

which the signal to stop was given.

Case C: during a race of the final phase, all karts will immediately reduce their speed and go to the «Finish» servicing park entrance or stop on the track at the place designated during the briefing, considering that:

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

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

b) Less than 2 laps. If the race can be restarted, the race shall be re-run in full and the 1st start will be null and void.

Should this not be possible, no points will be awarded.

c) More than 2 laps but less than 75% of the distance scheduled for the race (rounded up to the nearest whole number of laps). If the race can be restarted, the race will be restarted with the race distance being the original race distance less the laps completed by the race leader before the signal was given to stop was given.

Should this not be possible, half the points will be awarded.

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

8.11 Restarting a race (Qualifying heats or final races)

a) Working on karts will be allowed only in the Repair Area; the only persons allowed to intervene on a kart are the Driver himself and his appointed Mechanic, holder of the appropriate pass. All karts must be ready at the 3 minutes board.

b) After a suspending situation, the delay will be kept as short as possible and as soon as resuming time is known, Drivers will be informed. In all cases at least a 5-minutes warning will be given. Boards will be presented 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds before the resumption. Each signal will be accompanied by an audible warning.

- c) The Race or Heat will be resumed with the “SLOW” process and Article 2.20 (CIK-FIA General Prescription). The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered. The Drivers who have crossed the Finish Line at the end of the lap prior to that on which the race was stopped and those who were in the Repair Area when the red flag was shown will be allowed to take the new start.
- d) Resuming start positions will be determined by the finishing order at the end of the last complete lap before the one on which the race was suspended.

8.12 Neutralization of a qualifying heat or race

- a) The Clerk of the Course or the Race Director 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 neutralizes 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 Race Director or the Clerk of the Course 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 Race Director or the Clerk of the Course 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 waved by the Race Director or 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.

8.13 Safeties

- a) General Safety. CIK-FIA International Karting Regulation, General Prescription Article 2.14 and the Code (ISC)
- b) Kart Safety. CIK-FIA International Karting Regulation, Technical Regulations Article 3 and the Code (ISC)
- c) Equipment Safety. CIK-FIA International Karting Regulation, 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.

9. SERVICING PARC / PRE-GRID

9.1 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) Paddock shall have fire extinguishers on stand-by within the area.
- 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.

9.2 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.

10. 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)

11. 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.

12. CLASSIFICATION AND AWARDS

The classification of the RMC 2023 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 2023 events / series.

13. 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.

14. NOTIFICATIONS AND STEWARDS DECISIONS TO DRIVERS / ENTRANTS

All notifications summons and Stewards decisions regarding a specific Driver / Entrant will be posted on the notice board by the control tower/ race control.

15. PROTEST AND APPEALS

The FIA International Sporting Code is applicable for protests and appeals, MAM (ASN) Event Regulations and the MAM (ASN) Legal System and Code of Procedure as well the FIA Legal System and Code of Procedure for FIA appeals.

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

Protest Fee	RM 1,000
Protest Against Eligibility	RM 1,500 + RM 1,500 stripping fee
Appeal Fee	RM 2,500.00 + RM 1,500 stripping fee (if required)

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 ASN as indicated in the supplementary regulations.

The deposit may be paid in the currency of the organizing or as defined in the supplementary regulations.

In the absence of the Clerk of the Course or of his deputy, they shall be addressed to the stewards of the event or to one of them.



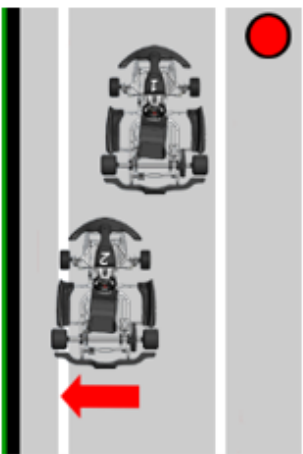
16. PRESCRIBED PENALTIES

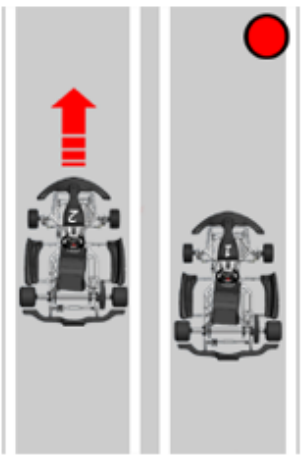
Participants, who commit an irregularity, shall be punished with a penalty according to the below regulations. Further suggestion: Involved participants shall receive a malus-point for each irregularity, which will stay valid for the whole season. If a participant has received a certain number of malus-points, he shall be excluded from the following race to which he was signed in.

