

REGULATIONS



SARMC Sporting Regulation Version V3



© BRP-ROTAX GmbH & Co KG
2019 SOUTH AFRICAN ROTAX MAX CHALLENGE

RACE CLASSES	STATUS	PRIZES
Bambino Minimum age: 5-9 years inclusive Minimum weight 70 Kg	SA Championship	Complete Bambino Kart or Micro Max Engine
Micro Max Minimum age: see 3.3 Minimum weight 110 Kg	SA Championship	World Final Invitation
Mini Max Minimum age: see 3.3 Minimum weight 125 Kg	SA Championship	World Final Invitation
Junior Max Minimum age: see 3.3 Minimum weight 145 Kg	SA Championship	World Final Invitation
Senior Max Minimum age: see 3.3 Minimum weight 160 Kg	SA Championship	World Final Invitation
MAX 175 Minimum age: see 3.3 Minimum weight 175 Kg	SA Championship	World Final Invitation
ROTAX DD2 Minimum age: see 3.3 Minimum weight 174 Kg	SA Championship	World Final Invitation
DD2 Masters Minimum age: see 3.3 Minimum weight 180 Kg	SA Championship	World Final Invitation

REGULATIONS



CALENDAR

National Events

- 23 March 2019 Killarney Raceway, Cape Town
- 21 April 2019 Aldo Scribante, Port Elizabeth
- 10 August 2019 iDube Raceway, Pietermaritzburg
- 22 September 2019 Zwartkops Kart Raceway, Pretoria

AFRICAN OPEN

- 7 July 2019 Vereeniging Kart Circuit, Vereeniging

NORTHERN REGIONS

- 2 April 2019 Zwartkops
- 4 May 2019 Zwartkops
- 8 June 2019 Vereeniging
- 31 August 2019 Vereeniging

WESTERN PROVINCE – KILLARNEY

- 2 March 2019 WPMC
- 15 June 2019 WPMC
- 31 August 2019 WPMC
- 14 September 2019 WPMC

EASTERN CAPE AND BORDER

- 30 March 2019 Port Elizabeth
- 19 May 2019 East London
- 8 June 2019 Port Elizabeth
- 13 July 2019 East London

KWA-ZULU NATAL

- 10 March 2019 iDube
- 14 April 2019 iDube
- 16 June 2019 iDube
- 28 July 2019 iDube

MOZAMBIQUE

- TBA Maputo
- TBA Maputo
- TBA Maputo
- TBA Maputo

NB! To receive any prize including an invitation to the RMCGF it is mandatory to participate in the National Final.

INFORMATION - THE CHAMPIONSHIP CO-ORDINATOR

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REGULATIONS



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VERSION 3

South African Rotax MAX Challenge
Sporting Regulation 2019

Edition 2019 01 15



REGULATIONS



Content

INFORMATION - THE CHAMPIONSHIP CO-ORDINATOR	2
1. GENERAL.....	6
2. REGULATIONS.....	6
3. CATEGORIES, LICENCE, AGE AND WEIGHT	7
3.1. CATEGORIES	7
3.2. LICENSES.....	7
3.3. AGE LIMITS	7
3.4. MINIMUM WEIGHTS	8
4. ELIGIBLE DRIVERS	8
5. OTHER RULES.....	9
6. GENERAL CONDITIONS	10
7. RACING NUMBERS.....	10
8. OFFICIALS	11
9. ELIGIBLE KARTS AND EQUIPMENT	11
9.1. CHASSIS.....	11
9.2. ENGINE.....	11
9.3. SAFETY EQUIPMENT	11
9.4. TYRES	11
10. FUEL	12
11. TRANSPONDER.....	13
12. ONBOARD CAMERA	13
13. SPORTING AND TECHNICAL CHECKS.....	13
14. BRIEFINGS	14
15. RACE EVENT	15
16. EVENTS COUNTING TOWARDS THE SARMC	15

REGULATIONS



17.	STARTING PROCEDURE.....	17
18.	STOPPING / RESTARTING A RACE	17
19.	SERVICING PARK.....	17
20.	PRE-GRID	17
21.	SCALE / WEIGHING PROCEDURE	18
22.	FRONT FAIRING	19
23.	CLASSIFICATION AND AWARDS.....	20
24.	NOTIFICATIONS AND STEWARDS DECISIONS TO DRIVERS / ENTRANTS.....	20
25.	HOW DOES THE ROTAX GLOBAL APP WORK?	20
26.	COMMUNICATION FLOW	20
27.	INSTRUCTIONS AND COMMUNICATIONS TO ENTRANTS	21
28.	FINES	21
29.	PROTEST AND APPEALS.....	21
30.	ADVERTISING / BRANDING	22
31.	PADOCK RULES.....	22
32.	CODE OF CONDUCT FOR DRIVERS	22
33.	PENALTY CATALOGUE	24



1. GENERAL

BRP-ROTAX GmbH & Co KG, Rotaxstr. 1, 4623 Günskirchen, Austria and its authorised distributors / partners organize the ROTAX MAX Challenge Grand Finals (RMCGF), International ROTAX MAX Challenges (IRMC) and National ROTAX MAX Challenges (RMC).

