCGF 2007. The exact number of additional drivers will be announced on the ROTAX webpage (www.maxchallenge-rotax.com) by end of June 2007.

30) Date of last national RMC race events to be counted towards the overall score for the RMC: 28.Oct.2007. Only national RMC results received by e-mail on "ROTAX race administration" software until 30. Oct.2007 will be respected. Basis for invitation of drivers are the results shown on the ROTAX homepage (www.maxchallenge-rotax.com).

ELIGIBLE KARTS AND EQUIPMENT

31) The RMCGF are reserved for karts with ROTAX MAX engines in different configurations, as defined by the ROTAX MOJO MAX Technical Regulations.

32) The qualified drivers racing in the RMCGF Junior MAX-, MAX- and DD2-class will run on one brand chassis in each class with engines supplied by BRP-ROTAX free of charge. ROTAX will ask several chassis manufacturers for their best offer to supply those chassis for the RMCGF and decide accordingly.

33) At RMCGF each driver will be entitled to submit to Scrutineering the following equipment:

Number of chassis: Drivers will be allowed to scrutinize one chassis as supplied by ROTAX only.
However if damage occurs to the chassis, which has been scrutinized for the meeting, if in the opinion of the scrutineer it is not practical to repair in time, one alternative chassis may be scrutinized, in order to continue the meeting.

Number of engines: Drivers will be allowed to scrutinize one engine as supplied and sealed by ROTAX only.

34) Change of equipment

Changing engines, chassis, the chassis/engine unit and tyres is forbidden between the various Drivers.

DISTRIBUTION AND LIMITATION OF TIRES IN THE EVENT

35)GENERAL: As specified in the ROTAX MOJO MAX Challenge Technical Regulations the tyres MOJO (D1 for slick tyres and W1 for wet tyres) have been chosen as the exclusive tyres for the RMCGF 2007.

36)STOCKING: For the RMCGF the tyres (only the set for qualifying Practice up to the final) will be stocked in the Servicing Park by the race organiser.

37)DISTRIBUTION: ROTAX will hand out to all drivers 1 set of MOJO D1 tires for free Practice and non qualifying Practice and 1 set of MOJO D1 tires for Qualifying Practice, Qualifying Heats and Second Chance Heat, Pre final and Final free of charge in the Servicing Park. If a race is declared a wet race MOJO W1 tires will be handed out in Servicing Park to all drivers free of charge and sufficient time will be given to mount those tires. During the whole RMCGF event max. 2 sets of MOJO W1 tires will be supplied to drivers free of charge. All tires (except the MOJO D1 tires handed out for use at free Practice and non qualifying Practice) will be marked with numbers before handed out to drivers. No other tires than the ones given out in Servicing Park are allowed to be used at the track at any time.

DISTRIBUTION OF FUEL IN THE EVENT

38) At the RMCGF for the whole duration of the event only the premixed fuel handed out in "Servicing Park" is legal to use for all race activities. The premixed fuel will be supplied by ROTAX free of charge.

All petrol tanks will be handed in clean and empty (see time table) to "Servicing Park" , all nozzles must be blocked to avoid any spillage. The petrol tanks will be filled with petrol pre-mixed with synthetic 2-Stroke Oil (brand and type as specified in the "Supplementary regulations"). Each fuel tank should be clearly marked to indicate the level to which the fuel team must fill the tank. Remarkings is allowed, but a tank without a marking will be filled, to the top. The removal of fuel is forbidden.

After all non-qualifying practices, warm-up sessions, qualifying practice, qualifying heats, Second Chance heat and final phase race petrol tanks must be left in "Servicing Park".

RACING NUMBERS

39) Racing numbers shall comply with provisions of Article 24 of the CIK-FIA Technical Regulations.

SPORTING CHECKS AND SCRUTINEERING

40)

A. During the initial Scrutineering and Sporting Checks, which will take place on the dates and at the locations specified in the Supplementary Regulations of the Event, each Driver and each Entrant must have all required documents and information available.

