



Kartódromo Internacional do Algarve

Portimão - Portugal

4 to 11 November /2017

ROTAX MAX CHALLENGE GRAND FINALS 2017

SUPPLEMENTARY REGULATIONS

VISA NUMBER: SE19/2017

UPDATE 02/11/2017

REGULATIONS

The final text of these Supplementary 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 Supplementary Regulations. The event language shall be English.

ARTICLE 1 – ORGANISATION

The Event shall be run in accordance with:

- the FIA International Sporting Code and its appendices,
- the FIA and CIK-FIA official Bulletins,
- the CIK-FIA Technical Regulations,
- the General Prescriptions applicable to CIK-FIA Karting International Events (Chapter 4.1 of the International Karting Regulations),
- the Rotax MAX Challenge Grand Finals Sporting Regulations 2017,
- the Rotax MAX Challenge Grand Finals Technical Regulations 2017,
- the official Bulletins,
- these Supplementary Regulations.

All entered Entrants and Drivers shall be holders of International licenses (Driver and Entrant) issued by CIK-FIA members ASN's and a valid visa.

ARTICLE 2 – INFORMATION SPECIFIC TO THE SERIES

2.1. Reception office

BRP-Rotax GmbH & Co KG

Address: Rotaxstr. 1, 4623 Gunskirchen, Austria

Phone: +43 7246 601 0

Fax: +43 7246 601 510 0

Email: support.rmcbf@brp.com

Web: www.rotax-kart.com

2.2. Office during the event

(from the 04th up to the 11th November 2017)

Main office (Rotax office – ground floor)

Kartodromo Internacional do Algarve

Sítio do Escampadinho, Mexilhoeira Grande, 8500-148 Portimão, Portugal

- a. Phone : +351 282 405 600
- b. Fax: +351 282 405 697
- c. Email: afrias@korridas.com
- d. Web: www.rotax-kart.com

2.3. Series submitted by the following ASN.

National Sporting Authority: OSK - Austria

Address: Pasettistr. 96-98, Vienna 1200, Austria

Phone: +43 1 33 22 669

Fax : +43 1 33 22 669 33020

E-mail: austria-motorsport@oemtc.at

Web: www.austria-motorsport.at

2.4. National Sporting Authority (ASN)

FPAK – Federação Portuguesa de Automobilismo e Karting.

Address: Rua Fernando Namora 46 C/D, 1600-454 Lisbon, Portugal

Phone: +351 217 112 800

Fax : +351 217 112 801

Email : secretariado@fpak.pt

Web : www.fpak.pt

2.5. Club Organizer

Korridas e Companhia

Address: Avenida Comendador Ferreira de Matos 709, 4450-125 Matosinhos

Phone: +351 226 177 821

Fax: +351 226 177 843

Email: info@korridas.com

Web: www.korridas.com

2.6. Organising Committee

Composition:

Mr. Arnaldo Frias, Korridas e Companhia

Mr. Daniel Erhardt, BRP-Rotax

Mr. Helmut Voglsam, BRP-Rotax

2.7. Circuit

Length: 1,531m

Direction of the track: clockwise

Side of the pole position: right

CIK Licence number: 994

2.8. Categories

2.8.1. Senior MAX

Maximum inscription: 72 drivers

Minimum inscription: n.a.

Minimum age: 14th birthday during 2017

Minimum weight: 160 Kg (including full race gear))

2.8.3. DD2

Maximum inscription: 72 drivers

Minimum inscription: n.a.

Minimum age: 15th birthday during 2017

Minimum weight: 170 Kg (including full race gear)

2.8.4. DD2 Masters

Maximum inscription: 72 drivers

Minimum inscription: n.a.

Minimum age: 32nd birthday during 2017

Minimum weight: 175 Kg (including full race gear)

2.9 Entries

Reception office: BRP-Rotax GmbH & Co KG

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Opening Date: 01/09/2017

Closing Date: 04/11/2017

Restrictions: maximum entries in all classes

Amount of fees: n.a.

