

# Rotax MAX Challenge Asia Trophy Sporting Regulations 2024

Edition: 17<sup>th</sup> January 2024



# 1. CODE OF CONDUCT FOR DRIVERS

- A) All participants must play within the rules and respect race officials and their decisions.
- B) All participants (Drivers, Entrants, Mechanics and Officials) must respect the rights, dignity and value of their fellow participants regardless of gender, sexual orientation, ability, physical appearance, race, skin colour, language, political opinion, family disability, cultural background or religion.
- C) All participants must encourage and take responsibility for their actions at all times.
- D) All participants must ensure their equipment is safe and race worthy, prior to taking part in training, testing or race events. Only approved racewear (e.g.: helmet, gloves, race boots and suit) to be used by the driver, according to the regulations.
- E) It is the participants own responsibility to identify and measure his/her own skill level against his/her competitors, and take responsibility for the risks associated with training, testing and or racing. It should be noted that a basic level of competence is required.
- F) It is the participant's responsibility to declare, prior to any participation in training, testing or racing, of any medical condition or medication required that may be relevant in the event of an emergency.
- G) All participants are required to display courtesy and etiquette to other members and participants in training, testing and race events. Any disputes or problems that may arise during an event must be addressed in a respectful manner, to the correct person (official) at the event.
- H) The safety of children within the sport is a priority. Knowledge of the code of ethics surrounding care of children in sports will be promoted and encouraged. It is the participant's own responsibility to ensure the safety of children at training, testing or racing events.
- I) When taking part in any event, it is the responsibility of the driver to take the time to read and fully understand the posted rules, regulations and conditions for said event prior to start time, thus eliminating unnecessary delays at the beginning of the event. Requests for clarification of these rules, regulations or conditions, should be asked in the drivers meeting held before each event.
- J) All participants must have respect for the environment and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas that are used as clean and pollution free as possible.
- K) All participants must respect that drugs and alcohol are strictly prohibited at training, testing and races. It is an offence and will not be tolerated. Offenders will be excluded from the event and face further disciplinary action.
- L) Any abusive comments on social media (Facebook, Twitter etc.) between teams, competitors, officials, organisers, or any person associated with ROTAX, will be held responsible and liable for their actions.

## 2. INFORMATION / DATES / ENTRY

### 2.1 Organisation Office

ORGANISER:

Kelab Sukan Motor MSF Malaysia  
49, Jalan Peniaga U1/35,  
Hicom Glenmarie Industrial Park,  
40150 Shah Alam,  
Selangor, Malaysia.  
Tel : +603 7629 8829

Attention:

Honorable Secretary  
Norfadilah Zainal Abidin

PROMOTER:

Amprex Racing Services Sdn. Bhd.  
E-3A-05, Phileo Damansara 1,  
Jalan 16/11, Off Jalan Damansara,  
Petaling Jaya, 46350, Selangor

Email : [victor.amprex@gmail.com](mailto:victor.amprex@gmail.com)

Web : [www.amprexrs.com/](http://www.amprexrs.com/)

Web : [www.facebook.com/rotaxmaxchallengeasiatrophy](https://www.facebook.com/rotaxmaxchallengeasiatrophy)

Web : [www.instagram.com/rmc\\_asiatrophy/](https://www.instagram.com/rmc_asiatrophy/)

### 2.2 Status and Permits

This is a “National with Regional Participation” competition inscribe with the Motorsports Association of Malaysia (MAM).

The Organising Permit shall be issued for each round respectively.

### 2.3 Jurisdiction

Held under the National Competition Rules of MAM, incorporating the relevant provisions of FIA Karting; RMCAT Sporting Regulations; RMC Global Sporting Regulation 2024; and any Additional Supplementary Regulations (ASRs), Notifications, Drivers Briefing Note(s) and / or final instructions issued by the Organiser whether written or oral shall have the same force as these regulations subject to the provisions of MAM National Competition Rules (NCR).

The Supplementary Regulations are available for download from <https://www.amprexrs.com/> or upon request from Amprex Racing Services Sdn Bhd. Team Managers and drivers are reminded to read and understand the Regulations. Ignorance of the regulations is not an excuse.

### 2.4 Dates / Calendar

Provisional dates and locations for RMCAT 2024 as follows:

Round 1	20 & 21 Jan 2024	Sepang International Karting Circuit, Malaysia.
Round 2	20 & 21 April 2024	MORAC Adventure Park, Langkawi, Malaysia.
Round 3	18 & 19 May 2024	Bira Karting Circuit, Thailand.
Round 4	22 & 23 June 2024	TBC, Malaysia.
Round 5	3 & 4 August 2024	Jerudong Park GoKart Track, Brunei
Round 6	7 & 8 Sept 2024	TBC, Malaysia.

NOTE: Postponement, abandonment or cancellation of any round shall be in accordance to the relevant provisions in the MAM NCR.

## 2.5 Entries / Subscriptions

2.5.1 Entry for RMCAT Championship must be made directly with the race promoter Amprex Racing Services Sdn Bhd. Original competition license of the Driver, Team Entrant person ID/ Entrant license and with the Start Permission / Visa / Release Letter from the respective has to be presented and handed over to the Secretary of The Meet (SOM) during the registration process.

### 2.5.2 Entry open and closing date for the event:

#### Opening Dates

- All entries open 30 days before each round.
- Early bird closes 11:59pm on the Sunday, 1 week before race event.

#### Closing Dates

- Closing Date for registration shall be at (e.g. 1200hrs on Thursday before the respective Round). All entries received after this date will be considered 'Late' under this Regulation.
- Any acceptance of entry received after the closing date for registration for each round will be at the sole discretion of the Organiser. An administrative/ penalty fee of an additional RM300.00 shall be imposed if the entry is accepted.

## 2.6 Entry Fee

Basic Entry Fee per driver per Race (Early bird)	- RM1,000.00
Normal Entry Fee per driver per Race	- RM1,200.00
Additional race category/ class crossover fees	- RM1,000.00
Loan of Transponder	- RM100.00 (if required)

Drivers with their own AMB transponders will be exempted from rental charges for transponders. Please refer to Additional Supplementary Regulations if issued for RMCAT's rounds in Thailand and Brunei.

## 2.7 Payments

All cheques/ M.Os,/ Bank Drafts, etc. must be crossed; and completed entry forms together with the appropriate fees / banking receipt should be sent to:

Amprex Racing Services Sdn Bhd  
E-3A-05, Phileo Damansara 1,  
Jalan 16/11, Off Jalan Damansara,  
Petaling Jaya, 46350, Selangor.  
Email: cindy.amprexcircuit@gmail.com; victor.amprex@gmail.com

Entries are only accepted once full payment has been received on the following bank account:

Name : Amprex Racing Services Sdn Bhd  
Bank : United Overseas Bank (Malaysia) Bhd  
Branch : Damansara Uptown branch  
Address : 1, Jln SS21/58, G/Floor Uptown 1, Damansara Uptown, 47400,  
Petaling Jaya, Selangor Darul Ehsan

Current Account Number : 260-306-399-8  
Bank Swift Code : UOVBMYKL

Originals documents must be produced at registration.

- 2.7.1 Should the driver fail to attend the event **THERE WILL BE NO REFUND OF THE ENTRY FEE.**
- 2.7.2 If tyres are supplied by the organisers which forms part of the entry fee package for a specific round; Tyres not collected which are included in the entry fee, will not transported to the next event. It is the responsibility of the driver / Entrant to collect the tyres.

## 2.8 Officials

MAM Stewards	To be advised
Clerk of the Course	To be advised
Deputy Clerk of the Course	To be advised
Race Director	To be advised
Secretary of the Meeting	To be advised
Deputy Secretary of the Meeting	To be advised
Chief Scrutineer	To be advised
Deputy Scrutineer	To be advised
Chief Paddock & Grid Marshal	To be advised
Chief Course Marshal	To be advised
Chief Lap Scorer	To be advised
Chief Timekeeper	To be advised
Club Steward	To be advised
Technical Director	To be advised

The duties, roles and responsibilities of all Officials of the event, including the Race Director (if nominated and approved by MAM) shall be as prescribed and defined in the MAM NCR.

## 2.9 Organising Committee

Genji Hashimoto. Victor Cheong, Cheah Lai Shen, Gurdev Singh, Adian Yein Khalid

## 3. CATEGORIES / CLASSES / LICENSES

### 3.1 Rotax Micro MAX

Maximum entries for each round of competition is based on the circuit homologation in which the competition is held.

The Organiser reserves the right to amend the number entries by the issuance of ASR(s).

License: National Karting License or higher issued by an ASN affiliated to the FIA and the permission to drive abroad from the ASN of the country where the license is issued.

Age limits: The driver must have his/her 8th birthday during the year of the event and must have his/her 12th birthday after the year of the event.