There is no route for appealing a Stewards Decision. 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 5 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 + Fine
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 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
Unnecessarily overtaking another kart during the formation lap. Unnecessarily slowing down the formation lap.	10-second time penalty
Jump / False start	10-second time penalty
Any crew / team supporters coming onto the	Exclusion + Fine RM 500

track during the event	
Causing a collision / Contact with another kart If the incident was caused during a Time Trial/Qualifying/ Practice session.	Time Penalty or Fine or Exclusion Cancellation of the three fastest times which the competitor achieved in the session concerned.
Red Flag incidents: <ul style="list-style-type: none"> • Not slowing down / overtaking • Causing an accident while under Red Flag condition. 	30-seconds added to final race time. Exclusion
Exceeding track limit: all 4 wheels	10-seconds added to race time
Unsafe rejoin to circuit	10-seconds added to race time
Overtaking under Yellow flag	10-seconds added to race time
Immediate stopping after chequered flag	10-seconds added to race time
2 wheels off the tram lines	3-seconds added to race time
4 wheels off the tram lines	10-seconds added to race time

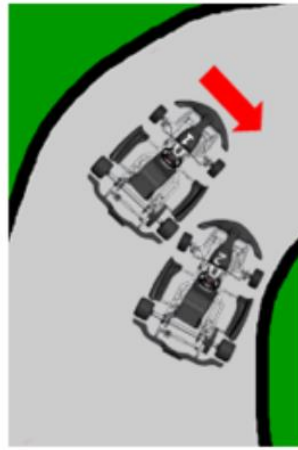
<p>FALSE START (Type A) means Kart 2 leaves the marked corridor during launch phase with at least two tyres before the start has been released. Leaving = the tyres are completely on or outside the corridor line.</p>		<p>General:</p>
<p>FALSE START (Type B) means Kart 2 leaves the marked corridor during 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>JUMP-START 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>	

CUT-IN 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.

An advantage is at hand, if (either/or):

- Kart 2 suffers a position loss or drop-out.
- Kart 2 suffers a damage leading in a position loss or drop-out within the same lap.



General:

Not relevant

Without advantage:

10 seconds

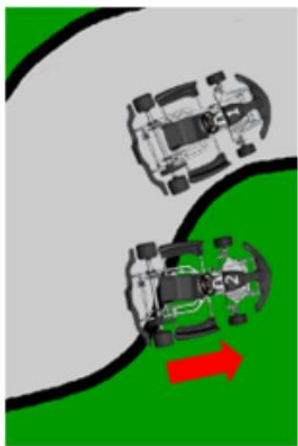
With advantage:

10 positions

SHORT-CUT 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.

An advantage is at hand, if (either/or):

- Kart 2 wins a position or gains time which cannot be balanced within the same lap.
- Kart 1 or any other is handicapped by the return of Kart 2.
- Kart 1 or any other suffers a position loss or drop-out by the return of Kart 2.



General:

Not relevant

Without advantage:

Warning only

With advantage:

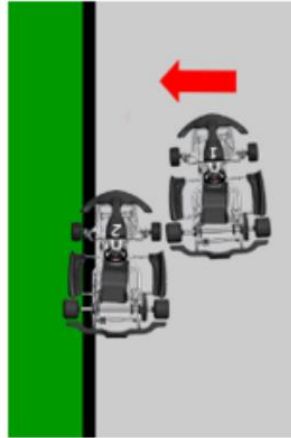
10 positions



PUSH-OUT 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.

An advantage is at hand, if (either/or):

- Kart 1 wins a position.
- Kart 2 suffers a position loss or drop-out.
- Kart 2 suffers a damage leading in a position loss or drop-out.



General:

Not relevant

Without advantage:

10 seconds

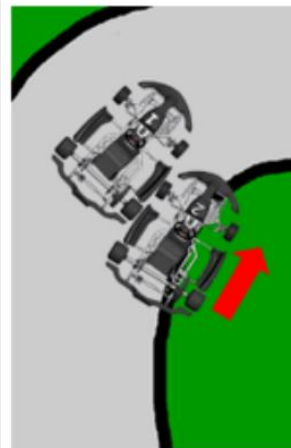
With advantage:

10 positions

EDGE-INTO 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.

An advantage is at hand, if (either/or):

- Kart 2 wins a position.
- Kart 1 suffers a position loss or drop-out
- Kart 1 suffers a damage leading in a position loss or drop-out within the same lap.



General:

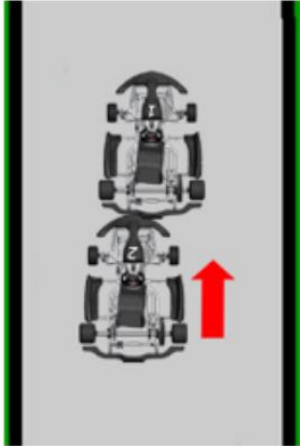
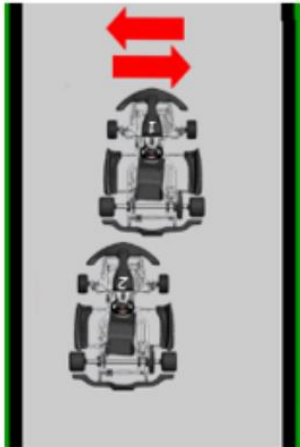
Not relevant

Without advantage:

10 seconds

With advantage:

10 positions

<p>BUMP 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"> - Kart 2 wins a position and the previous order cannot be restored within the same lap. - Kart 1 suffers a position loss or drop-out. - Kart 1 suffers a damage leading in a position loss or drop-out within the same lap. 		<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
General:								
Not relevant								
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10 positions								
<p>ZIG-ZAG 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"> - Kart 1 acts more than once a time this way within the same race. 		<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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