Mandatory license: minimum international C grade

2.10. Time schedule of the event

See appendix

Detailed and changes to time schedule to follow on the official notice board.

2.11. Technical Checks

Location: Servicing Park – Technical building

2.12. Sporting Checks

Location: Servicing Park – Technical building

2.13. Briefing

Location: At the track, in the Korridas tent next to the Korridas truck

The presence of all concerned Entrants and Drivers is mandatory. Drivers / Entrants not attending the briefing will be liable to incur a fine of 150 EUR.

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

2.14. Official Posting Board

Location: Main office

2.15. Servicing Park

Location: Next to Parc Fermé

2.16. Parc Fermé

Location: In Servicing Park

2.17 - Repair Area

Location: Servicing Park

2.18 - Prizes and Awards

Honorific prize to the first 3 finishers in each category at the Final's. Honorific prize to the first 3 in the nations ranking.

ARTICLE 3 – MAIN OFFICIALS

3.1 Stewards

Chairman: Mr. Richard Norbury (GBR), MSA licence number 60288

Mr. Alain Adam (B), RACB licence number 1632

Mr. Valter Fernandes, FPAK licence number CDA 16177

3.2 Race director

Mr. Ramiro Brito (PT), FPAK licence number DPI 15899

3.3 Clerk of the Course

Mr. Luis Azevedo (PT), FPAK licence number DP 18446

3.4 Deputy Clerk of Course

Mr. Jesus Baquero (SP), licence number DC-1-AR

Mr. Manuel Branco (PT), FPAK licence number DPI 18678

3.5. Race control

Mr. Lainer Thomas (D), licence number SPA 1060602

Mr. Pere Saura (SP), licence number DC-45-CAT

Mr. Win van Burgh (NL), KNAFT licence number 26754

3.6. Secretary of the Meeting

Mrs. Danielle Short (GB), MSA licence number 287870

3.7. Chief Scrutineer

Mr. Paul Klaassen (GBR), MSA licence number 29032

3.8. Deputy Scrutineer

Mr. Ernie Salmon, MSA licence number 44620

Mr. Francois Lauer (FR), FFSA licence number 67399

Mrs. Jeannine Lauer (FR), FFSA licence number 105825

Mr. Rizal Jaafer (MY), AAM licence number 0029

Mr. Minhath Hasnizam (MY), AAM licence no 0028.

Mr. Gonçalo Duarte (P), FPAK licence number CTE 15895.

3.9 Chief of Park Ferme

Mr. Mario Alberto, FPAK licence number CT 15897

3.10 Medical officers

Chief medical officer: Doctor Ricardo Ferreira, FPAK licence number MEDICO CHEFE 19605.

Deputy medical: Doctor Bruno Proença, FPAK licence n MEDICO CHEFE 16181.

3.11 Timekeeping Officer.

Mr. Martin Summerer (D), licence number SPA 1062502

Mr. Franz Schieszler (D), licence number SPA 1078408

3.12 Judges of Facts*

Judges of Fact will be named in a Stewards Bulletin

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**In accordance with Article 11.16.3 of the International Sporting Code, Judges of Fact will have the following remit: At all times during a competition, recording of the incidents described in Article 8 of these SRs.*

3.13 Flag Marshals

According Appendix 1 to be issued on the 5th, November 2017

3.14 Paddock Observer

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

3.14.1. Starting of engines is only allowed in the Servicing Park and engines may only be run there for a maximum of 5 seconds. A driver starting an engine outside this area, or exceeding the permitted running time, will be penalized with a fine of 150€. A second offence may lead to exclusion.

3.14.2 It is strictly forbidden to smoke or to use any device which risks provoking fire in the Paddock area, the Servicing Parks, the Parc Ferme, the Assembly Area, on the starting grid or on the track (along the course). Offenders, including Officials, will be penalized by a fine of 125 € and may be asked to leave the circuit. It is forbidden to cook in the Paddock, except with a special authorization from the Organizer.

3.14.3. Children under 7 years old who are not permanently accompanied will not be admitted in the Paddock Area. Animals who are not kept on a leash will not be authorized on the location.