B. Unless a waiver is granted by the Stewards in particular circumstances, Drivers and Entrants who do not keep to the time limits imposed will not be allowed to take part in the Event.

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

D. The Clerk of the Course or the chief Medical Officer may ask a Driver to undergo a medical examination at any time during an Event.

E. No kart may participate in an Event unless it has been checked by the Scrutineers.

F. At any time during an Event, the Scrutineers may:

a) check the eligibility of the kart or of the Driver's equipment.

b) require a kart to be dismantled by the Entrant to make sure that the conditions of eligibility and conformity are fully satisfied.

c) require an Entrant to supply them with such parts or samples as they may deem necessary.

G. Any kart which, after being passed by the Scrutineers, is dismantled or modified in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for Scrutineering approval.

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

I. Checks and Scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organisation of the Servicing Parks and/or the Parc Fermé, and who alone are authorised to give instructions to the Entrants.

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

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

L. At the Sporting Checks, each Entrant will receive an «Technical Passport» for each of his Drivers. All other details relating to the full equipment must be entered on this form before submission to Scrutineering. An incomplete «Technical Passport» will be rejected.

M. Racing numbers and possible advertising signs shall be on the kart when the equipment is submitted to Scrutineering.

N. A Driver shall not be allowed to change his/her equipment after it has been identified at Scrutineering.

41) At the Event, the the event organiser and the Stewards will control all licences.

BRIEFINGS

42)A. Definition: The Entrants' and Drivers' Briefing is a meeting organised by the Clerk of the Course for all Entrants and Drivers entered in the Event.

B. Aim of the Briefing: to remind Entrants and Drivers of the specific points of the Supplementary Regulations concerning the organisation of the Event; to remind them of the safety notions, either general, or specific to the circuit used; to give any clarification concerning the interpretation of the Regulations.

C. The time of the Briefing is mentioned in the programme of the Event. The time is considered as that of the beginning of the Briefing and the entrance door and access to the Briefing will be closed. The meeting shall always be held before Qualifying Practice or the first Qualifying Heat. Extra meetings may be organised if this is deemed necessary.

D. The presence of all concerned Entrants and Drivers is mandatory throughout the Briefing under pain of a sanction or even of a possible exclusion from the Event. Two Attendance Sheets shall be signed, one by Drivers and the other by Entrants.

Before they can be allowed to continue the meeting, a mandatory fine of US \$125 which must be paid to the ASN hosting the event via the Stewards will be inflicted on any Entrant and Driver who do not attend the Briefing.

GENERAL SAFETY

43)

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

B. During non-Qualifying Practice, Qualifying Practice, the Qualifying Heats and the races of the final phase, Drivers may use the track only and must at all times observe the dispositions of the Code relating to driving on circuits.

C. During non-Qualifying Practice, Qualifying Practice, the Qualifying Heats and the races of the final phase, a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or impede another Driver. If the Driver is unable to remove the kart from a dangerous position by driving it, it is the Marshals' duty to help him; however, if the kart restarts as a result of such help, it will be excluded from the classification of the Qualifying Practice or the race in which this help was provided. Except for medical or safety reasons, the Driver must stay close to his kart until the end of non-Qualifying Practice, Qualifying Practice, the Qualifying Heat or the race(s) of the final phase.

In the case of a Practice session run over two parts separated by an interval, all karts abandoned on the circuit during the first part must be taken back to the Servicing Park during the interval and may participate in the second part of practice.

D. Any repairs with tools are banned outside the Repairs Area. It is forbidden to take any tools and/or spare parts on board the kart. The Driver can receive help only in the Repairs Area determined by the Supplementary Regulations or during the Briefing.

E. Except in cases expressly provided for by the Regulations or by the Code, no one except the Driver is authorised to touch a stopped kart unless it is in the Repairs Area.