ROTAX MAX Challenge

Describes the concept of the ROTAX MAX Challenge program and specifying the regulations for the national RMC's in various countries which are the basis for the qualification for the RMCGF.

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

Any International RMC event shall be run in accordance with the RMC Series Sporting Regulations, the RMC Technical Regulations and the International Sporting Code («the FIA-CIK International Sporting Code») and its Appendices, with the Karting Technical Regulations («the FIA-CIK Technical Regulations») and with any international regulations including these, with the General Prescriptions applicable to CIK-FIA Karting International events («the FIA-CIK General Prescriptions»), as well as with any supplementary regulations drawn up by the ASN concerned.

Any changes or exemptions to the RMC Sporting regulations and RMC Technical regulations require the written approval of ROTAX following the agreement of the ASN presenting the series and or the CIK / FIA.

ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN.

2. REGULATIONS

The Event shall be run in accordance with:

- the FIA International Sporting Code and its appendices
- the FIA and CIK-FIA official Bulletins
- the CIK-FIA Technical Regulations
- the General Prescriptions applicable to CIK-FIA Karting International Events (Chapter 4.1 of the International Karting Regulations)
- the Global Rotax MAX Challenge Technical Regulations 2019
- the official Bulletins
- these Global Rotax MAX Challenge Sporting Regulations 2019

All drivers, entrants and officials participating in the RMC 2019 undertake, on behalf of themselves, their employees and agents, to observe all these regulations.

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

Rotax reserves the right to amend this regulation due to optional changes in the CIK-FIA regulations until 31 December 2018.



3. CATEGORIES, LICENCE, AGE AND WEIGHT

3.1. Categories

The categories available for the SARMC 2019 are the following:

- Bambino*
- Micro MAX
- Mini MAX
- Junior MAX
- Senior MAX
- MAX 175
- DD2
- DD2 Masters

* BAMBINO Class utilises a Top Kart / Comer kart and as it is not a Rotax Product, so the details of this class can be found in SARMC Bambino Supplementary Technical Regulations 2019.

3.2. Licences

All licenses hereafter have to be issued by an ASN which is a member of the CIK/FIA.

For SARMC events a club-sport license, National license or International license grade C (depending on the requirements of the National ASN) is required.

For IRMC events an International license grade C or higher and an International entrant license is required.

Note: Drivers who are still under age (and therefore do not have full legal capacity) cannot be their own entrant – see 7 below.

3.3. Age Limits for racing in South Africa

Bambino

Age limits: the driver must have his/her 5th birthday during the year of the event and must have his/her 10th birthday after 2019.

Micro MAX

Age limits: the driver must have his/her 7th birthday during the year of the event and must have his/her 13th birthday after 2019.

Mini MAX

Age limits: the driver must have his/her 9th birthday during the year of the event and must have his/her 14th birthday after 2019.

Junior MAX

Age limits: the driver must have his/her 12th birthday during the year of the event and must have his/her 16th birthday after 2019.

Senior MAX

Minimum age: the driver must have his/her 14th birthday during the year of the event.

MAX 175

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

REGULATIONS



Drivers of 16 years or older who weigh more than 85kg in their shorts on the day of the race may race in this class but will not qualify for the RMC GF.

DD2

Minimum age: the driver must have his/her 15th birthday during the year of the event.

DD2 Masters

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

Drivers of 16 years or older who weigh more than 85kg in their shorts on the day of the race may race in this class but will not qualify for the RMC GF.

All drivers fulfilling these age limits and type of licences are eligible to qualify for the RMC GF 2019.

Each participant of the Rotax max challenge 2019 represents the nation whose ASN has issued him the license regardless to which nationality he belongs or in which country he has qualified.

Summary Age Limits for Rotax Max Challenge Grand Final 2019:

Age Limits	MICRO	MINI	JUNIOR	SENIOR	MAX 175	DD2	DD2 Master
	8-11	10-13	12-14 (15)*	(14)* 15-99	32-99**	15-99	32-99**
Age Groups	2008-2012	2006-2009	(2004)* 2005 till 2007	till 2004 (2005)*	till 1987	till 2004	till 1987

*... if the driver holds a Karting Licence, according to Article 3.4.2 of the CIK International Karting License’s for Drivers

** Drivers of 16 years or older who weigh more than 85kg in their shorts on the day of the race may race in this class but will not qualify for the RMC GF.

