



ROTAX[®]
R A C I N G



Canadian Rotax MAX Challenge

Sporting Regulations 2025

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1. GENERAL

The 2025 Canadian Rotax MAX Challenge Sporting regulations replace the Sporting regulations 2024.

BRP-ROTAX GmbH & Co KG, Rotaxstr. 1, 4623 Gunskirchen, 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.

Note: in these sporting regulations, when the words "For Canada" appear, this represent a difference between the regulations which apply in Canada compared to the Global Rotax MAX Challenge Sporting Regulation 2025 which may apply if you are going to race in another country. A copy of this Global regulation may be view on Rotax's website at www.rotax-racing.com/rmc-regulations.

2. REGULATIONS

For Canada: Events shall be run in accordance with:

- 2025 ASN Canada Sporting and Technical regulations;
- 2025 ASN Canada Sporting and Technical bulletin;
- 2025 Canadian Rotax MAX Challenge Sporting and Technical regulations;
- 2025 Canadian Rotax MAX Challenge Bulletins;
- Series / Events Supplementary Regulations;
- Series / Event Bulletins;
- At the event, instructions from approved officials.

All drivers, Entrants and officials participating in the RMC 2025 undertake, on behalf of themselves, their employees and agents, to observe all these regulations.

There are English and French versions of these regulations. In case of incompatible differences between the two versions, the English version will prevail.

Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

Rotax and SRA Karting International reserves the right to amend these regulations.

3. CATEGORIES, LICENCE, AGE AND WEIGHT

3.1 Categories

The categories available for the RMC 2025 are the following:

- 125 Micro MAX
- 125 Mini MAX
- 125 Junior MAX
- 125 Senior MAX
- 125 Senior MAX Masters
- 125 MAX DD2
- 125 MAX DD2 Masters
- E20 Senior Masters
- E20 Senior
- E20 Junior

For Canada: there is a class named 125 Micro/Mini MAX class. All rules regarding this class is the same as the 125 Mini MAX with the exception of the age which cover all ages covered of the 125 Micro MAX and 125 Mini MAX classes (8 – 13 y.o.).

3.2 Licences

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

For RMC events a club-sport licence, National licence or international licence grade (depending on the requirements of the National ASN) is required.

For IRMC events an international licence grade G or E, F (depending on category) and an international Entrant licence is required.

NOTE

Drivers who are still under aged (and therefore do not have full legal capacity) cannot be their own Entrant.

A competitor must hold a valid licence issued by his parent ASN, or a licence issued by an ASN other than his parent ASN (this licence is only valid for use with written permission from his parent ASN).

For Canada: The concept of Entrant licence does not exist in Canada and is not required for events held in Canada.

3.3 Age limits

For Canada: No age derogation can be allowed in any Canadian RMC race series / events for any class.

Each participant of the Rotax Max Challenge 2025 represents the nation whose ASN has issued him the licence regardless to which nationality he belongs or in which country he has qualified.

All drivers fulfilling these age limits and type of licences are eligible to qualify for the RMCGF 2025.

125 Micro MAX

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.

Licence: club-sport licence or National licence (depending on the requirements of the National ASN).

125 Mini MAX

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.

Licence: club-sport licence, National licence or International G licence (depending on the requirements of the National ASN).

125 Junior MAX

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 CIK International Karting Licences for Drivers.

For Canada: A driver turning 15 years old during the year can participate in any Canadian event but must hold this CIK special licence **before** entering the RMCGF qualifying event, or before the first event in case of a qualifying race series, to be eligible to win an invitation for the Grand Finals.

Licence: For national RMC events a club-sport licence, National licence or international licence grade G karting (depending on the requirements of the National ASN) is required.

For International RMC events an international licence grade G karting and an international Entrant licence is required.

Note: Drivers who are still under aged (and therefore do not have full legal capacity) cannot be their own entrant.

125 Senior MAX

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

Licence: For national RMC events a club-sport licence, National licence or international licence grade F or E karting (depending on the requirements of the National ASN) is required.

For International RMC events an international licence grade F or E karting licence, and an international Entrant licence is required.

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

Note: Drivers who are still under aged (and therefore do not have full legal capacity) cannot be their own entrant.

125 Senior MAX Masters.

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

Licence: For national RMC events a club-sport licence, National licence or international licence grade E karting (depending on the requirements of the National ASN) is required.

For International RMC events an international licence grade E karting and an international Entrant licence is required.

125 MAX DD2

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

Licence: For national RMC events a club-sport licence, National licence or international licence grade E karting (depending on the requirements of the National ASN) is required.

For International RMC events an international licence grade E karting and an international Entrant licence is required.

Note: Drivers who are still under aged (and therefore do not have full legal capacity) cannot be their own entrant.

125 MAX DD2 Masters

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

Licence: For national RMC events a club-sport licence, National licence or international licence grade E karting (depending on the requirements of the National ASN) is required.

For International RMC events an international licence grade E karting and an international Entrant licence is required.

E20 JUNIOR

Age limits: the driver must have his/her **12th** birthday during the year of the event and must have his/her **14th*** birthday (reaching their 14th birthday during the calendar year).