F. When the track is closed by the Clerk of Course during and after practice and after the finish until all concerned karts, whether they are mobile or not, have arrived at the «Finish» Servicing Park or at the Parc Fermé, no one is allowed to access to the track, with the exception of Marshals carrying out their duties and of Drivers when they are driving.

G. During Qualifying Practice, the Qualifying Heats and the race(s) of the final phase, the kart may be restarted only by the Driver himself, except if he restarts from the Repairs Area. The Driver may not receive any outside help on the track during the running of an Event, except in the Repairs Area, which he may reach only by his own means.

H. A speed limit may be imposed in the pit lane and in the Repairs Area during practice and the Formation Laps. Any Driver braking this speed limit will be imposed a penalty provided for in the Regulations or the Code.

I. If a Driver is faced with mechanical problems during practice, the Qualifying Heats or the race(s) of the final phase, he must evacuate the track as soon as possible for safety reasons.

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

K. No Driver may leave the Repairs Area without having been invited to do so by Marshals.

L. Official instructions will be transmitted to the Drivers by means of the signals provided for in the Code. Entrants must not use flags similar to these ones in any way whatsoever.

M. Any Driver who intends to leave the track, to return to the Servicing Park or to stop in the Repairs Area shall demonstrate his intention in due time and shall ensure that he may do so safely.

N. During the Event and at the order of the Clerk of the Course a Driver who breaches the Technical

Regulations, except during the final lap, must stop in the Repairs Area and remedy the breach before rejoining the track.

O. When they participate in non-Qualifying or Qualifying Practice, in the Qualifying Heats or the races of the final phase, Drivers must at all times wear the full equipment defined under Article 3 of the CIK-FIA Technical Regulations.

P. It is forbidden to circulate with motorbikes, scooters or any other motorised devices in the Paddock.

Q. The Organiser undertakes to have on the track all safety devices provided for for meetings in Appendix 2 to the 2007 International Karting Regulations, from the beginning of Non-Qualifying Practice until the end of the Event.

R. In the case of a «wet race» (conditions signalled by means of a panel by the Clerk of the Course), the choice of tyres will be left to the appreciation of the Drivers, the Clerk of the Course reserving the right to use the black flag if he deems that a Driver's kart is fitted with the wrong set of tyres and that the Driver is too slow and dangerous for other Drivers.

NUMBER OF KARTS ALLOWED ON THE TRACK

44) The number of karts allowed on the track is limited to 34 for final phase races, 36 for Qualifying Practice and the Qualifying Heats and 51 for Non-Qualifying Practice.

RUNNING OF THE EVENT

45) The Event will comprise Non-Qualifying Practice, Qualifying Practice, Qualifying Heats, a Second Chance Heat and a final phase as a minimum.

a) Non-qualifying Practice:

The time schedule of the Event must provide for Non-Qualifying Practice for each category.

They are reserved for those Drivers having passed the Sporting Checks and Scrutineering. The Drivers shall be divided into two series for odd and even numbers. Sessions will be alternated every thirty minutes.

The use of transponders is mandatory as from the beginning of the Non-Qualifying Practice.

b) Qualifying Practice:

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

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

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

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

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

- and so on according to the same principle if there are further series.

If no time is taken into account for a Driver, he/she will take the start at the end of the Grid. If several Drivers are in that situation, their starting position will be decided by drawing lots. Pushers are not allowed to help Drivers once they have crossed the line drawn at the exit of the start area.

If a Driver stops in the Repairs Area or in the Servicing Park, it will be final. He/she shall not be allowed to start again.

c) Qualifying Heats:

Case A: 36 starters or less - Three Qualifying Heats will be run with all the Drivers. The starting grids of each of the three Heats will be established on the basis of the results of Qualifying Practice.

Case B: 37 to 72 entered Drivers - At the end of Qualifying Practice, Drivers will be separated into groups for the Qualifying Heats. The number of Drivers per group will be 18 maximum. Each group must compete versus all the other groups.