Weight: 105 kg

**Note**

Drivers who are still under aged (and therefore do not have full legal capacity) cannot be their own Entrant. Parent of the driver is required to sign the Entry Form.

### 3.2 Rotax Mini MAX

Maximum entries for each round of competition is based on the circuit homologation in which the competition is held.

The Organiser reserves the right to amend the number entries by the issuance of ASR(s). License: National Karting License or higher issued by an ASN affiliated to the FIA and the permission to drive abroad from the ASN of the country where the license is issued.

Age limits: The driver must have his/her 10th birthday during the year of the event and must have his/her 14th birthday after the year of the event.

Weight: 115 kg

**Note**

Drivers who are still under aged (and therefore do not have full legal capacity) cannot be their own Entrant. Parent of the driver is required to sign the Entry Form.

### 3.3 Rotax Junior MAX

Maximum entries for each round of competition is based on the circuit homologation in which the competition is held.

The Organiser reserves the right to amend the number entries by the issuance of ASR(s).

License: National Karting License or higher issued by an ASN affiliated to the FIA and the permission to drive abroad from the ASN of the country where the license is issued.

Age limits: The driver must have his/her 12th birthday during the year of the event and must have his/her 15th\* birthday after the year of the event.

A driver with 15 years old during the year of the event can participate if he/she holds a valid International G Karting Licence, according to Article 3.4.1 of the FIA KARTING International Karting Licences for Drivers.

Weight: 145 kg

**Note**

Drivers who are still under aged (and therefore do not have full legal capacity) cannot be their own Entrant. Parent of the driver is required to sign the Entry Form.

### 3.4 Rotax Senior MAX

Maximum entries for each round of competition is based on the circuit homologation in which the competition is held.

The Organiser reserves the right to amend the number entries by the issuance of ASR(s).

License: National Karting License or higher issued by an ASN affiliated to the FIA and the permission to drive abroad from the ASN of the country where the license is issued.

\*If a driver is 14 years old during the year of the event, he/she must hold a valid international license grade F karting according to FIA KARTING INTERNATIONAL DRIVERS' LICENCES FOR KARTING DRIVERS & CODE OF DRIVING CONDUCT, article 3.4.2

Minimum age: The driver must have his/her 14th \* birthday during the year of the event. Weight: 162 kg

#### Note

Drivers who are still under aged (and therefore do not have full legal capacity) cannot be their own Entrant. Parent of the driver is required to sign the Entry Form.

### 3.5 Rotax MAX DD2 Master

Maximum entries for each round of competition is based on the circuit homologation in which the competition is held.

The Organiser reserves the right to amend the number entries by the issuance of ASR(s)..

License: National Karting License or higher issued by an ASN affiliated to the FIA and the permission to drive abroad from the ASN of the country where the license is issued.

Minimum age: The driver must have his/her 32nd birthday during the year of the event.

Weight: 180 kg

### 3.6 Summary Age Limits

Age Limit	MICRO	MINI	JUNIOR	SENIOR	MAX DD2 MASTER
	8-11	10-13	12-14 *(15)	15+ *(14)	32+
Age Groups	2013-2016	2011-2014	2010 till 2012 *(2009)	from 2009 *(2010)	from 1992

\*... if the driver holds a Karting Licence, according to Article 3.4.2 and 3.4.3 of the FIA Karting International Karting Licence's for Drivers

### 3.7 Competition License

1. All Malaysian drivers must be in possession of a valid 2024 Novice, National or International Karting Licence issued by MAM only.

2. Overseas competitors must be in possession of a valid Karting Licence issued by their ASN for the year together with a Start Permission / Visa / Release Letter from the respective ASN. The Organisers do not accept Entry Forms that are stamped with an ASN stamp.

NOTE: ALL LICENCES, START PERMISSION / VISA / RELEASE LETTER FROM THE RESPECTIVE ASN ARE TO BE HANDED TO THE SECRETARY OF THE MEETING IMMEDIATELY AFTER SCRUTINEERING FOR SAFE KEEPING.

## 4. CHAMPIONSHIP POINTS PRIZES AND AWARDS

### 4.1 Final Classification

4.1.1 Each Event will have a result for ranking of Super Heat and Final; the Championship points for each which is awarded as follows:

<b>Position</b>	<b>1<sup>st</sup></b>	<b>2<sup>nd</sup></b>	<b>3<sup>rd</sup></b>	<b>4<sup>th</sup></b>	<b>5<sup>th</sup></b>	<b>6<sup>th</sup></b>	<b>7<sup>th</sup></b>	<b>8<sup>th</sup></b>	<b>9<sup>th</sup></b>	<b>10<sup>th</sup></b>	<b>From position 11<sup>th</sup> to the end</b>
Super Heat	10	9	8	7	6	5	4	3	2	1	No points
Final	25	20	16	13	11	10	9	8	7	6	A drop down of 1 point: 5, 4, 3, 2, 1, then 0

The total of the points from the races will determine the Championship position for each driver.

If a race is stopped under Article 2.21 of the FIA KARTING General Prescriptions (Suspending a practice or race) and cannot be restarted and if less than 2 laps have been completed, no points will be awarded.

If more than 2 laps but less than 75% of the scheduled distance have been covered, half the scheduled points will be awarded. Full points will be awarded if 75% or more of the scheduled distance have been covered.

4.1.2 Drivers which will be present on the pre-grid will get points.

4.1.3 Trophies will be awarded for all classes per event for the first 3 placed drivers of the event results. The event result will be the result of the Final.

### 4.2 Season Ranking / Championship in all classes

4.2.1 The final season ranking of the "Rotax Max Challenge Asia Trophy" will be established as follows:

- the worst result obtained in the intermediate classifications (established after the Qualifying Heats) and the worst result obtained in the Finals will be discounted.
- A blank result due to a disqualification may not be discounted.



Should more than one driver having scored the same number of points in the RMCAT, precedence will be given to the driver with the highest number of 1<sup>st</sup>, then 2<sup>nd</sup>, then 3<sup>rd</sup> (and so on) places obtained in the Ranking after the heats, Super Heat and Finals (10 results with the same priority),

If there is still a tie, then the better Final, then Super Heat, then ranking after heats in the last event will be the tie breaker and so on.

**4.2.2** Season / Championship Trophies in all classes for the first 3 placed drivers:

“ROTAX MAX CHALLENGE ASIA TROPHY WINNER 2024”

“ROTAX MAX CHALLENGE ASIA TROPHY 2<sup>nd</sup> OVERALL 2024”

“ROTAX MAX CHALLENGE ASIA TROPHY 3<sup>rd</sup> OVERALL 2024”

**4.2.3** Free Tickets / Invitation to the Rotax Max Challenge Grand Final (RMCGF) 2024 for the following drivers and Classes:

Rotax 125 Micro MAX : 1<sup>st</sup> placed drivers in the season / championship ranking

Rotax 125 Mini MAX : 1<sup>st</sup> placed drivers in the season / championship ranking

Rotax 125 Junior MAX : 1<sup>st</sup> placed drivers in the season / championship ranking

Rotax 125 MAX DD2 MAX Masters: 1st placed drivers in the season / championship ranking

Rotax 125 Senior MAX [x2] \* : 1<sup>st</sup> and 2<sup>nd</sup> placed drivers in the season / championship ranking

\* For the Rotax 125 Senior MAX category, for the overall championship winner and runner up in the RMCAT championship. 1st and 2nd overall champions are entitled to win RMCGF tickets to participate in the following classes:

Rotax 125 Senior MAX

Rotax 125 MAX DD2\*

\*[Drivers must have his/her 15th birthday during the year of the event. If the Driver fails this age requirement, will not be entitled to participate in the Rotax 125 MAX DD2 category at the RMCGF]

For the Rotax 125 Senior MAX category, the overall championship winner has the privilege of having first dibs in choosing their preferred choice of RMCGF tickets.

Rotax Max Challenge Grand Final invitation includes: Entry fee, fuel, supplied Kart, tyres, tools and tool box. All users will be responsible for any damage to the karts, tyres, tools and tool box caused by themselves.

In cases, in which a subsequent correction needs to be carried out by the series organiser after the publication of the championship and/or series classification due to an obvious error or mistake, the series organiser is allowed to do so.

Complaints regarding the series classification shall be addressed to the series organiser. No appeal against the decision of the series organiser will be accepted.

At any time, ROTAX reserves the right to offer wild cards or loyal ROTAX customer driver packages to drivers of all classes according to criteria as it deems fit.

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

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

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

A distributor may nominate a second placed driver from an RMC to the waiting list for RMCGF. If under any circumstances a qualified driver does not arrive at the RMCGF till the official registration is completed, ROTAX reserves the rights to add a replacement driver from the top of the waiting list to take part at the event.

This rule applies until the start of the official non-qualifying practice at the RMCGFs.