3.4. Minimum Weights

The minimum weight for the kart, including driver and all required safety equipment (helmet, overall, gloves, etc.) must be at all times:

Minimum Weights (KG)	MICRO	MINI	JUNIOR	SENIOR	MAX 175	DD2	DD2-Master
	110	125	145	160	175	174	180

4. ELIGIBLE DRIVERS

RMC GF 2019 seats will be awarded by a qualification matrix executed by ROTAX. Responsible distributors may split up the granted seats among their territories. The number of seats per territory can change yearly.

ROTAX reserves the right to offer wild cards and driver packages to drivers according to criteria as it deems fit.



ROTAX also reserves the right not to accept an entry, without having to provide any justification.

ROTAX reserves the right to grant additional drivers from different classes to different countries under certain conditions to participate at the RMCGF.

The RMCGF 2019 is an international restricted Event by invitations controlled by ROTAX (according to the FIA-ClK International Sporting Code).

Expenses for the supplied karts, engines, tyres, petrol and entry fee for qualified drivers of the RMCGF 2019 is covered by ROTAX and its distributors.

Drivers can qualify via International or Nationals event providing the ROTAX sporting regulations and "ROTAX MAX Challenge Technical regulations 2019" are followed in the RMC classes.

Qualification for RMCGF 2019

Micro Max, Mini MAX, Junior Max, Senior MAX/MAX 175 and DD2/DD2 Masters class: The overall winner of each national SARMC class with authorisation in writing from ROTAX may qualify. NB MAX 175 winner over 32 years old will participate in DD2 Masters at the RMCGF.

Additional drivers can qualify via international Rotax Max Challenges. The number of qualifying drivers has to be defined in the sporting regulation of the respective race series.

DD2 Masters: The overall winner of each national Rotax max challenge DD2 Masters and/or Max 175 class and/or the overall best placed Masters driver (fulfilling the age limits for a Masters category) of a national Rotax MAX Challenge in MAX or DD2 class with authorisation in writing from ROTAX may qualify.

Additional drivers can qualify via international Rotax Max Challenges.

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

5. OTHER RULES

If a driver is qualified from a National, Continental (zone) or International RMC series / event at the same time, the qualification at the higher ranked series/event has priority for the qualification to the RMCGF 2019.

Ranking is: International / Continental (zone) / National.

In such a case the next placed driver of the series/event in question will qualify for the RMCGF.

If a driver is qualified from two or more different National, Continental (zone) or International RMC series/events at the same time, ROTAX reserves the right to decide from which series/event he will qualify for the RMCGF 2019.

REGULATIONS



The status of an event is considered as “International”, if it is listed in the official CIK-FIA International Sporting Calendar. The status of an event is considered as “Continental”, if it is listed in the official CIK-FIA Zone Calendar.

If a driver is qualified in two or more categories, he/she can participate in RMCGF 2019 in the higher ranked category only. Ranking is: DD2 or DD2 Master (depending on the age of the driver) / Senior Max or Max 175 (depending on the age of the driver) / Junior MAX / Mini MAX/ Micro MAX.

At any double qualification ROTAX reserves the right to decide which race series counts for the qualification to avoid any strategic behaviour of competitors.

ANYTHING WHICH IS NOT STATED TO BE ALLOWED IS FORBIDDEN.

6. GENERAL CONDITIONS

The provisions of GCR 22 notwithstanding, in karting should a parent or court appointed legal guardian not be in a position to act as the entrant for his or her minor child, he or she may nominate another parent/legal guardian whose minor child is taking part in the same event/s or, alternatively, an adult competitor taking part in the same event, to act as his/her entrant by proxy. To be valid, any such proxy nomination must be submitted, in writing and signed by the parent/legal guardian appointing the proxy, to the Race Secretary for the relevant event/s prior to the commencement of competition.

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.

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.

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

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

Entrants, drivers, assistants and guests must at all times wear the appropriate identification credentials which have been provided to them.

7. RACING NUMBERS

Racing numbers shall comply with provisions of the FIA-CIK Technical Regulations or local ASN for National events.

Racing numbers for each category in the SARMC are:

- | | | |
|---------------|------------|-----------------------------|
| • Bambino | 1 to 199 | Black number yellow backing |
| • Micro MAX | 601 to 699 | Black number yellow backing |
| • Mini MAX | 501 to 599 | White number blue backing |
| • Junior MAX | 401 to 499 | White number green backing |
| • Senior MAX | 201 to 299 | White number black backing |
| • MAX 175 | 301 to 399 | Black number white backing |
| • DD2 | 1 to 99 | White number red backing |
| • DD2 Masters | 101 to 199 | Black number white backing |



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.

8. OFFICIALS

The officials will be appointed according the supplementary regulations published for the event. The clerk of the course, the chief scrutineer, the chief timekeeper and the stewards must be present at the event at the latest one hour before beginning of the sporting checks.