- As an example, in the case of a separation of Drivers into 4 groups, the Driver classified 1st in Qualifying Practice will be in group A, the 2nd in group B, the 3rd in group C, the 4th in group D, the 5th in group A, the 6th in group B, the 7th in group C, the 8th in group D, and so on.

- Each of the four above-mentioned groups will compete against the other groups, i.e.: A versus B, A versus C, A versus D, B versus C, B versus D and C versus D, namely a total of six Qualifying Heats. Each Qualifying Heat will have a distance of approximately 10 or 15 km according to the age bracket of Drivers (Juniors/Seniors).

- For the Qualifying Heats, points will be awarded as follows: 0 point to the 1st, 2 points to the 2nd, 3 points to the 3rd and so on according to an increasing progression of one point per place. If a Driver does not take the start in a Qualifying Heat, he will receive a number of points equal to the number of participants of groups A and B plus 1.

If a Driver has been black-flagged or excluded, he will receive a number of points equal to the number of participants of groups A and B plus 2.

- Any Driver who has not covered all the laps scheduled, even if he has not finished the Qualifying Heat, will be classified according to the number of laps he has actually completed.

- At the end of the Qualifying Heats, the first 28 classified Drivers will be qualified for the final phase. Possible ties between two or several Drivers will be settled according to their classification in Qualifying Practice. If the Drivers have been divided into 5 groups or more, the first 34 classified Drivers will be qualified for the final phase.

d) Second Chance Heat:

- Only the first 34 non-qualified Drivers may participate in the Second Chance Heat of approximately 10 or 15 km (according to the age bracket of the Drivers - Juniors/Seniors).

- Starting positions will be determined according to the total number of points obtained in the Qualifying Heats.

- The first 6 finishers will be qualified for the final phase.

e) Final phase:

34 Drivers will compete in the final phase according to the following format: Pre-Final and Final.

* Pre-Final : Starting positions according to the number of points received in the Qualifying Heats. The first six Drivers qualified in the Second Chance Heat will have the last positions respecting the finishing order of the Second Chance Heat.

Drivers who did not take the start of the pre-final or were excluded from it will not be authorised to participate in the final.

* Finale : Starting positions determined by the classification of the Pre-Final.

The distance of the Pre-Final and Final, from the starting signal to the chequered flag, will be equal to the minimum number of full laps necessary for reaching the respective distances, which are 15 km for the Prefinal and 25 km for the Final for the Junior Class and 20 km for Prefinal and 30 km for Final for all other classes. The chequered flag will be shown to the leading kart when it crosses the finishing line («the Line») at the end of the lap during which that distance is reached. The Line consists in a single line across the track. The final classification of the Event will be the classification of the Final.

f) During the Second Chance Heat and the final phase, any Driver about to be overtaken by the race leader(s) or who has been overtaken for any reason whatsoever will be shown the blue and red (double diagonal) flag with his number. He shall return to the scales in the Parc Fermé and will be

classified according to the number of laps that he has actually completed.

STARTING GRIDS

46)

A. At the end of the final Qualifying Practice session, the list of qualified Drivers as well as the starting grids will be officially published.

B. Only these Drivers will be allowed to take the start of the Qualifying Heats and/or of the race(s) of the final phase.

C. Any Entrant whose kart(s) is (are) unable to take the start for any reason whatsoever or who has good reasons to believe that his kart(s) will not be ready to take the start must inform the Official in charge of the Assembly Area, who will advise the Clerk of the Course as soon as he has the opportunity.

D. The pole position Driver of each grid will have the choice in the pole position (on the left or right side of the track), providing that he advises the Clerk of the Course as soon as he reaches the Assembly Area. This choice will only modify the first row, to the exclusion of the others. Failing this, the pole position Driver of each grid will take the start of the race from the grid position designated as such in the Supplementary Regulations of the Event.