## **5. EQUIPMENT**

### **5.1 Amount of equipment**

1 sealed chassis

2 sealed engines

2 sets of slick race tyres (Drivers'/ Entrants' responsibility to prepare)\*

1 set of rain race tyres (Drivers'/ Entrants' responsibility to prepare)

\* unless there is an ASR/ bulletin issued where race tyres is included in the entry fee.

### **5.2 Tyres**

#### **Micro MAX**

Dry MOJO C2 CIK front 4.0 x 10.0 – 5 rear 5.0 x 11.0 – 5

Wet MOJO CW CIK front 3.6 x 10.0 – 5 rear 4.5 x 11.0 – 5

### **Mini MAX**

Dry MOJO C2 CIK front 4.0 x 10.0 – 5 rear 5.0 x 11.0 – 5

Wet MOJO CW CIK front 3.6 x 10.0 – 5 rear 4.5 x 11.0 – 5

### **Junior MAX**

Dry MOJO D2XX CIK option front 4.5 x 10.0 – 5 rear 7.1 x 11.0 – 5

Wet MOJO W5 CIK front 4.5 x 10.0 – 5 rear 6.0 x 11.0 – 5

### **Senior MAX**

Dry MOJO D5 CIK Prime front 4.5 x 10.0 – 5 rear 7.1 x 11.0 – 5

Wet MOJO W5 CIK front 4.5 x 10.0 – 5 rear 6.0 x 11.0 – 5

### **MAX DD2 Masters**

Dry MOJO D5 CIK Prime front 4.5 x 10.0 – 5 rear 7.1 x 11.0 – 5

Wet MOJO W5 CIK front 4.5 x 10.0 – 5 rear 6.0 x 11.0 – 5

Strictly no modifications or tyre treatment are allowed. All tyres will be barcode scanned and will be checked before each session (Qualifying heats, all heats, super heats, and finals).

Tyres must be mounted according to the sense of rotation defined on the tire at all time.

Running in of wet tyres on a dry track is not allowed. Wet tyres may only be used if the Clerk of the Course or Race Director (if nominated) has declared Wet Race or Wet Practice.

## **5.3 Fuel / Oil**

- 5.3.1 Fuel as specified in the RMCAT Technical Regulations 2024 is the only fuel allowed.
- 5.3.2 Commercial fuel/ petrol [95 RON or 97 RON] on general sale. By commercial fuel it is meant a motor fuel produced by an oil company and currently distributed at roadside refilling stations throughout the country, on sale commercially and including no other additives. Any infringement of this rule will entail disqualification from the event. The Organisers may specify in the Additional Supplementary Regulations a particular fuel station to purchase all fuel and fuel testing may be conducted using fuel from that station as the base.
- 5.3.3 PM Xeramic® Synmax Full Synthetic 2T Kart Racing Oil; or XPS synthetic 2-stroke oil (brand and type as specified in the "RMCAT Technical Regulations 2024").
- 5.3.4 The Organisers may specify in the Additional Supplementary Regulations if premixed fuel will be supplied by the race organiser.

- 5.3.5 It is strictly forbidden to add any liquid and/or power-boosting chemicals in the petrol.
- 5.3.6 At any time the volume of the fuel in the tank must be over or equal to 1.5 litre. The scrutineer has the right to change/replace any driver's fuel at any time. In this case the fuel will be replaced with the fuel of the petrol station which is published in the supplementary regulations. Petrol testing if necessary with an independent approved testing company will be charged at €4,500 if the test is positive.

## 5.4 Transponders

- 5.4.1 Only My Laps transponders are allowed. The transponders will be supplied by the race organiser.
- 5.4.2 Loan of Transponder - RM100.00 (if required).
- 5.4.3 Drivers with their own transponders will be exempted from rental charges for transponders.
- 5.4.4 With the beginning of the non-qualifying and the free practice on Saturday (see Timing) the transponder is mandatory and has to be fixed on the lower part of the back of the kart seat.
- 5.4.5 It is drivers' responsibility for any damage to the transponders during the race events.

## 5.5 Cameras

With the beginning of the non-qualifying practices cameras on the kart or helmet are NOT allowed. On Friday free practice sessions, it is allowed to use a camera on the chassis. NOT on the helmet.

## 5.6 Helmets / Overalls / Gloves / Boots

Only helmets, overalls and Gloves are allowed in accordance with Article 7 of the FIA KARTING regulations.

## 5.7 Racing Numbers

Racing numbers shall be yellow background and black numbers.

The name of the Driver and nationality 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.

The Organisers should have the right to request for changes should it be required.

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

Driver will not be allowed to enter the Servicing Park without all the racing numbers present on the kart in a good condition.

Racing numbers for each category are:

- 125 Micro 1 to 99
- 125 Mini 101 to 199
- 125 Junior 201 to 299
- 125 Senior MAX 301 to 399
- 125 MAX DD2 Master 501 to 599

## 5.8 Chassis

For all Rotax Max Challenge Asia Trophy meetings it is permitted to fit chassis protectors on the side and front of the chassis. The only material permitted is plastic and must be fitted so that they do not deform and becomes a danger to others and must satisfy the meetings scrutineers. No other material other than plastic is permitted.

## 6. EVENT/ COMPETITION

### 6.1 General Conditions

- 6.1.1 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.
- 6.1.2 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.
- 6.1.3 Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the Event.
- 6.1.4 The presentation of a kart for scrutineering will be deemed an implicit statement of conformity.
- 6.1.5 Entrants, drivers, assistants and guests must always wear the appropriate identification credentials which have been provided to them.

### 6.2 SPORTING CHECKS AND SCRUTINEERING

- 6.2.1 During the initial scrutineering and sporting checks, which will take place on the time and dates and at the locations specified in the supplementary regulations of the event, each driver and each Entrant must have all required documents and information available.

- 6.2.2** 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.
- 6.2.3** 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.
- 6.2.4** 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.
- 6.2.5** All karts are checked by the organiser in accordance to FIA KARTING Technical Regulations and according the RMCAT Technical Regulations 2024. However, if any kart is dismantled or modified in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.
- 6.2.6** At any time during an event, the scrutineers may:
- Check the eligibility of the kart or of the driver's equipment. Require a kart to be dismantled by the Entrant to make sure that the conditions of eligibility and conformity are fully satisfied.
  - Require an Entrant to supply them with such parts or samples as they may deem necessary.
  - The Clerk of the Course may require that any kart involved in an accident be stopped and checked.
- 6.2.7** 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 Ferme, and who alone are authorised to give instructions to the Entrants.
- 6.2.8** 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.
- 6.2.9** Submitting a kart to Scrutineering shall be considered as an implicit statement of conformity of the Regulations.
- 6.2.10** Racing numbers and possible advertising signs must be on the kart when the equipment is presented at scrutineering.
- 6.2.11** A driver is not allowed to change his / her equipment after it has been presented at scrutineering.
- 6.2.12** At the Event, the Organiser and the Stewards will check all licences.

## **6.3 BRIEFINGS**

- 6.3.1** Location of the briefing will be published in the Supplementary Regulations.
- 6.3.2** The time of the briefing is defined in the programme of the event. The time stated is the beginning of the briefing and the entrance door and access to the briefing will be closed. The meeting shall always be held before qualifying practice or the first qualifying heat.
- Extra meetings may be organised if this is deemed necessary.
- 6.3.3** It is the Drivers / Entrants duty to enquire about time and place of the briefing and / or consecutive briefings. Time and detailed location will be posted in official posting board and available from the race office.
- 6.3.4** The presence of all concerned drivers is mandatory throughout the briefing under pain of a sanction or even of a possible exclusion from the event.
- 6.3.5** Before they can be allowed to continue the event, a mandatory fine of RM500, or more which must be paid to the ASN hosting the event via the Stewards, this will be charged to any Entrant and driver who does not attend the briefing.

## **6.4 GENERAL SAFETY**

- 6.4.1** 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.
- 6.4.2** During Free Practice (according to the regulations of the championships concerned), 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. The circuit is defined by the white lines on both sides of the track. Drivers are allowed to use the whole width of the track between these lines. If the four wheels of a kart are outside these lines, the kart is considered as having left the track.
- 6.4.3** During Free Practice (according to the regulations of the championships concerned), 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 be an impediment for other Drivers. If the Driver is unable to remove the kart from a dangerous position by driving it, it is the marshals' duty to help him the Driver must stay close to his kart until the end of Free Practice, Qualifying Practice, the Qualifying Heat or the races 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.
- 6.4.4** Any repairs with tools are banned outside the "Repair Area". It is forbidden to take any

tools and/or spare parts on board the kart. The Driver can receive help only in the “Repair Area” determined by the Supplementary Regulations or during the Briefing.