3.14.4. It is forbidden to use motorized vehicles (except authorized by the Organizer) such as mini-motorcycles, scooters etc., in the Paddock Area under the pain of exclusion.

ARTICLE 4 - INSURANCES

In compliance with the legal prescriptions, the Organizer has contracted one or several insurance(s) guaranteeing to cover the following risk(s):

FPAK (ASN) affects a Master Insurance Policy in respect of third party civil liability with a value of EUR 40.000.000,- per occurrence for bodily injury and EUR 8.000.000,- per occurrence for material damages.

ARTICLE 5 - PROTEST AND APPEALS

The right to protest lies only with the entrants. Protests and/or appeals must be in accordance with Article 13 and 15 of the International

Sporting Code ~~and Article 14 of the General Prescriptions of FPAK~~

Amount of the Protest fee: ~~500€~~ 900€

Amount of the Appeal fee ~~set by FPAK: 2.500€~~ 3000€.

Amount of the international Appeal fee (FIA): 6.000€.

Payment of any appeal fees should be to the AMF-ÖAMTC bank account, which is:

Bank Austria, Wien

IBAN: AT79 1200 0230 1134 9200

BIC: BKAUATWW

ATU: 36821301

ZVR: 730335108

5.1 For reasons of operational necessity the time limit for the presentation of protests during the heats will be amended from 30 minutes to 10 minutes. Any protest must therefore 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.

5.2 The time limit for presentation of protests during the final phase remains unchanged. That is, within 30 minutes after the posting of the classification of the races of the final phase.

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

ARTICLE 6 - SUPPLEMENTARY CONDITIONS

6.1 Tyres

a) Dry tyres:

- Type: MOJO D4 for all categories.

Quantity for each category:

- 1 set is for non-qualifying practices (non parc fermé status)
- 1 set is for qualifying up to and including **final pre-finals** (Parc fermé status).
- **1 set is for saturday warm-up and Finals (Parc fermé status).**

b) Wet tyres:

- Type: MOJO W3 for all categories.

Quantity for each category:

- Maximum one set of MOJO W3 will be handed out for non-qualifying practices. Organizer

keeps the right to decide if a second set of MOJO W3 will be handed out for qualifying practice up to and including final (pre-final and final). Maximum 2 sets are available for the whole event for each category. They will only get handed out in case of rain. (Parc fermé status)

c) Distribution and usage of tyres:

The first set of slick tyres will be handed out after chassis raffle. This set shall be used during the event for all non-qualifying practices. This set of tyres is **not** marked **and doesn't need to but it will not** be kept in parc ferme. A certain number of used tyres from the first set (depending on the category) will be kept in parc ferme.

After the last session of the non-qualifying practice each driver will receive a new set of MOJO D4 (depending on category) slick tyres, which has to be used for the qualification phase up to and including the final phase (pre-final and final). Each tyre of this set is marked with a barcode and the starting number and must be kept in the parc ferme.

Each driver is responsible to check if the marking of the starting number is visible outside, otherwise the tyre has to be presented in parc ferme for remarking.

If there is a reasonable risk for rain, wet tyres (MOJO W3) together with rims will be handed out in time. Wet tyres provided for non-qualifying practices as well as wet tyres provided for qualifying practices up to and including final have to be kept in parc ferme at any time. Each tyre of these sets is marked with a barcode and the starting number.

In case of mechanical failure of a tyre, each driver may exchange maximum 1 front and 1 rear tyre (each wet and dry), except if failure has been caused on purpose/misuse. In case of a mechanical failure of a tyre, it is up to the technical scrutineer to verify if the failure was due to material defect or has been caused on purpose/misuse. **~~If the failure has not been caused on purpose/misuse it is up to the organizer to decide if a new or used tyre (with similar wear rate) will be provided as replacement.~~**

If the failure has not been caused on purpose/misuse the following rule will apply:

- In all categories a new tire will be provided as replacement during Free Practice or before Qualifying. During Qualifying Heats, Pre-finals and Final a

used tire (with similar wear rate) will be provided as replacement.