E. Access to the grid will end five minutes 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 no longer be allowed to do so, except under exceptional circumstances left to the appreciation of the Panel of Stewards.

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

STARTING PROCEDURE

47)

A. The start signal shall be given by means of lights.

B. The start will be of the «rolling» type, the grid being constituted of two lines of karts.

C. To give the start, the Clerk of the Course shall be placed on a platform located at least 5 metres from the trackside and behind a permanent protecting barrier (Article 7.7.1C of the Circuits Regulations, Part 1).

D. A Yellow Line shall be painted 25 m ahead of the Start Line. It is forbidden to accelerate before having crossed that line. For rolling starts, this Yellow Line will also be materialised by a row of soft cones (1 cone on each side of the track and 4 cones placed on the centre line of the track).

E. As soon as the Clerk of the Course indicates with the green flag that the karts may take the start, the Drivers are «at the orders of the Clerk of the Course» and may no longer receive any outside help. Any Driver who has not placed himself at the orders of the Clerk of the Course in time with his kart in working order will be allowed to leave the Assembly Area only at the orders of the Clerk of the Course or of the officer in charge of the Assembly Area.

F. Karts will cover approximately one Formation Lap before the start may be given. It is forbidden to overtake another Driver under pain of a penalty inflicted by the Stewards (10 seconds or exclusion from the Heat).

If a Driver stops for any reason during the Formation Lap, he will not be allowed to try and start again before he has been passed by the whole field. He shall start again from the back of the formation. Should he try to start ahead of the field in the hope that the leading drivers overtake him, he would be shown the black flag and be excluded from that race.

G. During rolling starts, a Driver who is delayed will have the possibility of regaining his grid position

only if this manoeuvre does not impede other Drivers and in all cases before having reached the Red Line which will be materialised on the track and indicated by the Clerk of the Course at the Briefing.

H. If he considers that a Driver has been immobilised as a result of another Driver's mistake, the Clerk of the Course may stop the Formation Lap and start again the Starting Procedure on the basis of the original grid or allow the impeded Driver to regain his position.

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

J. In the case of repeated false starts or incidents during the Formation Lap(s), the Clerk of the Course, acting as a Judge of Fact, may stop the starting procedure by means of the red flag and inform the Stewards, who will be entitled to inflict on the offending Drivers a penalty according to Article 2.24 of the General Prescriptions. A new procedure will begin either immediately or within 30 minutes, according to the circumstances. The starting grid will be the same as for the initial procedure. All the Drivers present in the starting area or in repair area before the procedure was stopped will be allowed to take the start of the new Formation Lap.

K. Any attempts to jump the start or delay it shall be sanctioned according to Article 2.24 of the General Prescriptions.

L. As soon as the start has been given, racing conditions are applied and, irrelevant of the position of a kart on the track, it is forbidden to give it any assistance, except for parking it to a safe location.

48) Rolling starts: At the end of the Formation Lap, Drivers will proceed forward at a reduced speed towards the Starting Line, ranged in two lanes of karts. When the karts approach, the red lights will be on. No kart may accelerate before the red lights have been switched off. Karts must maintain their position until the start signal is given. If he is satisfied with the formation, the Clerk of the Course will give the start by switching off the red lights. If he is not satisfied with the procedure, he will switch on the orange light, which means that another Formation Lap must be covered.

49) The Stewards may use any video or electronic system likely to help them to take a decision. The Stewards' decisions may supersede those taken by Judges of Fact. Any infringement to the provisions of the Code or of these Sporting Regulations relating to the starting procedure may entail the exclusion of the kart and of the Driver concerned from the Event.