- 6.4.5** If refuelling is authorised, it may be carried out only in an area provided for this purpose.
- 6.4.6** 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 “Repair Area”.
- 6.4.7** When the track is closed by the Clerk of the Cours during and after Practice and after the finish until all concerned karts whether they are mobile or not, have arrived at the “Finish 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.
- 6.4.8** During Free Practice (according to the regulations of the championships concerned), Qualifying Practice, the Qualifying Heats and the races of the final phase, the kart may be restarted only by the Driver himself, except if he restarts from the “Repair Area”. The Driver may not receive any outside help on the track during the running of a Competition, except in the “Repair Area”, which he may reach only by his own means. Pushers are not allowed to help Drivers once they have crossed the line drawn at the exit of the “Pre-Grid”.
- 6.4.9** A speed limit may be imposed in the pit lane and in the Repair Area during Practice, races and the Formation Laps. Any Driver breaking this speed limit will be imposed a penalty provided for in the Regulations or the Code.
- 6.4.10** If a Driver is faced with mechanical problems during Practice, the Qualifying Heats or the Races of the final phase, he must evacuate the track as soon as possible for safety reasons.
- 6.4.11** If a Driver is involved in a collision, he must not leave the circuit without the Stewards’ agreement.
- 6.4.12** No Driver may leave the “Repair Area” without having been invited to do so by Marshals.
- 6.4.13** Official instructions will be transmitted to the Drivers by means of the signals provided for in the Code. Competitors must not use flags similar to these ones in any way whatsoever.
- 6.4.14** Any Driver who intends to leave the track, to return to the “Finish Park” or to stop in the “Repair Area” shall demonstrate his intention in due time and shall ensure that he may do so safely.
- 6.4.15** During the Competition 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 “Repair Area” and remedy the breach before re-joining the track.
- 6.4.16** When participating in Free Practice (according to the regulations of the championships concerned) 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 Technical Regulations.



- 6.4.17** It is forbidden to circulate with motorbikes, scooters or any other motorised devices in the Paddock. The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Areas (see Article 20 of the International Sporting Code) is strictly prohibited. Offenders will be penalised by a fine of minimum RM250. In the event of repeated breaches, the Stewards may disqualify the driver concerned of the competition.
- 6.4.18** The Organiser undertakes to have on the track all safety devices provided for meetings the Circuit Regulations, Part 2, from the beginning of Free Practice until the end of the Competition.
- 6.4.19** 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 Race Director (if nominated) or 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. The use of «slick» tyres is therefore mandatory in any other case.

## **6.5 GENERAL SAFETY**

### **6.5.1** Observance of signals:

- All drivers must observe all the signals shown by the Race Officials throughout the competition as prescribed in the MAM NCR.

### **6.5.2** Overtaking:

- During a race, a kart alone on the track may use the full width of the said track. However, as soon as it is caught up by a kart which is either temporarily or constantly faster, the driver is not allowed to swing from one side to the other or make a move sideways in order to prevent a legal overtaking manoeuvre when the other competitor is already by his side. He shall give the other kart the right of way in order to allow for passing.
- If the driver who has been caught does not seem to notice that another driver wants to overtake him, the flag marshal(s) will give a warning by waving the blue flag to indicate that another competitor wants to overtake. Any driver who does not take notice of the blue flag may be penalised by the Stewards.
- Systematic or repeated offences may result in the exclusion of the offender from the race.
- Curves, as well as the approach and exit zones thereof, may be negotiated by the drivers in any way they wish, within the limits of the track. Overtaking, according to the circumstances, may be done either on the right or on the left.

- However, manoeuvres liable to hinder other drivers such as premature or dangerous changes of direction, more than one change of direction, deliberate crowding of karts towards the inside or the outside of the curve or any other dangerous change of direction, are strictly prohibited and shall be penalized, according to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.
- Any obstructive manoeuvre carried out by one or several drivers, either having common interests or not, is prohibited. The persistent driving abreast of several karts, as well as fan-shaped arrangement, is authorised only if there is not another kart trying to overtake. Otherwise the blue flag will be waved.
- The penalty inflicted for ignoring the blue flag will also be applied to the drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, thus ranging from a fine to the exclusion from the race. The same penalty shall be applied to drivers who swing from one side of the track to the other in order to prevent other competitors from overtaking.
- The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the exclusion of the drivers concerned.
- The race track alone shall be used by the drivers during the race.
- Contacts / collisions (during the race, declaration lap included): sanctions may be imposed on a driver who pushes another driver.

### 6.5.3 Stopping of a kart during the race:

- The driver of any kart leaving the race shall signal this intention in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to the point of exit.
- Should a driver be compelled to stop his/her kart, either involuntarily or for any other reason, the kart shall be moved off the track as soon as possible so that its presence does not constitute a danger or prevent the normal running of the race. If the driver is not able to move the kart out of the potentially dangerous position, it is the duty of the marshals or other officials to help.
- Any replenishment carried out on the track itself is prohibited, and will entail immediate exclusion.
- Apart from the driver - and, in exceptional cases, the competent officials - nobody is allowed to touch a stopped kart under penalty of its exclusion from the race.
- Pushing a kart along the track or pushing it across the finish line is not allowed, and will entail immediate exclusion from the race.

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

#### 6.5.4 Entrance to the pits (or repairs area or servicing parks):

- The so-called «deceleration zone» is a part of the pits area.
- During the practice sessions and the race, access to the pits or to the repairs area is allowed only through the deceleration zone. The penalty for a breach of this rule shall be exclusion from the race.
- Any driver intending to leave the track or to enter the pits or the servicing park or the repairs area shall signal his intention in good time and make sure that it is safe to do so.
- Except in cases of force majeure (accepted as such by the Stewards of the meeting), the crossing, in any direction, of the line separating the deceleration zone and the track is prohibited.
- Except in cases of force majeure (accepted as such by the Stewards of the meeting), any line painted on the track at the pit exit or the repairs area for the purpose of separating karts leaving the pits or the repair area from those on the track must not be crossed by any part of a kart leaving the pits.

## **7. RUNNING OF THE EVENT**

### **7.1 Non -Qualifying Practice:**

If the number of drivers is less than the approved maximum entries, it will be done in 1 group, otherwise it will be divided in 2 groups odd and even numbers.

The discipline applied in the Servicing Parks and on the track as well as the safety measures will be the same for all practice sessions as those applied for Qualifying Heats and the races of the final phase.

The time schedule of the event must provide a non-qualifying practice for each category. They are reserved for those drivers having passed the sporting checks and scrutineering. No Driver may take the start of a Race without having participated in at least one Free Practice session. If there is a full grid of drivers, the drivers shall be divided into two series for odd and even numbers.

The use of transponders is mandatory from the beginning of the non-qualifying practice.

The number of non-qualifying sessions and time for each session will be defined in the timetable.

The Clerk of the Course or the Race Director (if nominated) may interrupt Practice as often and for as long as he deems it necessary for the clearance of the track or the removal of a kart.

Furthermore, if it is in the Stewards' opinion, the stop is deliberately caused by a Driver, the times he has achieved in that session may be cancelled and he may be refused the authorisation to participate in any other Practice session. In the case of Free Practice only, the Race Director (if nominated) or the Clerk of the Course, with the Stewards' agreement, may decide not to resume the Practice session after such an interruption.

Should one or several Practice sessions be interrupted in such manner, no protest relating to the possible effects of this interruption on the qualification of Drivers would be accepted.

### **7.2 Qualifying Practice:**

Duration of the qualifying practice will be 8 minutes. Only drivers who have passed scrutineering can participate.

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 the number of drivers is less than the approved maximum entries, it will be done in one group, otherwise it will be divided in 2 groups by starting number odd and even (group 1 and group2).

The use of transponders is mandatory.

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 session. 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 group**

- The grid will be drawn up in the order of the fastest time achieved by each driver.

**If there are two groups (equal or more than 30 Drivers)**

The classification will be determined like the following scheme (no combined qualifying):

- 1st place goes to the fastest time of the 1st group (fastest time overall, faster group)
- 2nd place goes to the fastest time of the 2nd group (slower group)
- 3rd place goes to the 2nd fastest of the 1st group (faster group)
- 4th place goes to the 2nd fastest time of the 2nd group (slower group)
- 5th place goes to the 3rd fastest time of the 1st group (faster group)
- 6th place goes to the 3rd fastest time of the 2nd group (slower group) and so on.

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.

DNS competitors will be placed in front of EXC competitors.

If a driver stops in the repair area or in the servicing park, it will be final. He/she shall not be allowed to start again.

### 7.3 Qualifying Heats:

**Case A:** If less than the maximum grid size, 1 qualifying heat will run with all the drivers. The starting grids of Heat 1 and Heat 2 will be established on the basis of the results of qualifying practice.