6.2 Petrol

Petrol, with 98 octane, is supplied by organizer.

Petrol will be mixed with 2% XPS KARTTEC Full Synthetic oil.

Petrol is Parc fermé status.

6.3 Advertising on Karts

Drivers must accept the advertising supplied with the karts. It is forbidden to put any kind of advertisement on the karts other than those supplied with the karts.

6.4 Branding

Drivers are not allowed to expose brands of competing companies with those partners of the Rotax MAX Challenge Grand Finals (Sodikart, Birel, Praga, Dell'Orto, Mojo, Rotax, XPS).

This prohibition includes competition karts and clothing, and covers the entire period of the event (incl. prize giving ceremony, driver's parade etc.).

6.5 During the distribution of passes, on presentation of the corresponding licence (Driver and /or Entrant and /or Legal Guardian), every driver and/or Entrant and/or Legal Guardian must sign for the receipt of the documents, thereby undertaking to respect all regulations (FIA, CIK-FIA, Rotax MAX Challenge sporting and technical regulations) as well as these supplementary conditions.

6.6 Fire extinguishers

For safety reasons drivers are required to have a fully serviceable fire extinguishers to the ASN minimum recommended standard.

6.7 Transponder

The organizer will be responsible for the supply of the transponder to all drivers.

The use of the transponder is mandatory as from the second free practice session of each driver and until the Final. It is the entrant / drivers responsibility to mount the transponder in the right position.

The transponder must be fixed on the back of the kart seat and cannot exceed the positioning 40 cm in height from the ground. By determination of the Chief Scrutineer, under approval of Stewards, the transponder positioning may be changed for one or for all drivers.

6.8 Onboard camera system

The organizer reserves the right to equip Karts of drivers with an onboard camera system. Selected drivers have to mount the onboard camera system in accordance to the regulations. To provide a proper support for the onboard live streaming system a special support person is available. This person must have free access to the selected Karts.

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

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

An additional front shield will be provided free of charge to the concerned drivers.

6.9 DD2 rear bumper system

During a competition at least one roller on each side of rear bumper system must be in place. If not a technical disqualification will be applied.

6.10 Race numbers and driver's name

Race numbers provided by the organizer are the only ones allowed. Race numbers for each category are:

- Senior Max**301 to 399**
- DD2 **401 to 499**
- DD2 Master **501 to 599**

All karts must have visible, at all time during the event, the four starting numbers (one in the back, other in the front, and one in each side of the kart).

Driver will not be allowed to go into Servicing Park without all the starting numbers.

The name and the country flag of the driver will be provided by the organizer and shall appear on each side of the lateral bodywork and be clearly legible.

The flag of the driver's nationality shall be that of the nationality of his licence.

ARTICLE 7 - RACE EVENT

7.1 Non qualifying practice:

- a) Sessions 1 to 4: 15 minutes
- b) Session 5: 10 minutes

7.2 Qualifying Practice

- a) Number of sessions: one session for one group of odd numbers and one session for one group of even numbers.
- b) Time per session: 8 minutes.

- c) Drivers must be on track 3 min after Qualifying Practice started. If a driver is not on track after those 3 min the driver will be disqualified from Qualifying Practice. If more than one driver has been excluded the starting positions will be done according Specific prescription article 18B.
- d) The final classification of the Qualifying Practice will be established according article 18B of CIK Specific Prescriptions.
- e) Any driver who has not participated in the Qualifying Practice may request in writing to the Stewards the authorization to continue in the race. Stewards will decide according the circumstances of the absence in the Qualifying Practice. There will be no appeal from the Stewards' decision.

7.3 Qualifying Heats

- a) Number of laps for all categories: 10.
- a) Number of groups: 4 (A, B, C, D), with 18 drivers each. Groups will be divided according article 18C of CIK Specific Prescriptions.
- b) Number of Qualifying Heats per group: 3
- c) Starting positions for Qualifying Heats will be established according article 18 C of CIK Specific Prescriptions.