STOPPING A RACE

50)

A. Should it become necessary to stop the race or practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course shall order a red flag to be shown on the Line. Simultaneously, red flags will be shown at Marshals' posts provided with these flags. The decision to stop the race or practice may be taken only by the Clerk of the Course (or, if he had to leave, by his deputy). If the signal to stop racing is given:

a) during practice, all karts shall immediately reduce speed and go back slowly to the «Finish» Servicing Park, and all karts abandoned on the track shall be removed;

b) during the Qualifying Heats: all karts will immediately reduce their speed and go to the «Finish» Servicing Park entrance, 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,

- the weather conditions may have made it impossible to drive at high speed on the circuit.

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

- less than 75% of the distance scheduled for the race (rounded up to the nearest higher whole number of laps). If the race can be restarted, Article 2.22 will apply.

- 75% or more of the distance scheduled for the race (rounded up to the nearest higher whole number

of laps). The karts will be directly led to the Parc Fermé, and 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;

c) during a race of the final phase, all karts must immediately reduce speed and go to the entrance to the

«Finish» Servicing Park, considering that:

- the classification of the race will be the classification at the end of the lap prior to that during which the signal to stop the race was given,
- karts or rescue vehicles may be on the track,

- the circuit may be totally blocked because of an accident,

- the weather conditions may have made it impossible to drive on the circuit at racing speed.

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

Case A: less than 2 laps. No points will be awarded. If the race can be restarted, Article 2.22 Case A will apply.

Case B: more than 2 laps but less than 75% of the distance scheduled for the race (rounded up to the nearest whole number of laps). If the race can be restarted, Article 2.22 Case B will apply. Should this not be possible, half the points will be awarded.

Case C: 75% or more of the race distance (rounded up to the nearest whole higher number of laps). The karts shall be sent directly to the Parc Fermé and the race will be deemed to have finished when the leading kart crossed the Line at the end of the lap prior to that during which the race was stopped. Full points will be awarded.

RESTARTING A RACE

51) Working on karts will be allowed only in the Servicing Park; it will even also be allowed to introduce spare equipment (only the equipment identified in the case of chassis and/or engines) in the Servicing Park. Re fuelling will be allowed.

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 (in the conditions provided for under Article 2.19 F). The length of the new race will be the full original race distance. The original start will be deemed null and void.

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 and those who were in the Repairs Area when the red flag was shown will be eligible to take the restart, either in their original kart or in their reserve kart. Unoccupied places on the grid shall remain vacant.

Case B: If more than 2 laps have been covered, a new start will be given within 30 minutes after presentation of the red flag (in the conditions provided for under Article 2.19). The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered. The Drivers who have crossed the Finish Line at the end of the lap prior to that on which the race was stopped and those who were in the Repairs Area (except in a final phase race) when the red flag was shown will be allowed to take the new start, either in their original kart, or with a reserve kart. The first kart and the reserve kart are allowed in the «Start» Servicing Park.

Grid positions will be determined by the finishing order at the end of the lap before the one on 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.

FINISH

52)

A. The signal indicating the end of the race shall be given on the Line as soon as the leading kart has covered the full race distance.

B. Should, for any reason other than under Article 2.21 A, the signal indicating the end of the race be given before the leading kart completes the scheduled number of laps, the race will be deemed to have finished when the leading kart last crossed the 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.

C. After having received the signal indicating the end of the race, all karts shall directly go to the Parc Fermé, without stopping and without any help (except that of Marshals if necessary).

Any classified kart unable to reach the Parc Fermé by its own means will be placed under the exclusive control of Marshals, who will supervise the taking of the kart to the Parc Fermé in a regular manner.

D. For a finish to be considered valid, a Driver must have crossed the Finish Line seated at the wheel of his kart.

PARC FERMÉ

53)

A. Only those officials charged with the checks may enter the Parc Fermé. No intervention whatsoever may be carried out therein without the authorization of these officials.

B. As soon as the chequered flag is displayed (Finish), the Parc Fermé regulations will apply for the area between the Finish Line and the entrance to the Parc Fermé.

C. The Parc Fermé shall be large and protected enough to ensure that no unauthorized person may have access to it.

SERVICING PARK

54) 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 clear transparent plastic bottles, for drinking purposes.)