9. ELIGIBLE KARTS AND EQUIPMENT

The SARMC 2019 is reserved for karts with ROTAX MAX engines in different configurations, as defined by the Global RMC 2019 Technical Regulations as well as the specific SARMC Supplementary Technical Regulations – published on MSA and www.kart.co.za.

At the SARMC 2019 each driver will be entitled to submit to scrutineering the equipment as defined in the Global RMC 2019 Technical Regulations and SARMC Supplementary regulations.

NB Micro Max, Mini Max and Bambino must conform to their respective Supplementary SARMC Technical Regulations published separately on www.kart.co.za and www.motorsport.co.za

9.1. Chassis

Chassis must be in accordance with the Global RMC 2019 Technical Regulations and the SARMC Supplementary Technical Regulations.

During the event, and in case of an accident, the driver can only change once a chassis (frame) following the authorization of the Technical Scrutineers.

The replacement frame must be from the same “Manufacturer” and “Model”.

9.2 Engine

Engine and its accessories must be used in accordance with the Global RMC 2019 Technical Regulations and SARMC Supplementary regulations.

9.3 Safety equipment

Helmets, gloves, rib protectors, boots, race overalls must all be approved under the FIA-CIK Technical Regulations or MSA approved apparel. NB The use of a neck brace is highly recommended for all competitors under the age of 13 years. This will become mandatory as of 1 January 2020.

9.4 Tyres

The only tyres permitted will be Mojo imported and distributed by Ed Murray racing CC. This, combined with the use of the unique Rotax Tyre Tracking System, ensures tyres of the same batch are used at race events and excludes the “fresh special import” advantage. Only one set of tyres may be used from qualifying to the end of the event.

➤ **Bambino, Micro & Mini Max:** Mojo C2: F 4.0/10.0 – 5 R 5.00/11.0 -5

REGULATIONS



- **Junior Max:** Mojo D2: F 4.5/10.0 – 5 R 7.1/11.0 -5
- **Senior Max and DD2:** Mojo D5: F 4.5/10.0 – 5 R 7.10/11.0 -5
- **Wet weather tyres all classes:** Mojo W2 / W3

Strictly no modifications or tyre treatment allowed.

NB: Please remember to always fit the tyres / wheels in such a way the **direction of rotation** arrow is correct. Failure to comply with this will result in a R 1 000 fine being imposed.

10. FUEL

Commercial quality petrol from a specified roadside petrol station only, maximum 95 Octane, mixed with synthetic Rotax XPS Kart tech 2-stroke lubricant only at 40:1 for all Rotax classes.

It is incumbent on the competitor to ensure that they purchase the correct fuel and mix it in the correct ratio as specified in the SR's for the event so that when a pre-race check is conducted on the pre-race grid that the fuel meets the Digatron reading for the day. NB The correct fuel and oil ONLY is permitted and any difference even in the colour of the fuel will lead to it being rejected even if the reading on the test method is correct.

The following test method will apply to all karting events and classes as approved by MSA, Club, Regional and Nationals.

The test instrument will be the Digatron FT64 which must be clearly identified by a serial number or identifying mark and will be the only instrument of the day to be used. Only MSA approved Fuel TC's may perform fuel testing.

The only calibration on the instrument of the day will be the reading from the mixed reference sample fuel that is kept by the fuel TC.

A clearly marked reference sample of every mix ratio (fuel: oil) will be kept by the fuel TC or COC.

The difference in reading between the reference sample that is applicable for each class and competitor fuel reading may not be more or less than 2 points, this value may be changed by the Fuel TC of the event before qualifying. Fuel testing can be done at any time during the event.

The temperature difference may not be more than 2 degrees Fahrenheit. If the temperature is not within the limits, the fuel tank of the competitor must be impounded and sealed, the competitors fuel temperature will be allowed to equalize to the reference sample and a new reading obtained no later than 30 minutes before publication of final results.

The minimum amount of fuel in the tank at any time may not be less than 300ml, the fuel may be de-canted into a suitable container for the necessary testing to be done.

REGULATIONS



It is the responsibility of the competitor to be present at all times when readings of the fuel are done and to check with the fuel TC that the fuel used by competitor is within the set parameters.

The COC or Fuel TC may at any time have competitors fuel replaced with organisers fuel.

A penalty of exclusion will apply for any infringements of the above and is not protestable, and repeat offenders will have their race licence revoked.

The following individuals have been appointed as Fuel Technical Consultants by the Karting Commission:

- o Alistair Pringle
- o Alex Licen
- o Emile McGregor
- o Etienne Roos
- o Jan Habig
- o Wayne Robertson

11. TRANSPONDER

The driver / entrant must have his own transponder and it is his / her responsibility to have it charged and functioning all the time whenever he / she will be on the track.

The use of the transponder is mandatory at all times from the first non-qualifying practice session of each driver and until the Final. It is the entrant / driver's responsibility to mount the transponder in the correct position.