**Case B:** If more than the maximum grid size - at the end of qualifying practice, drivers will be separated into groups for the qualifying heats. The number of drivers per group will be 16 maximum. Each group must compete versus all the other groups (groups A,B,C,D).

- As an example for (Case B 4 groups), 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.
- Each qualifying heat duration will be published for the class Micro, Mini and Juniors in timetable.
- Each qualifying heat duration will be published for the classes Seniors and DD2-Masters in timetable.
- 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 (not present in Pre-Grid with kart) 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.

## 7.4 Super Heat:

The distance of the Super Heat will be approximately 15 or 20 km according to the age category of the Drivers (to be defined in the ASR and Schedule). After the execution of all the Qualifying Heats, one or two Super Heats will take place depending on the number of participants (Case A- Case B).

For the Super Heat(s), points will be awarded as follows: 0 points 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 Super Heat, he will receive a number of points equal to the number of participants plus 1 in his or her respective Super Heat

If a Driver has been black-flagged or disqualified, he will be credited with a number of points equal to the number of participants plus 2 in his or her respective Super Heat. The points from the Super Heat(s) will be added to those of the Intermediate Classification of the Qualifying Heats. The cumulated total of these points will serve to establish a Final Intermediate Classification.

The first maximum number of Drivers (based on maximum grid size) in the Final Intermediate Classification will be qualified for the final phase.

Two or more Drivers who have the same points total will be split according to their classification in Qualifying Practice.

- **Case A: Less than full starting grid**

The starting grid for the Super Heat will be established on the basis of the Intermediate Classification (based on points) of the minimum two Qualifying Heats.

- **Case B: If 2 starting grid**

After the Qualifying Heats, the Drivers in the Intermediate Classification of the Qualifying Heats will be divided into a maximum of 2 groups for the Super Heats.

The maximum number of Drivers in each group will be based on the maximum allowable starters homologated for the circuit..

The Driver in first position of the Intermediate Classification of the Qualifying Heats will start in first position in Super Heat A, the second Driver in the Intermediate Classification of the Qualifying Heats will start in first position in Super Heat B, the third Driver in the Intermediate Classification of the Qualifying Heats will start in second position in Super Heat A, the fourth Driver in the Intermediate Classification of the Qualifying Heats will start in second position in Super Heat B, the fifth Driver in the Intermediate Classification of the Qualifying Heats will start in third position in Super Heat A, the sixth Driver in the Intermediate Classification of the Qualifying Heats will start in third position in Super Heat B, and so on, until the final full grid of Drivers per Super Heat is assembled/constituted.

## 7.5 Finals:

The first top Drivers to fill up the starting grid (as homologated for the circuit) in the Final Intermediate Classification will be qualified for the final phase: this will be determined by the total points from the two Qualifying Heats and the Super Heat.

Number of laps for all categories: to be defined in the timetable.

During the Final, 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 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.

The final classification of the event will be the classification of the Final.

If a race is stopped under FIA KARTING Article 2.21 of the General Prescriptions ( Suspending a practice or race) and cannot be restarted and if less than 2 laps have been completed, no points will be awarded.

If more than 2 laps but less than 75% of the scheduled distance have been covered, half the scheduled points will be awarded. Full points will be awarded if 75% or more of the

scheduled distance have been covered.

## 7.6 Starting Grid:

- At the end of the final Qualifying Practice session, the list of qualified Drivers as well as the starting grids will be officially published on the notice board by race control.
- Only these Drivers will be allowed to take the start of the Qualifying Heats or Prefinal and/or of the final phase.
- 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/her kart(s) will not be ready to take the start must inform the Official in charge of the "Pre-Grid", who will advise the Clerk of the Course as soon as he has the opportunity.
- The grids will be drawn up in accordance with the fastest time achieved by each Driver, taking into account the Qualifying Practice session(s). Should one or several Drivers achieve the same time, the tie will be settled on the basis of their second-best time, and so on.
- The pole position Driver of each grid will have the choice of 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 "Pre-Grid". 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 in the Supplementary Regulations of the Competition or if it is a new circuit, on that which was designated as such by the FIA KARTING.
- Access to the assembly area from the servicing park will end as stated in the official time table. Any kart which has not taken its position on the pre-grid at that moment shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the Clerk of the Course.
- The karts placed on the pre-grid must be ready to race; it is strictly forbidden to carry out any work, adjustment and/or setup on the kart on the pre-grid, with the exception of tyre pressures, which can be adjusted by the driver or his/her mechanic and by using his/her own means (tire pressure gauge), tyre pressure adjustment must stop without delay when the "3 minutes" board is shown and an audible warning is given, at this time the mechanic must leave the assembly area immediately.
- Karts on the assembly area are prohibited to return to servicing park, except under exceptional circumstances left to the appreciation of the Clerk of the Course. It is prohibited to bring a second set of tyres to the assembly area.
- Definition of assembly area:
  - The area between the track and start (where the Karts are lined up to start the



formation lap).

- The area/walk way to starting line.
- Starting line if used.
- The mechanics will have to clear the assembly area three minutes before the time scheduled for the start of the race. If a driver is unable to start from the assembly area after the display of the green flag and/or light and if he requests the intervention of a mechanic, he will be authorised to leave the assembly area only on the orders of a marshal and he will take the start from the back of the formation.
- Any Driver who is present, with his/her kart, on the grid within the time limit will be considered as a starter.

## 7.7 Starting Grid Procedure on the Track:

- Access to the assembly area from the servicing park will end as stated in the official time table. Any kart which is not on the pre-grid at that moment shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the Clerk of the Course. The karts (on the trolley) placed in the pre-grid must be ready to race; it is strictly forbidden to carry out any work, adjustment and/or set-up on the kart, with the exception of tire pressures, which can be adjusted by the driver or his/her mechanic and by using his/her own means (tyre pressure gauge).
- Once the gate are closed (servicing park to assembly area) each driver with his kart placed on a trolley and pushed by his "A" mechanic will leave the assembly area to take up their positions on the starting grid for the race. From this point, karts must be ready to race; any further work, adjustment and/or set up on the kart (with the exception of tyre pressures) are strictly forbidden. Tyre pressure adjustment must stop without delay after the "3 minutes"-board followed by the audible warning, at this time the mechanic must leave the assembly area immediately.
- When the "3 minutes"-signal is shown, along with a "CLEAR THE TRACK" board, all karts must be ready and laid down on the track. At this time, the mechanics will leave the grid to go to the assembly area with the trolleys of the karts. Interviews may no longer take place once the "3 minutes"-board has been shown. Everybody except Drivers and Officials must leave the grid.
- "30-seconds"-signal/light: 30 seconds after this signal, the green flag and/or light will be shown at the front of the grid to indicate that the karts must begin a formation lap, keeping to the order of the starting grid and in conformity with the FIA KARTING general prescriptions.
- Should a driver require assistance after the "30-seconds"-signal, he or she must indicate this to the marshals and, once the other karts have left the grid, it will be pushed to the assembly area, and the mechanic may assist on the kart. In this case, marshals with yellow

flags will stand beside the kart (or karts) concerned to warn the drivers on the formation lap.

- Marshals will be instructed to push any kart remaining on the grid after the start of the formation lap to the assembly area immediately.
- If a driver starts from the assembly area after the intervention of a mechanic, he will be authorised to do so only on the orders of a marshal, and he will take the start from the back of the formation, irrespective of the number of formation laps and his/hers position.

## 7.8 Start Delayed:

If the Clerk of the Course or Race Director (if nominated) considers for safety reasons that the start must be delayed, the following procedure will take place.

A) A time will be given where change can be made.

B) Entrants/drivers outside this time will not be able to enter the race.

C) By tyre change:

- The width of the rear and front wheel may be adjusted.

- No other modifications and/or changes are permitted.

## 7.9 Starting Procedure:

a)The start signal should be given by means of lights.

b)The start will be of the «rolling» type. The regulations for "Rolling start for karts with clutches and without gearbox" of the FIA KARTING general regulations apply. The grid being constituted of two lines of karts.

c)The Organiser following a decision of the Stewards has the right to change starting procedure from "Rolling Start" to "Standing Start" or "One Line Rolling Start" with Slow Boards. (SC in car racing)

d)Two 2-meter wide lanes bordered by white lines will be painted over the 110 meters leading to the start line. A yellow line shall be painted 25 m ahead of the start line.

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 one warm up lap and one formation lap (total 2 laps) 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) 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, equipped with a time keeping loop and indicated by the Clerk of the Course at the briefing. It is forbidden to use any course other than the track used during the race to regain his start position.
- h) If the Clerk of the Course 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) At the end of the formation lap, drivers will go at slow speed towards the start line assembled in two lines of karts. During the approach stage, the red light will be on. No karts may accelerate before the red lights have been switched off. Karts must maintain their position until the start signal is given. If the Clerk of the Course is satisfied with the formation he 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 an extra formation lap must be covered. Should the engine of a driver stop during formation lap, an official or mechanic nominated to carry out that task may restart him as soon as he/she has been passed by the entire field. He may then rejoin at the back of the formation and must not try to regain his grid position. If the kart cannot be started, then it must be removed from the track to a place of safety. Similarly should a driver fall behind the entire field without stopping, he must remain at the rear for the start and must not attempt to regain his position.
- k) 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 the FIA KARTING 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.