FINAL CLASSIFICATIONS

55) The following final classifications shall be drawn up: classification of drivers in the Pre final and classification of drivers in the Final.

INSTRUCTIONS AND COMMUNICATIONS TO ENTRANTS

56) All classifications and results of Qualifying Practice, the Qualifying Heats and the race(s) of the final phase, as well as any decisions of the officials of the Event will be posted on the official posting board.

INCIDENTS

57) An «Incident» means a fact or a series of facts involving one or several Drivers (or any Driver's

action reported to the Stewards by the Clerk of the Course or noted by the Stewards and reported to the Clerk of the Course for inquiry), who:

- provoked the stopping of a race in application of Article 142 of the Code;
- violated these Sporting Regulations or the Code;
- 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 manoeuvre by a Driver;
- have illegally impeded another Driver during a passing manoeuvre.

(a) It will be the responsibility of the Stewards to decide, further to a report or a request of the Clerk of the Course, if one or several Driver(s) is/are involved in an Incident (see Article 39 of the Code); he/they must not leave the circuit without the Stewards' agreement.

(b) If a Driver is involved in a collision or an Incident (see Article 39 of the Code), and if he was informed of this by the Stewards within thirty minutes after the end of the race, he must not leave the circuit without their agreement.

The Stewards shall inflict a 10-second time penalty on any Driver having caused an Incident. If the Incident was caused during a Qualifying Practice session, they shall proceed to the cancellation of the three fastest times which he/she achieved in the session concerned. However, considering its serious nature, the Stewards may decide, instead of the 10-second time penalty, of a sanction among those provided for in the penalty scale of Article 153 of the Code.

PROTESTS AND APPEALS

58)

- The right to protest lies only with Entrants. They must be presented in writing to the Clerk of the Course or to his deputy within 10 minutes after the posting of the results of the Qualifying Practice and Qualifying Heats (including the Second Chance Heat), and within 30 minutes after the posting of the classification of the races of the final phase. They shall be accompanied by the fee provided for by the ASN as indicated in the Supplementary Regulations. The deposit may be paid in the currency of the organizing ASN or in one of the following currencies: American dollars and euros.

- In the absence of the Clerk of the Course or of his deputy, they shall be addressed to the Stewards of the Event or to one of them.

- The deposit will be refunded if the protest is judged founded. It will be possible to appeal against the Stewards' judgment, pursuant to Articles 171 to 179 of the Code, in accordance with the provisions laid down in the Code (Chapter XIII).

FINES

59)

- A fine may be inflicted on any Entrant, Driver, assistant, Organizer who does not respect the prescriptions of the officials of the Event. A fine may be inflicted by the ASN hosting the event, on decision of the Panel of Stewards of the Event.

- All fines must be paid to the CIK-FIA within 48 hours after their imposition. However, fines of US \$700 or less must be paid immediately.

PODIUM CEREMONY

60) The Drivers classified 3rd, 2nd and 1st in the Final shall climb on the podium one after the other. The

winning Driver's national anthem will be played and the national flags of the first three finishers will be hoisted. The first 3 competitors must wear their overalls zipped up at prize giving ceremonies. If caps are supplied by the organiser of RMCGF they must be worn by the drivers during the podium ceremony. All drivers agree that ROTAX and its sponsors may use photographs of RMCGF races (including names and photographs of drivers) for advertising, publicity and public relations purposes.

ENTRY FEES

61) Entry fee for RMCGF is free of charge

ADVERTISING ON KARTS, OVERALLS AND HELMETS

62) Voluntary scheme to be determined.

SAFETY EQUIPMENT

63) Helmets, gloves, rib protectors, boots, race suits must all be approved under the CIK/FIA rules 2006, Technical Regulations, Art.3

FIRE EXTINGUISHER

64) Competitors are required to have a fully serviceable fire extinguisher to the ASN minimum recommended standard