7.4 Pre-Finals

- a) Number of laps for all categories: 15 .
- b) For all categories there will be two Pre-Finals (A and B) with 36 drivers each, according FPAK authorization. After the Qualifying Heats qualified drivers will be divided in 2 groups, each one doing a Pre-Final.
- c) After the Qualifying Heats the final results will be done according Article 18 C case B in the 2017 CIK Specific Prescriptions.
- d) Drivers will be so distributed: the first qualified Driver takes the start into Pre-Final A, the second into Pre-Final B, the third into Pre-Final A, the fourth into Pre-Final B, the fifth into Pre-Final A, the sixth into Pre-Final B, and so on up to the 72nd.
- e) After Pre-Finals A and B it will be established another classification, as follows:
 - Each driver will get the same points as for the Qualifying Heats, according his position on the race.
 - Those points will be added to the ones he got after the Qualifying Heats.
 - Total points will establish the

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classification for the Final, according Article 18 C case B of CIK Specific Prescriptions.

- Only the first 36 classified drivers, according FPAK authorization, will be eligible for the Final.
- In the event of a tie, the best classification of the Pre-Final will be considered. If the tie remains, it is considered the best lap of the Pre-Finals.

f) A driver who was disqualified from the Pre-Final will not be authorised to participate in the Final and will be discounted when determining the 36 eligible drivers

7.5 Finals

Number of laps for all categories: 20.

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

7.7 Starting Procedure

- a) All categories will be rolling starts.
- b) Due to the circuit length, there will only be a one formation lap before each race. There will not be a separate warm up lap. Karts will therefore cover only a single lap before the start may be given.
- c) There will be no mechanics nominated to restart the engine of any driver which stops during the formation lap. Drivers may only restart themselves and no assistance may be given.

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

7.9 Stopping / Restarting a race

The procedure which will be used should it become dangerous to continue with a race will be a Suspension and Resumption of the race in accordance with CIK-FIA General Prescriptions Articles 2.20c, 2.21 and 2.22, not a Stopping and Restarting of the race as set out in the RMCGF Sporting Regulations. The race will therefore be suspended by the showing of red flags in accordance with General Prescriptions Article 2.21 and, if appropriate, resumed with a "SLOW" process in accordance with General Prescriptions

Article 2.20c and 2.21. Note that no reserve karts are permitted in the Servicing Park.

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

7.10 Servicing park

The pre-grid gate closes 2 minutes before race time. Any kart which has not taken its position on the pre-grid at that moment will not be allowed to do so.

Mechanics must clear the pre-grid immediately.

Karts on the pre-grid must be ready to race, all further work and or adjustment (with the exception of tyre pressure) to the kart on the pre-grid is strictly forbidden – NO TOOLS! Any kart which needs mechanical assistance to start must do so at the rear of the grid and remain at the rear until after the race start respective the number of formation laps.

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

7.10 Scale

Driver needs to stand on the scale

ARTICLE 8 - FRONT FAIRING

8.1. The use of a homologated Front Fairing and Front Fairing Mounting Kit and the use of a homologated bodywork homologation period 2015 – 2020 is mandatory, according CIK Specific Prescriptions, article 30 and CIK Technical Drawing No 2d.

8.2. As from the Non-Qualifying Practice 1 until (including) the Final the front fairing (using the front fairing mounting kit) must be in the correct position at all times during a competition.

8.3. Each Driver must enter the "Start" Servicing Park – Assembly Area with the front fairing detached from their kart.

The Mechanic or the Driver himself must mount the front fairing in the correct position and working order.

8.4. Re-installing the front fairing to the correct position:

- a) During Non-Qualifying Practice, it is not allowed to re-install the front-fairing, in the track or in the repair area. Organizer will provide a technical scrutineer, acting as Judge of Fact, in order to control and report any incident.
- b) During Qualifying Practice it is not allowed

to re-install the front fairing, in the track or on the way to the scale.

- c) During Qualifying Heats, Pre-Final Heats and Final it is allowed to re-install the front fairing to correct the position only in the Repair Area. As from the moment the "Last Lap" panel has been presented the Repair Area will be closed.

8.5. The black flag with an orange disc will not be shown to a driver if his front fairing is no longer in the correct position.