12. ONBOARD CAMERA

The organizer reserves the right to equip Karts of drivers with an onboard camera system.

Selected drivers have to mount the onboard camera system in accordance to the series / event Supplementary regulations.

The total weight of all components counts to the total weight of the kart.

The driver cannot refuse to install the onboard camera on his / her kart.

13. SPORTING AND TECHNICAL CHECKS

13.1. 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.

13.2. Unless a waiver is granted by the stewards in particular circumstances, competitors who do not keep to the time limits imposed will not be allowed to take part in the event.

REGULATIONS



- 13.3. A competitor 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.
- 13.4. 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.
- 13.5. All karts are checked by the organizer in accordance to ASN / CIK Technical Regulations and also according the Global RMC 2019 Technical Regulations. 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.
- 13.6. 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.
- 13.7. 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.
- 13.8. Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organisation of the servicing parks and / or the Parc Fermé, and who alone are authorised to give instructions to the entrants.
- 13.9. 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.
- 13.10. Submitting a kart to scrutineering shall be considered as an implicit statement of conformity.
- 13.11. Racing numbers and possible advertising signs must be on the kart when the equipment is presented at scrutineering.
- 13.12. A driver is not be allowed to change his/her equipment after it has been presented at scrutineering.
- 13.13. At the Event, the event organiser and the stewards will check all licenses.

14. BRIEFINGS

- 14.1. Location of the briefing will be published in the Supplementary Regulations.
- 14.2. 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.
- 14.3. Extra meetings may be organised if this is deemed necessary.



- 14.4. It is the competitor's duty to enquire about time and place of the briefing and / or consecutive briefings. Time and detailed location will be posted in official notice board and available from the race office.
- 14.5. 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. The entry control will be performed via electronic means.
- 14.6. Before they can be allowed to continue the event, a mandatory fine of R 750 or more which must be paid to the ASN hosting the event via the stewards, this will be charged to any competitor who does not attend the briefing.

15. RACE EVENT

Non-qualifying practice:

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.

Qualifying Practice

A 10-minute timed session for each class.

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.

Any driver who has not participated in the Qualifying Practice may request in writing to the Stewards the authorization to continue in the race. Stewards will decide according to the circumstances of the absence in the Qualifying Practice. There will be no appeal from the Stewards' decision.

Qualifying Heats

Number of laps for all categories: to be defined in the Supplementary Regulations

- At least one heat at the regionals determines the grid for the first final. Min 10 km.
- Grid positions at SARMC national events: Final 1 determined by fastest lap in qualifying practise. Final 2 determined by fastest lap in final 1. Final 3 determined by fastest lap in final 2. Applicable for the first three rounds of the SA National Championship. For the fourth and final event of the SA National Championship, final 4 determined by fastest lap in final 3.
- Final(s)/ points: A starting grid of max. 34 drivers and the race of min. 15km or 15 minutes.

16. EVENTS COUNTING TOWARDS THE SARMC

The SARMC series points are calculated by adding your Regional points to your National points with the following formula.

Regional Points:

REGULATIONS



- 16.1 Each region designates four rounds of their regional championship as SARMC scoring events.
- 16.2 The first heat is seen as a qualifying heat and the second and third heats are scored as finals
- 16.3 A driver must nominate the region in which he/she wishes to score points regionally – normally the region in which he/she lives. Nomination must be made after the first scoring event.
- 16.4 Drivers score points from the best 6 out of the possible 8 regional finals
- 16.5 The sum of points obtained in the best 6 (six) regional final heats will be divided by 6 (six).
- 16.6 Drivers who take part in Regional events will receive 1 (one) bonus point for each final heat started (crossing the start line).
- 16.7 At regional events with less than 6 (six) starters the points are to be scored as follows: from 2nd place if only five starters, 3rd place if four starters and so on.

National Points:

- 16.8 The first three National rounds each have time trials and 3 (three) point scoring finals.
- 16.9 The fourth and final National event has time trials and 4 (four) point scoring finals.
- 16.10 The best 10 finals out of a possible 13 finals at National events count.

Important Note!

- 16.11 Final(s)/ points: A starting grid of max. 34 drivers and the race of min. 15km or 15 minutes. Score-points 35, 32, 30, 29, 28..... to last placed finisher. Non-finish: minus 5 points off last finisher.
- 16.12 Exclusions score zero

Final Classification

The championship results as calculated above will determine the

- South African Champions
- Drivers qualifying for invitations to the RMCGF

The point standing in the SARMC will be published on the www.kart.co.za web-site and the MSA web-site.

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

- The holder of the greatest number of first places in final races, if the number of first places is the same, the highest placed finisher in the last race at the final will be the winner.



- If this procedure fails to produce a result ROTAX will nominate the winner according to such criteria as it deems fit.