- l) Any attempts to jump the start or delay it and any karts leaving the lane before the lights are switched off shall be sanctioned according to the FIA KARTING General Prescriptions.
- m) A jump start will be deemed to have occurred when a driver crosses the start line ahead of his prescribed grid position at the start of the race. This is recorded by the timing system, and the official timekeepers who act as judges of fact and will determine if a jump start has been committed. The penalty refers to the FIA KARTING General Prescription.
- n) 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.
- o) The Stewards may use any video or electronic system likely to help them to take a decision. The steward's 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 / 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 FIA KARTING General Prescriptions Articles 2.20c, 2.21 and 2.22. The race will 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*  
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 Suspending a Practice or Race:**

Should it become necessary to suspend the Practice or Race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director (if nominated) or the Clerk of the Course (or, if he had to leave, by his deputy) 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 suspend the race or practice may be taken only by the Race Director (if nominated) or 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 Servicing Park, and all karts abandoned on the track shall be removed; Practice will be resumed as soon as possible to meet the original Practice time.

**b) During the Race:**

All karts will immediately reduce their speed and proceed as directed by the Race Director (if nominated) or the Clerk of the Course (or, if he had to leave, by his deputy).

**c) To the "Repair Area":**

At this point changes and adjustments are allowed including the introduction of replacement equipment – provided that was placed within "Start Servicing Park" prior to the original race start, refuelling is allowed.

**In case of restart procedure "more than 2 laps but less than 75% of the race distance":**

If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the race was suspended, in all situations a time penalty of 5 seconds will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal.

**d) Stop on the track at the place designated in the briefing:**

When instructed by the Race Director (if nominated) or the Clerk of the Course (or, if he had to leave, by his deputy) no changes or adjustments can be made to the original equipment (except to reset the front fairing in the correct position under the supervision of the Scrutineers) and refuelling or chassis/engine changes are not permitted. All karts must be ready at the 5 minutes board. Karts not available at this time will start from the pit lane once the race start has been given.

The classification of the Race at the moment of the suspension will be the classification when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped and any front fairing penalty will be taken into account – and will determine the single file starting grid should the race be resumed (see Article 2.22 FIA KARTING General Prescription).

## 7.11 Restart Procedure

**a) LESS THAN TWO LAPS**

The original start will be deemed null and void and all competitors who are able to restart the race will do so in their original grid positions – a normal start procedure will be adopted. The length of the new race will be the full original race distance.

**b) MORE THAN 2 LAPS BUT LESS THAN 75% OF THE RACE DISTANCE**

(Rounded up to the nearest higher whole number of laps)

If the Race can be resumed (at the discretion of the Race Director (if nominated) or the Clerk of the Course (or, if he had to leave, by his deputy), Article 2.22 FIA KARTING General prescription will apply. The single file grid will be determined by the finishing order when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped. Only karts in the Repair Area at the time when the Race was stopped by the Red flag, will be allowed to take the restart. Should a restart of a race in the final phase not be possible, half championship points will be awarded for this race.

## **NO RESTART PROCEDURE**

75% OR MORE OF THE DISTANCE OF THE RACE (Rounded up to the nearest higher whole number of laps).

The race will be called complete – 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. In case of a race in the final phase, full championship points will be awarded for this race.

### **7.12 Neutralisation of a qualifying heat or race**

- a) The Clerk of the Course or the Race Director (if nominated) may decide to neutralize a qualifying heat or a race. This procedure will be used only if the track is obstructed, or if the drivers or officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the qualifying heat or race.
- b) When the order is given to neutralize the qualifying heat or race, all observer's posts will display waved yellow flags and a "SLOW" board (yellow board with the word "SLOW" written in black), which shall be maintained until the neutralization is over. Flashing orange lights will be switched on at the line.
- c) All the competing karts must then line up behind the leading kart, and overtaking is strictly forbidden. Overtaking will be permitted only if a kart slows down because of a serious problem.
- d) During the neutralisation laps, the leading kart will dictate the pace, at a moderate speed, and all the other karts must remain in as tight a formation as possible.
- e) The karts may enter the repair zone during the neutralization, but they may rejoin the track only when authorised to do so by a marshal. A kart rejoining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart. Overtaking is strictly prohibited.
- f) When the Clerk of the Course or the Race Director (if nominated) decides to end the neutralisation, he will have the flashing orange lights switched off; this will be the signal to the drivers that the race is to resume next time the line is crossed. In the last neutralisation lap, the "SLOW" boards will be maintained and the yellow flags will be show immobile.
- g) At that moment, the leading kart will continue to set the pace, at a moderate speed. The Clerk of the Course or the Race Director (if nominated) will signal the resumption of the race by means of a waved green flag at the line. Overtaking will remain prohibited until the karts have crossed the line at the end of the neutralisation of the qualifying heat or race. On approaching the line, where a green flag will be waived by the Clerk of the Course, the drivers may accelerate only after crossing the yellow line preceding the line. The yellow flags and the "SLOW" boards at the observers' posts will then be withdrawn and replaced with waved green flags. These flags will be displayed for a maximum of one lap.

- h) Each lap completed during the neutralisation will be counted as a racing lap.
- i) If the race finishes during the neutralisation, the karts will take the chequered flag as usual, without being allowed to overtake. Overtaking will be permitted only if a kart slows down because of a serious problem.

### 7.13 Declaration of a Wet Race

In the event that a “Wet Race” has been declared by Clerk of the Course, appropriate time will be announced for any changes to be made to the karts for the wet race. The basis for this is in the interests of fairness and safety:

- a) If the race has not started, and the karts are still passing into the Pre-Grid area
  - i) All karts may be permitted to change to wet tyres. Set up may be changed; karts are permitted to be removed from the Pre-Grid area.  
Time limit provided: 10 minutes (unless otherwise stated by Clerk of the Course).
  - ii) All karts are to be ready to race by the end of the time limit. Any kart that is not ready and has not passed into the Pre-Grid area will start from the pitlane; the driver starting from pitlane will only be released from the pitlane after the race has started and all drivers have passed the pitlane exit / startline.
- b) If the race has not started, and all the karts have passed into the Pre-Grid area:
  - i) All karts may be permitted to change to wet tyres in the Pre-Grid area; only tyres and wheels may be changed, no other changes permitted. Set up may *not* be changed.
  - ii) A suitable time limit of not more than 10-minutes will be provided.
- c) If the race has not started, and all the karts have passed onto the main Grid on track (Final race):
  - i) All karts may be permitted to change to wet tyres on the Grid area; only tyres and wheels may be changed, no other changes permitted. Set up may *not* be changed.
  - ii) A suitable time limit of not more than 10-minutes will be provided.
- d) If the race has started, has been red-flagged, and ‘Wet Race’ has been declared and the race will be restarted:
  - i) All karts may be permitted to change to wet tyres on the Grid; only tyres and wheels may be changed, no other changes permitted. Set up may *not* be changed.
  - ii) A suitable time limit of not more than 10-minutes will be provided.

### 7.14 Safeties

- a) General Safety. FIA KARTING General Prescription Article 2.14 and the Code (ISC)
- b) Kart Safety. FIA KARTING Technical Regulations Article 3 and the Code (ISC)
- c) Equipment Safety. FIA KARTING Technical Regulations Article 3 and 3.2 and the Code (ISC)
- d) Provisional information of the meeting adapted to each race circuit / track license agreement / conditions. Additional information will be available in the Event Supplementary

Regulations.

- e) The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Areas (see Article 20 of the International Sporting Code) is strictly prohibited. Offenders will be penalised by a fine of minimum RM250. In the event of repeated breach, the Stewards may disqualify the driver concerned of the competition. In application of Article 12.2.3 of the Code, appeals against the Stewards' decisions have no suspensive effect when in the course of the same Competition, a further breach is committed justifying the Disqualification of the same Competitor.
- f) It is forbidden to use motorbikes, scooters or any other motorized vehicles in the Paddock, except where the Clerk of the Course has given special permission.

## **8. SERVICING PARC / PRE-GRID**

### **8.1 Paddock**

- a) Entrant, Drivers, Mechanic and Guest passes will be issued at the sporting check. All passes must be presented at any time and no one will be readmitted without a pass.
- b) Only vehicles with authorized passes are allowed in the Paddock.
- c) Each Paddock space (5x6meter) shall be equipped with at least one 5 Kg fire extinguisher.
- d) It is strictly forbidden to smoke or to use any device risking provoking fire in the Paddock area, it is forbidden to Cook in the Paddock, except with a special authorisation from the Organiser.
- e) No Catering awnings are allowed in the Paddock, a separate area for camping will be allocated, if space allows.
- f) Ground sheets are compulsory to be used during the whole race week.
- g) Refuelling is only allowed in your allocated paddock space, and only with the use of ground sheet.