8.6. Penalties

If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the "black and white chequered flag" was waved to finish the Non-Qualifying Practice, Qualifying Heats, Pre-Final Heats or Final and the kart(s) concerned crossed the finish line, or when the kart(s) arrives at the scales the following penalties will be imposed and they are not subject (open) to appeal:

- a) During Non-Qualifying Practice:
- 1st time: Warning
 - 2nd time: driver will not be allowed to take part in the next Non-Qualifying Practice session.
 - 3rd time: Driver will be deleted the 2 best lap times during Qualifying Practice.
 - 4th or 5th time: Subject to Stewards decision.
- b) During Qualifying Practice: the best 2 lap times will be deleted.
- c) During Qualifying Heats, Pre-Final and Final a 10 second penalty will be imposed.
- d) In cases b) and c) above, when the Scrutineers/Judges of Fact send the reports regarding the incorrect position of the front fairing the Stewards will automatically apply the decisions.
- e) Should a Driver or a third party be found/proved to have intentionally replaced a front fairing which is not installed correctly, other than as permitted in article 8.4, this will lead to the following penalties:
- During Non-Qualifying Practice: driver will not be allowed to participate in the other Non-Qualifying Practice sessions and all the times for the Qualifying Practice will be not considered.
 - During Qualifying Practice, Qualifying Heats, Pre-Finals and Final: disqualification from the event.

e) Anyone caught trying to modify any part to stop the nose cone moving will not be permitted to take part in the next race and will be referred to the Stewards for further penalty.

ARTICLE 9 - NOTIFICATIONS AND STEWARDS DECISIONS TO DRIVERS / ENTRANTS

9.1 All notifications and stewards decisions regarding a specific Driver / Entrant will be sent electronically to the Driver's / Entrant's mobilephone using an Application developed by Rotax for this purpose.

9.2 How does the RMC APP works

The App is free of charge and is available for download for IOS, Android and Windows.

As this APP needs an internet access, BRP-Rotax will provide free internet access to the Driver and the Entrant.

This APP will communicate with the Event Management software (EVA EMS). EVA EMS is the communication platform used internally by the organizer and it will record the time that all the information will be sent to Driver/Entrant.

The APP allows more than one mobile device to receive the info. The user will need to do a registration process.

An Entrant can do a registration for more than one Driver.

9.3 Communication flow

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

~~Notifications will be sent once again after 3 minutes of the first message.~~

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

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

9.4 At the Drivers Registration, Entrant will sign a document stating that he/she will be responsible to register in the RMC App all the starting numbers which he/her is responsible for as an Entrant, to check with the due diligence if he is receiving any notification and to guarantee that during the event period his

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mobile phone is connected to the network.

Driver / Entrant must register exactly with the same e-mail address given in the registration process.

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

9.6. In case of internet failure in the paddock area, the Competitor/Pilot will be notified personally.

ARTICLE 10 – FINES

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

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

10.3 Fines imposed by the Stewards, in this article and also article 2.13, must be paid immediately to the organizer. The total amount of those fines will be donated to "Wings for life" (<http://www.wingsforlife.com/en/>) by wiring transfer and with a copy of the transfer sent to FPAK.

ARTICLE 11 – MATERIAL ASSIGNED TO DRIVER

11.1. To each driver will be assigned his own place in a tent provided by the organizer.

- It is not allowed to mount individual/private tents.
- Changing the location previously assigned is not allowed, unless authorized by the organizer.
- For each driver it will also be handed out a trolley, and a toolbox. Such material must be returned to the organizer at the end of the event.

11.2. The only equipment – complete kart – allowed during the event will be provided on a loan basis, by the organizer and must be according the RMC 2017 Technical Regulations.