Combing of classes

- 16.13 It is permitted to combine Rotax classes up or down eg. DD2 with Senior Max / Micro and Mini Max however the start should be staggered where the slower class starts approximately 5 seconds after the faster class.
- 16.14 If the second (slower) class false start the race will continue and the offending driver/s will be penalised accordingly.
- 16.15 The results will be scored separately

17. CIRCUIT CLOSURE PRIOR TO NATIONAL SARMC NATIONAL CHAMPIONSHIP EVENTS

Circuits will be closed to all national competitors, as well as the equipment to be used in the National Championship event from 18:00 on the Sunday, a minimum of 10 days prior to a National Championship event until 12:00 noon the Thursday (or Friday where the final is on Sunday) of the event.

18. STARTING PROCEDURE

All categories will be rolling starts.

Drivers may only restart themselves and no assistance may be given. Bambinos are allowed outside assistance without penalty.

19. 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. After the red flag the karts will form up for a restart if less than two laps have been completed. If more than two laps have been completed the karts will restart in single file in the order in which they crossed the start line prior to the red flag being shown.

Note that no reserve karts are permitted in the Servicing Park.

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

20. SERVICING PARK (PARC FERME AND PRE RACE GRID)

Only ONE driver per kart and ONE mechanic are allowed in "Servicing Parks" and only with proven passes. No karts / persons are allowed to enter "Servicing Park" with any liquids (except water in clear transparent plastic bottles, for drinking purposes).

21. PRE-GRID

- 20.1 The pre-grid gate closes 3 minutes before race time. Any kart which has not taken its position on the pre-grid at that moment will not be allowed to do so, except under exceptional circumstances left to the discretion of the clerk of the course.
- 20.2 Mechanics must clear the pre-grid immediately.

REGULATIONS



- 20.3 Karts on the pre-grid must be ready to race, all further work and or adjustment (with the exception of tyre pressure) to the kart on the pre-grid is strictly forbidden – NO TOOLS!
- 20.4 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 irrespective the number of formation laps.
- 20.5 Karts on the pre-grid are prohibited to return to the service park.
- 20.6 During qualifying should a driver require assistant after the "30-second" signal in the timed qualification the 2 best laps will be annulled.

22. SCALE / WEIGHING PROCEDURE

- 21.1. The scale of the day will be located 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.
- 21.2. Driver needs to stand on the scale
- 21.3. Any driver pouring water over his/her head and race overall will be penalized with 1 (one) additional KG on the weight of kart and driver (i.e. Junior 145 + 1 = 146)

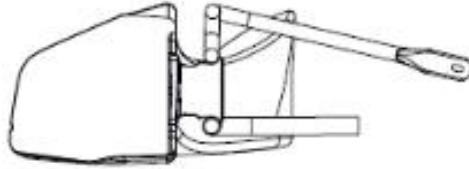
23. FRONT FAIRING

DESSINS TECHNIQUES
TECHNICAL DRAWINGS

DESSIN TECHNIQUE N° 2d

Installation correcte du «Carénage Avant»

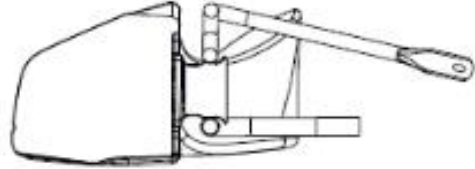
Position correcte / Correct position



TECHNICAL DRAWING No. 2d

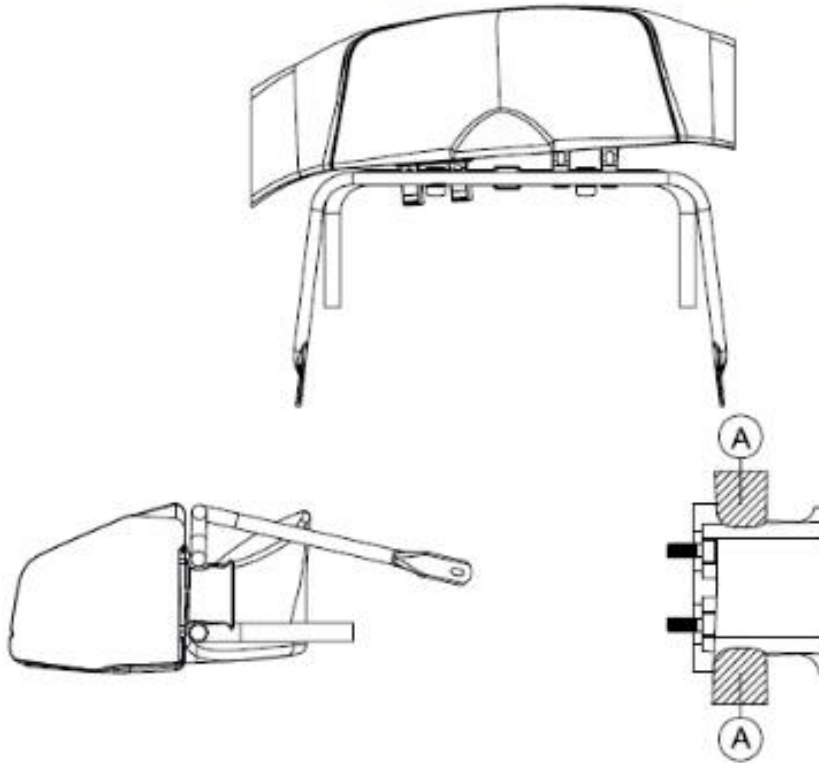
Correct installation of the "Front Fairing"