### **8.2 Pre-Grid**

- a) Only one (1) driver per kart and one (1) mechanic is allowed in "Pregrid" and only with proven pass and/or proven identification.
- b) Open and closing times for "Pregrid" will be announced in the time schedule.
- c) Drivers who miss the "Pregrid Gate Closing Time" are allowed to start, but only from the "repair area zone" when the start is given. He is not allowed to follow the formation before.

Case 1: repair area zone is after start/finish line, the whole field has to pass him



when the start was given.

Case 2: repair area zone is before start/finish line, the whole field has to pass him when the start will be given, he is allowed to follow the field and take his start.

d) Mechanical help with or without tools in the pregrid area, drivers are allowed to start from the “repair area zone” when the start is given. He is not allowed to follow the formation before.

Case 1: repair area zone is after start/finish line, the whole field has to pass him when the start was given.

Case 2: repair area zone is before start/finish line, the whole field has to pass him when the start will be given, he is allowed to follow the field and take his start.

e) Karts on the pre-grid must be ready to race, all further work and or adjustment (except for tyre pressure) to the kart on the pre-grid is strictly forbidden – NO TOOLS – except tyre pressure gauge.

f) 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.

## 9. SCALE / WEIGHING PROCEDURE

a) The scale of the day will be in the “Servicing Park”. This scale is the ONLY one which will be officially used and counted. The scale will be available from the first non-qualifying session. After Qualifying Practice, the Qualifying Heats and the races of the final phase, each kart crossing the Line will be weighed. If the kart is unable to reach the Weighing Area by its own means it will be placed under the exclusive control of Marshals, who will take it there or have it taken there, and the Driver shall report to the Weighing Area as soon as he returns to the pits so that his weight may be established.

b) Driver needs to stand on the scale with all racing safety equipment.

c) No solid, liquid or gaseous matter or substance of any nature whatsoever may be added to a kart, placed on it or removed from it before Weighing (except by a Scrutineer within the framework of his official duties).

d) Only Scrutineers and Officials may penetrate in the Weighing Area. No intervention whatsoever is allowed in that Area unless it has been authorised by these Officials.

e) A kart or a Driver are not allowed to leave the Weighing Area without the authorisation of the Technical Delegate (or Scrutineer).

f) Any infringement to these provisions relating to the Weighing of karts may

entail the imposition of a penalty on the Driver and kart concerned.

g) If the weight of a Driver and of his kart is under that specified in the Technical Regulations, the result will be communicated in writing to the Entrant, and the kart and its Driver will be disqualified from the Qualifying Practice session or from the Qualifying Heat concerned or, in the case of a final phase Race, as a minimum classified last (Without allocation of any Championship points, if applicable).

h) Drinking water from a clear plastic bottle is allowed in the servicing park before weighing (if approved by the technical delegate), however any driver pouring water over his/her head and race overall will be penalized with an additional - 1 (one) KG on the weight of kart and driver (i.e. Junior 145kg - 1kg = 144kg)

## 10. FRONT FAIRING

The front fairing must be in the correct position at all times during a competition according to the CIKFIA technical regulations.

If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the “black and white chequered flag” was waved and the kart(s) concerned crossed the finish line, in all situations a penalty will be imposed automatically on the driver(s) concerned. This penalty is not subject to appeal (in application of Art. 12.2 ISC).

**Front Fairing Qualifying session : 3 places grid penalty**

**Front Fairing Heats / Finals : 5 seconds time penalty**

When the Scrutineers/Judges of Fact send the reports regarding the incorrect position of the front fairing, the Stewards will automatically apply the decisions, the Stewards can also do a collected decision for the involved drivers in a session. The Entrants concerned shall not be invited to sign the decision documents.

Should a Driver or a third party be found/proved to have intentionally replaced a front fairing which is not installed correctly during the last lap or after the “black and white chequered flag” was waved this will lead to a disqualification from the involved session or in worse cases from the event.

## 11. CLASSIFICATION AND AWARDS

The classification of the RMC 2024 will be that of the relevant event / series regulations. Trophies will be awarded in each class for the first three finishing drivers of the final of the RMC 2024 events / series.

## 12. PODIUM CEREMONY

The drivers classified 3rd, 2nd and 1st as determined in each races and

championship shall climb on the podium one after the other.

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

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

### **13. NOTIFICATIONS AND STEWARDS DECISIONS TO DRIVERS / ENTRANTS**

All classifications and results, as well as all decisions issued by the officials, will be posted on the official notice board along with the time of publication, and also via the digital notice board (ROTAX GLOBAL App). The posting of notices on the official notice board will be maintained during the event in all cases whilst the event is on-going, even when the decisions, classifications or other official documents are published on the digital notice board or on the organiser's website / social media account.

Notifications will also be sent electronically to the Driver's / Entrant's mobile phone using an application developed by ROTAX for this purpose, named ROTAX GLOBAL.

### **14. PROTEST AND APPEALS**

Any protest must be made in accordance with the MAM NCRs and shall be addressed to the Clerk of the Course for immediate transmission to the Stewards.

Protest Fee:	RM 500
Protest Against Eligibility:	RM 500 + RM 5,000 stripping fee
Appeal Fee:	RM 6,000.00

All fees shall be in cash (Ringgit Malaysia).

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 30 minutes after the posting of the results of the qualifying practice and qualifying heats (including the second chance heat), as well as of the races of the final phase. They shall be accompanied by the fee provided for by the MAM NCRs as indicated in the supplementary regulations.

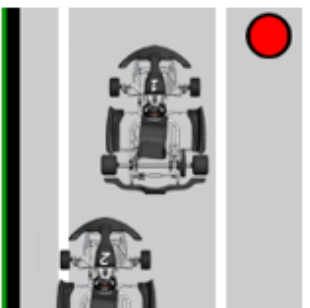
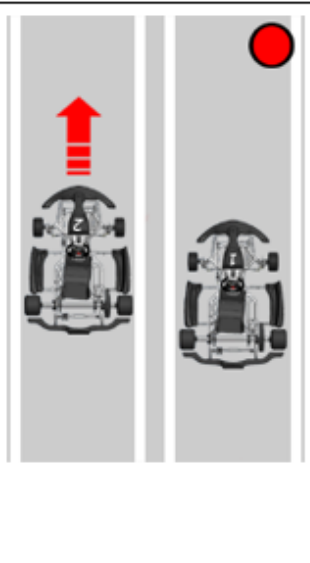
The deposit may be paid in the currency of the organising or as defined in an ASR.

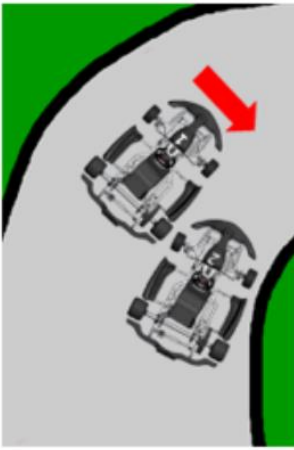
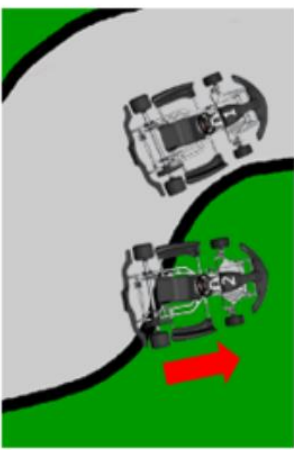
## 15. PENALTY CATALOGUE

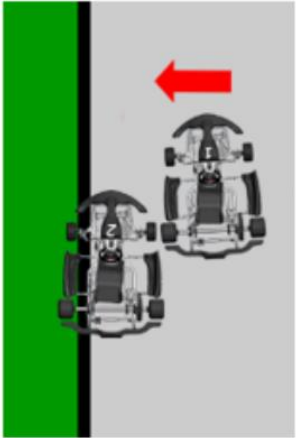

Participants, who commit an irregularity, shall be punished with a penalty according to the below regulations.