11.3. Vehicle

- a) For each Driver it will be raffled a complete kart (chasis and engine) according the official time schedule.
- b) The driver cannot refuse the vehicle that has been raffled.
- c) Any modification is not allowed unless specified in this regulations and the RMC 2017 Technical Regulations.
- d) During the event drivers/competitors are not allowed to take the kart, or part of it (except the battery and battery charger), outside the track facilities. A Technical Scrutineer may check at the beginning of the day, and before the arrival of the drivers to the facilities, if the vehicle is complete. If it detects the absence of any element of the vehicle, the driver will have the following penalties:

- If it happens before qualifying, the driver will get a 10 places penalty on the starting grid for the qualifying heats.
- If it happens immediately before a race, the driver will get a penalty of 10 seconds for the next race which he will take part.
- In the event of a repeated infringement, the driver will be excluded from the event.
- The equipment that has been detected that was missing in the kart must be controlled by the Technical Scrutineer and can also be replaced by other equipment.

11.4. Chassis

11.4.1. Chassis must be according the RMC 2017 Technical Regulations and these Supplementary Regulations.

- a) The brand for each category is:
 - Senior Max: Sodikart.
 - Max DD2: BirelArt
 - Max DD2 Master: Sodikart
- b) It is the Driver / Entrant responsibility to mount the seat.
- c) During the event, and in case of an accident, the driver can only change once the chassis (frame) after the authorization of the Technical Scrutineers. In this case the frame and the other needed parts must be paid in advance. The amount to be paid is defined in the price list which must be

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provided prior to the event by the chassis manufacturer.

- d) It is only allowed to use the parts originally supplied by the chassis manufacturer.

11.4.2. Specifications for Senior Max category

11.5. Engine

- a) Engine and its accessories must be according the RMC 2017 Technical Regulations.
- b) Engine is supplied by BRP-Rotax and is the only one allowed to be used per each Driver along the event. If an engine is damaged BRP-Rotax may decide to change or repair it.
- c) During any moment of the event, a Driver / Entrant cutting or manipulating any of the engine, and/or carburator and /or exhaust seals will be disqualified of the event.

11.6. Specifications for Senior Max category

- a) Mandatory gearing for first free practice : front sprocket must be 13 teeth and rear sprocket 74 teeth.
- b) Optional gearings as of the second free practice to final : front sprocket must be 13 teeth and rear sprocket from 72 to 76 teeth.
- c) Original rear sprocket as supplied by the organizer are legal to be used only.
- Sprocket must be mounted with the number of teeth to the outside.
 - Number of teeth must be visible at any time.
- d) Original chains as supplied by the organizer are legal to be used only. Optional chain lengths are : 100, 102, 104, 106.
- e) Mandatory main jet for first free practice: 130
- f) Optional main jet as of second free practice to final: from 122 to 132 (included)
- g) Spark plug: NGK GR8DI
- h) Original seat as supplied by the organizer is legal to be used only.
- All fixation screws and nuts for the seat must be mounted and tightened at any time, except the two bottom screws.
 - Per side one additional seat stay is allowed only.

- Additional seat stays must be either fitted and tightened or removed from the chassis.
- Seat supports welded on the frame must not be bent except authorized by the chassis manufacturer.

- i) Lead must be fixed to the seat only.
- j) Original rear axle as supplied by the organizer is legal to be used only.
- Cutting the rear axle is not allowed
 - Fitting anything into the rear axle is not allowed!
 - The 3rd bearing must be fitted and all screws tightened at all times.
 - To remove the grub screw of the 3rd bearing is an allowed adjustment.
- k) Original stub axle and caster/camber kit as supplied by the organizer are legal to be used only.
- All possible combinations of the caster/camber kit are legal to be used.
 - Stub axle adjustment must not be covered.
- l) Adjustment of Ackerman is allowed. Tie rods must be mounted on the inside position of the stub axle only.
- m) Ride height adjustment : in the front adjustment is free (original spacers must be used) ; in the rear adjustment is free.
- n) Stabilizer : Front stabilizer only. Stabilizer and sleeves must be either fitted and tightened or removed from the chassis.
- o) Steering wheel can be mounted in two different height positions. Steering shaft must not be cut.
- p) Floor tray : All screws and nuts must be fitted and tightened at any time.
- A data acquisition sensor must be mounted to one of the fixation screws of the floor tray.
 - Drilling a hole in the floor tray is not allowed.
- q) To remove the foot rest is an allowed adjustment.