Position acceptable / Acceptable position



Position non acceptable si une quelconque partie des tubes du pare-chocs avant se trouve dans les zones marquées (A).

Not acceptable position if any part of the tubes of the front bumper are in the marked areas (A).



The use of a homologated Front Fairing and of the homologated Front Fairing Mounting Kit of the bodywork homologation period 2015 – 2020 is mandatory, in accordance with CIK Specific Prescriptions, article 30 and CIK Technical Drawing No 2d. The provisions of CIK Specific Prescriptions, article 30 regarding mounting, installation, checking, reporting of breaches and application of penalties will be applied in full.

Should a competitor's nose cone no longer be in the correct position at the end of a race as envisaged in the regulations, an automatic and non-protestable standard 5-second penalty will be added to the race time.



The Stewards, on receipt of an image from the nose cone official illustrating that the competitor's nose cone was out of place, will automatically add a penalty of 5 seconds to the race time of the competitor concerned.

This penalty is not subject to the provisions of GCR 175, no hearing will be held nor will the signing of any acknowledgement by the competitor be required. The decision by the Stewards to amend the results shall not be subject to appeal and the amended results will be published on the notice board

Any competitor found to be tampering with his/her nosecone, from outside the kart or from his/her sitting position within the kart anywhere between the finish line and the weigh in scale will be excluded from the event. This decision is final and non-appealable.

24. CLASSIFICATION AND AWARDS

The classification of the SARMC 2019 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 SARMC 2019 events/series.

25. NOTIFICATIONS AND STEWARDS DECISIONS TO DRIVERS / ENTRANTS

All notifications, summons and Stewards decisions regarding a specific Driver / Entrant will be sent electronically to the Driver's / Entrant's mobile phone using an Application developed by ROTAX for this purpose, named ROTAX GLOBAL. In the event that the ROTAX GLOBAL App is not functioning then competitors will be required to check on the notice board. Summons will be delivered by hand delivered notice in this case only.

26. HOW DOES THE ROTAX GLOBAL APP WORK?

The ROTAX GLOBAL APP is free of charge and is available for download for IOS and Android.

The ROTAX GLOBAL APP requires internet access.

During driver's registration process Driver / Entrant will get his own and unique QR code (also known as EDIT code). With this code, Driver / Entrant will register in his/her mobile phone and the system recognizes that those are the registered persons as the official receivers of the notifications.

It is the responsibility of Driver / Entrant to keep this code confidential.

This ROTAX GLOBAL APP will communicate with the EVA Event Management system (EMS).

The EMS is the communication platform used internally by the organizer and the stewards and it will record the time that all the information / notifications will be sent to Driver / Entrant and also the time when the Driver / Entrant read the notification.

27. COMMUNICATION FLOW

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



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

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

At the Drivers Registration, Entrant will sign a document stating that he/she will be responsible to register in the ROTAX GLOBAL APP all the starting numbers which he/she is responsible for as an Entrant, to check with the due diligence if he is receiving any notification and to guarantee that during the event period his mobile phone is connected to the network. Driver / Entrant must register with the QR code given during the driver's administration.

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

In the event of internet failure in the paddock area, the Entrant / Driver will be notified personally.

28. INSTRUCTIONS AND COMMUNICATIONS TO ENTRANTS

All classifications and results of qualifying practice, the qualifying heats and the race(s) of the final phase, as well as any decisions of the officials of the event will be sent to the ROTAX GLOBAL APP and also posted on the official notification board.

29. FINES

- 28.1. A fine may be inflicted on any entrant, driver, assistant, organizer who does not respect the prescriptions of the officials of the event.
- 28.2. In case of a disqualification (based on a decision of the panel of stewards of the event) from the event, the organizer reserves the right to charge a penalty.
- 28.3. Fines imposed by the Stewards must be paid immediately to the organizer.

30. PROTEST AND APPEALS

The right to protest lies only with the entrants. Protests and/or appeals must be in accordance with MSA GCR's

The right to protest lies only with the competitor / parent / guardian. They must be presented in writing to the clerk of the course or stewards within 30 minutes after the posting of the results of the qualifying practice and qualifying heats, as well as of the races of the final. They shall be accompanied by the protest or appeal fees as per the MSA GCR's Appendix "R" Fees

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.