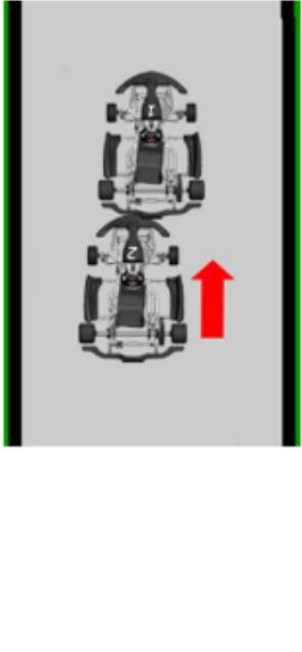
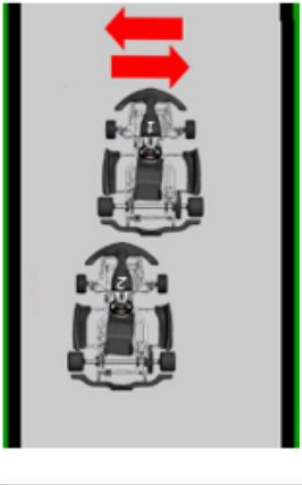
The breaches and penalties below do not restrict the Stewards from imposing further penalties, in accordance with the general regulations, if they deem the incident justifies it. (see table).

DESCRIPTION	PENALTY
Gaining an Unfair Advantage	Up to 10 seconds
Driving in a manner incompatible with general safety	Up to 10 seconds, Race or Meeting disqualification
Contravention of flag signal - Ignore Technical Flag Twice	Black Flag
Contravention of flag signal - Black Flag (ignored more than once)	Race or Meeting Disqualification
Abusive Language, Behaviour or Assault	Race or Meeting Disqualification
Failure to attend Drivers' Briefing	Fine of RM500
Failure to obey an Official of the Meeting	Race or Meeting Disqualification
Scrutineer Non-Compliance Report, vehicle or component ineligible	Race or Meeting Disqualification
Underweight	Race Disqualification
Failure to report to Scrutineering	Race or Meeting Disqualification
Incorrectly positioned front fairing - Qualifying practice	Deletion of fastest time
Incorrectly positioned front fairing - race	5 Seconds penalty
Attempting to tamper with or reattach the front fairing during race / timed qualifying	Race Disqualification
Intentionally reattaching the front fairing after chequered flag	Meeting Disqualification & Consideration of Referral to ASN

<p><b>FALSE START (Type A)</b> means Kart 2 leaves the marked corridor during launch phase with at least two tyres before the start has been released. Leaving = the tyres are completely on or outside the corridor line.</p>		<p>General:</p>
<p><b>FALSE START (Type B)</b> means Kart 2 leaves the marked corridor during launch phase with at least four tyres before the start has been released. Leaving = the tyres are completely on or outside the corridor line.</p>		<p>A: 3 seconds B: 10 seconds</p>
		<p>Without advantage:</p>
		<p>Not relevant</p>
		<p>With advantage:</p>
		<p>Not relevant</p>
<p><b>JUMP-START</b> means that Kart 2 accelerates during launch phase leaving Kart 1 behind before start has been released. It is irrelevant if the start will be repeated afterwards.</p>		<p>General:</p>
		<p>10 seconds</p>
		<p>Without advantage:</p>
		<p>Not relevant</p>
		<p>With advantage:</p>
		<p>Not relevant</p>

<p><b>CUT-IN</b> means that Kart 1 constricts the driveable section towards the curve centre forcing Kart 2 to leave the driveable section either partial or completely for passing the curve. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tyres next to rear tyres) next to Kart 1.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> <li>- Kart 2 suffers a position loss or drop-out.</li> <li>- Kart 2 suffers a damage leading in a position loss or drop-out within the same lap.</li> </ul>		<table border="1"> <tr><td>General:</td></tr> <tr><td>Not relevant</td></tr> <tr><td>Without advantage:</td></tr> <tr><td>10 seconds</td></tr> <tr><td>With advantage:</td></tr> <tr><td>10 positions</td></tr> </table>	General:	Not relevant	Without advantage:	10 seconds	With advantage:	10 positions
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<p><b>SHORT-CUT</b> means that Kart 2 leaves the track completely and returns to the track at a different section. It is irrelevant why Kart 2 has left the track.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> <li>- Kart 2 wins a position or gains time which cannot be balanced within the same lap.</li> <li>- Kart 1 or any other is handicapped by the return of Kart 2.</li> <li>- Kart 1 or any other suffers a position loss or drop-out by the return of Kart 2.</li> </ul>		<table border="1"> <tr><td>General:</td></tr> <tr><td>Not relevant</td></tr> <tr><td>Without advantage:</td></tr> <tr><td>Warning only</td></tr> <tr><td>With advantage:</td></tr> <tr><td>10 positions</td></tr> </table>	General:	Not relevant	Without advantage:	Warning only	With advantage:	10 positions
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<p><b>PUSH-OUT</b> means if Kart 1 constricts the driveable section towards the outside line forcing Kart 2 to leave the driveable section either partial or completely. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tyres next to rear tyres) next to Kart 1.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> <li>- Kart 1 wins a position.</li> <li>- Kart 2 suffers a position loss or drop-out.</li> <li>- Kart 2 suffers a damage leading in a position loss or drop-out.</li> </ul>		<table border="1"> <tr><td>General:</td></tr> <tr><td>Not relevant</td></tr> <tr><td>Without advantage:</td></tr> <tr><td>10 seconds</td></tr> <tr><td>With advantage:</td></tr> <tr><td>10 positions</td></tr> </table>	General:	Not relevant	Without advantage:	10 seconds	With advantage:	10 positions
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<p><b>EDGE-INTO</b> means that Kart 2 drives next to Kart 1 (e.g. in order to start an overtaking action) without possessing enough driveable section (including kerbs). It is irrelevant if Kart 2 is completely or partial next to Kart 1 or if Kart 2 is completely or partial off the track.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> <li>- Kart 2 wins a position.</li> <li>- Kart 1 suffers a position loss or drop-out</li> <li>- Kart 1 suffers a damage leading in a position loss or drop-out within the same lap.</li> </ul>		<table border="1"> <tr><td>General:</td></tr> <tr><td>Not relevant</td></tr> <tr><td>Without advantage:</td></tr> <tr><td>10 seconds</td></tr> <tr><td>With advantage:</td></tr> <tr><td>10 positions</td></tr> </table>	General:	Not relevant	Without advantage:	10 seconds	With advantage:	10 positions
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<p><b>BUMP</b> means that the front of Kart 2 touches the rear of Kart 1. Neither the reason nor the intensity of the contact is relevant. Only the consequences of the impact are relevant to judge an advantage, not the impact itself.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> <li>- Kart 2 wins a position and the previous order cannot be restored within the same lap.</li> <li>- Kart 1 suffers a position loss or drop-out.</li> <li>- Kart 1 suffers a damage leading in a position loss or drop-out within the same lap.</li> </ul>		<table border="1"> <tr><td>General:</td></tr> <tr><td>Not relevant</td></tr> <tr><td>Without advantage:</td></tr> <tr><td>Warning only</td></tr> <tr><td>With advantage:</td></tr> <tr><td>10 positions</td></tr> </table>	General:	Not relevant	Without advantage:	Warning only	With advantage:	10 positions
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<p><b>ZIG-ZAG</b> means that Kart 1 changes the driving line more than two times on a straight track section for more than a kart width. It is irrelevant how far Kart 1 is ahead of Kart 2 or if Kart 2 would have been able to overtake.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> <li>- Kart 1 acts more than once a time this way within the same race.</li> </ul>		<table border="1"> <tr><td>General:</td></tr> <tr><td>Not relevant</td></tr> <tr><td>Without advantage:</td></tr> <tr><td>Warning only</td></tr> <tr><td>With advantage:</td></tr> <tr><td>10 positions</td></tr> </table>	General:	Not relevant	Without advantage:	Warning only	With advantage:	10 positions
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## 16. CODE OF CONDUCT (REMINDER)

The focus of RMCAT is purely on sporting matters and we, Organizer and Promoter (Amprex Racing Services), ask all participants and supporters to respect this. We do not represent any political position.

Organizer staff, Amprex Racing Services, MSF Events, BRP-Rotax and the Rotax karting team want to point out that the RMCAT is a safe and neutral international sport event for all nations and we focus on the sport that we all love.

Also we remind all the Competitors, Entrants, Mechanics and everyone present in RMCAT 2024 that, as per Article 1.2 of the FIA Statutes and Article 1.3 of the FIA International Sporting Code :

- That absolutely NO TOLERANCE for the manifestation of discrimination towards race, skin colour, gender, sexual orientation, ethnic or social origin, language, religion, philosophical or political opinion, family situation or disability will be accepted. This stance is applicable towards other Competitors, Entrants, Mechanics and all Officials.
- That discrimination linked to the above is a MAJOR infringement of the FIA International Sporting Code and is as such sanctionable.
- That also this event is meant to reflect the highest level of the sport of Karting.
- That FIA encourage anyone that suffers from discrimination to contact the event organizer and report the offence.

Based on the offence, an official report will be made to the Event's Stewards for their consideration and potential action.