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- r) The 2 supports for the rear bumper have to be mounted tight to the frame at any time. Screws of the rear bumper may be loose to enable a lateral movement of the rear bumper.
- All possible combinations of the caster/camber kit are legal to be used.
 - Stub axle adjustment must not be covered.
- s) Original brake pads as supplied by the chassis manufacturer for the Grand Final are legal to be used only.
- t) Legal optional parts :
- Shorter pedals
 - Shorter brake rod
 - Angled steering wheel boss
 - Adjustable steering wheel boss
- 11.7. Specifications for Max DD2 and Max DD2 Master categories**
- a) Mandatory gearing for first free practice : front sprocket must 36:61
- b) Optional gearings as of the second free practice to final : 35:62 (in combination with wet tires only) ; 36:61 ; 37:60
- c) Mandatory main jet for first free practice: 135
- d) Optional main jet as of second free practice to final: from 128 to 140 (included)
- e) Spark plug: NGK GR9DI
- f) Original seat as supplied by the organizer are legal to be used only.
- All fixation screws and nuts for the seat must be mounted and tightened at any time, except the two bottom screws.
 - Per side one additional seat stay is allowed only.
 - Additional seat stays must be either fitted and tightened or removed from the chassis.
 - Seat supports welded on the frame must not be bent except authorized by the chassis manufacturer.
- g) Lead must be fixed to the seat only.
- h) Original rear axle as supplied by the organizer is legal to be used only.
- Cutting the rear axle is not allowed
 - Fitting anything into the rear axle is not allowed!
- i) Original stub axle and caster/camber kit as supplied by the organizer are legal to be used only.
- k) Adjustment of Ackerman is allowed.
- j) Ride height adjustment :
- For Max DD2 front and rear adjustment is not allowed (middle position as supplied).
 - For Max DD2 Master front adjustment is allowed (original spacers must be used) ; rear adjustment is not allowed
- k) Stabilizer : Front stabilizer only. Stabilizer and sleeves must be either fitted and tightened or removed from the chassis.
- l) Steering wheel can be mounted in two different height positions. Steering shaft must not be cut.
- m) Floor tray : All screws and nuts must be fitted and tightened at any time.
- A data acquisition sensor must be mounted to one of the fixation screws of the floor tray.
 - Drilling a hole in the floor tray is not allowed.
- n) To remove the foot rest is an allowed adjustment.
- o) Rear bumper must be fixed and tightened at any time. All screws and nuts must be fitted at any time.
- p) Original brake pads as supplied by the chassis manufacturer for the Grand Final are legal to be used only.
- q) Gear shift paddles :
- To change the cable connections on the control whip from left to right and right to left, is an allowed adjustment.
 - To bend the shift paddles to align them with the steering wheel is an allowed adjustment (must be replaced by original shift paddles before the return).
- r) Legal optional parts :
- Angled steering wheel boss
 - Adjustable steering wheel boss. For Max DD2 Master only

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- Eccentrics (2 x 1,5°). For Max DD2 only.
- Shorter brake rod.
- Steering rods with optional lengths. For Max DD2 only
- Adjustable foot rest. For Max DD2 only
- Shorter paddles. For Max Dd2 Master only.

11.8. Transponder mounting

The transponder must be fixed on the back of the kart seat and cannot exceed the positioning 40 cm in height from the ground. By determination of the Chief Scrutineer, under approval of Stewards, the transponder positioning may be changed for one or for all drivers.

11.9. Return of equipment

- a) After the event Driver must return the equipment according information about time, location and procedures of how to return the equipment defined by the organization
- b) Equipment must be returned in the same working conditions as delivered. All equipment must be dully cleaned before returned. Otherwise it will be charged a 200€ fee.
- c) Any damaged or missing part of the engine or accessories, toolbox and trolley must be paid.
- d) Any damaged part of the chassis must be payed.
- e) People appointed by the organizer (Rotax and chassis suppliers) will be responsible for doing an exhaustive control of the material handed out to the Driver.