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

31. ADVERTISING / BRANDING

Drivers are not allowed to expose brands of competing companies with those partners of the RMC 2019 (Rotax, Mojo and XPS).

This prohibition includes race overalls and other clothing and covers the entire period of the event (incl. prize giving ceremony and driver's parade).

A penalty of up to R 2 500 or scoring zero points for the event may be applied by the stewards.

32. PADDOCK RULES

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

Starting of engines is only allowed in the Parc Ferme and pre-race area and engines may only be run there for a maximum of 5 seconds. A second offence may lead to exclusion. Circuits are encouraged to define an area outside of the pit area where starting of engines for a maximum of five seconds is also permitted. Any competitor starting an engine outside this area, or exceeding the permitted running time, will be penalized with a fine of R 750. A report in this regard from any signed-on official will be sufficient evidence for a fine to be imposed.

It is strictly forbidden to smoke or to use any device which risks provoking fire in the Paddock area, the Servicing Parks, the Parc Ferme, the Assembly Area, on the starting grid or on the track (along the course). Offenders, including Officials, will be penalized by a fine of R 750 and may be asked to leave the circuit.

It is forbidden to cook in the Paddock, except with a special authorization from the Organizer.

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

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

33. CODE OF CONDUCT FOR DRIVERS

- All participants must play within the rules and respect race officials and their decisions.
- All participants must respect the rights, dignity and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.
- All participants must encourage and take responsibility for their actions at all times.
- 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.:

REGULATIONS



helmet, gloves, race boots and suit) to be used by the driver, according to the regulations.

- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- Any abusive comments on social media (Facebook, Twitter etc.) between teams, competitors, officials, organizers, or any person associated with ROTAX, will be held responsible and liable for their actions.

34. PENALTY CATALOGUE

<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>5 seconds</p>	
		<p>Without advantage:</p>	
		<p>Not relevant</p>	
		<p>With advantage:</p>	
		<p>Not relevant</p>	

REGULATIONS



<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.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 suffers a position loss or drop-out. - Kart 2 suffers a damage leading to a position loss or retirement within the same lap. 		General:
		Not relevant
		Without advantage:
		5 seconds
		With advantage:
5 positions		

<p>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 partially next to Kart 1 or if Kart 2 is completely or partially off the track.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position. - Kart 1 suffers a position loss or drop-out - Kart 1 suffers a damage leading to a position loss or retirement within the same lap. 		General:
		Not relevant
		Without advantage:
		5 seconds
		With advantage:
5 positions		

REGULATIONS



<p>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.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 1 wins a position. - Kart 2 suffers a position loss or retirement - Kart 2 suffers a damage leading in a position loss or retirement on the same lap. 		General:
		Not relevant
		Without advantage:
		5 seconds
		With advantage:
		5 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 retirement - Kart 1 suffers a damage leading in a position loss or retirement within the same lap. 		General:
		Not relevant
		Without advantage:
		Warning only
		With advantage:
		5 positions

REGULATIONS



<p>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.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position or gains time which cannot be given back 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 retirement on the same lap by the return of Kart 2. 		General:
		Not relevant
		Without advantage:
		Warning only
		With advantage:
5 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. 		General:
		Not relevant
		Without advantage:
		Warning only
		With advantage:
5 positions		

REGULATIONS



<p>TECHNICAL NON-COMPLIANCE is at hand, if the Kart is not fulfilling the technical regulations in all parts. It is irrelevant, if the technical lack arises before, during or after the race. It is also irrelevant, if the technical lack would have led to an advantage or not. The only relevant thing is the technical condition at the time of examination.</p> <p>Typical examples for a technical non-compliances are:</p> <ul style="list-style-type: none"> - Under-weight - Wrong setup - Wrong fuel, oil,... - Modified parts etc. 		General:
		Exclusion
		Without advantage:
		Not relevant
		With advantage:
Not relevant		

<p>FORMATION FAULT is at hand, if Kart 2 improves it's starting position unforced during the formation lap after having crossed the „red line“ (and before the start has been released).</p>		General:
		Exclusion
		Without advantage:
		Not relevant
		With advantage:
Not relevant		

REGULATIONS



<p>FLAG DISREGARD is at hand, if the driver does not carry out the flag instructions given by either the track personal or clerk of the course. It is irrelevant which flag is in question, why the flag has been disregarded or if the violation would have led to an advantage or not.</p> <p>Typical examples of a flag disregard are:</p> <ul style="list-style-type: none"> - Overtaking under yellow flag. - Continuing the race after receipt of black/orange flag. etc. 		General:
		Exclusion
		Without advantage:
		Not relevant
		With advantage:
		Not relevant

----- END OF SPORTING REGULATION -----