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 CIK International Karting Licences for Drivers

Licence: For national RMC events a club-sport licence, National licence or international licence is required.

For International RMC events an international karting licence and an international Entrant licence is required.

E20 SENIOR

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

Licence: For national RMC events a club-sport licence, National licence or international licence grade E karting (depending on the requirements of the National ASN) is required.

For International RMC events an international licence grade E karting and an international Entrant licence is required.

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

Note: Drivers who are still under aged (and therefore do not have full legal capacity) cannot be their own entrant.

E20 SENIOR MASTERS

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

Licence: International licence grade E karting and an international Entrant licence is required.

3.4 Summary age limits

Age limit	MICRO MAX	MINI MAX	MICRO-MINI MAX Canada Only	JUNIOR MAX & E20 JUNIOR	SENIOR MAX & E20 SENIOR	SENIOR MAX MASTERS & E20 MASTERS	DD2 MAX	DD2 MASTERS
	8-11	10-13	8 - 13	12-14 *(15)	15+ *(14)	32+	15+	32+
Age groups	2014 - 2017	2012- 2015	2012 -2017	2011 till 2013 *(2010)	from 2010 *(2011)	From 1993	from 2010	from 1992

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

3.5 Minimum weights

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

Minimum Weights	125 Micro MAX	125 Mini MAX	Micro-Mini Can. Only	125 Junior MAX	125 Senior MAX	125 Senior MAX Masters	125 DD2 MAX	125 DD2 MAX Masters	E20 SENIOR *	E20 JUNIOR *	E 20 Masters
International KG	105	115	N/A	145	162	175	175	180	220	200	224
Canada KG (lbs)	110 (232)	118 (260)	118 (260)	145 (320)	165 (364)	175 (386)	175 (386)	180 (397)	220 (485)	200 (430)	224 (494)

NOTE: For Canada: Weighting procedure must be done in kilograms or pounds, not both, according to the series/event supplementary regulations.

When both DD2 categories (125 DD2 MAX and 125 DD2 MAX Masters) are run inside a combined starting grid, the 175KG weight limit may be applied to both categories.

4. ELIGIBLE DRIVERS

RMCGF 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 2025 is an international restricted event by invitations controlled by ROTAX (according to the FIA-CIK International Sporting Code).

Expenses for the supplied karts, engines, tyres, petrol and entry fee for qualified drivers of the RMCGF 2025 is covered by ROTAX and its distributors, except for E20 classes.

Drivers can qualify via International or Nationals event providing the ROTAX MAX CHALLENGE Global sporting regulations 2025 and "ROTAX MAX CHALLENGE Global Technical regulations 2025" are followed in the RMC classes. With prior pre agreement ROTAX selected distributors can utilise the seat allocation to nominate loyal ROTAX customers to participate at the RMCGF 2025.

ROTAX reserves the rights to manage participation for E20 events as it sees fit.

5. QUALIFICATION FOR RMCGF

125 Micro Max, 125 Mini MAX, 125 Junior Max, 125 Senior MAX/Masters and 125 DD2 MAX/Masters class: The overall winner of each national RMC class with authorisation in writing from ROTAX may qualify.

Additional drivers can qualify via international RMC.

The number of qualifying drivers must be defined in the sporting regulation of the respective race series.

DD2 MAX Masters: The overall winner of each national RMC, DD2 MAX Masters and/or Senior MAX-Masters class and/or the overall best placed master's driver (fulfilling the age limits for a Master's category following Rotax Global Sporting regulations 2025) of a national RMC in MAX or DD2 class with authorisation in writing from ROTAX may qualify.

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.

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

ROTAX reserves the rights to manage qualification for E20 events as it sees fit.

If under any circumstances a qualified driver doesn't 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.

The driver/entrant must not be involved in ongoing court proceedings (ongoing sporting or civil lawsuits somehow related to the RMCGF 2025 which prohibits a result) after the registration deadline, neither as a prosecutor nor as a defendant, otherwise the next placed driver is allowed to register in his/her place.

6. OTHER RULES

A driver can only win one RMCGF per year, this will be the first ticket the driver wins in the racing season defined by the date of the final.

If a driver competes in a higher ranked category the driver is eligible to qualify for the RMCGF in the higher ranked category. If this situation arises the lower ranked category ticket is passed down to the next eligible driver in the series / event it was awarded at.

Ranking is:

1. E20 Senior / E20 Master (depending on the age of the driver)
2. E20 Junior
3. DD2 MAX or DD2 MAX Master (depending on the age of the driver)
4. Senior MAX or Senior MAX Master (depending on the age of the driver)
5. Junior MAX
6. Mini MAX
7. 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.

Note: It is strictly forbidden to offer RMCGFs for sale, the RMCGFs tickets are offered as rewards for ROTAX drivers around the world. This rule is not applicable to the E20 categories

E20

If a driver qualifies to race at the RMCGF in one of the categories listed above and the E20, the driver must notify ROTAX via email immediately after acquiring the second ticket which RMCGFs category, they wish to participate in.

Once this email is received and accepted in return by ROTAX the decision is final and cannot be reversed. (Email : sara.deruwe@brp.com).

The Qualification priority for E20 RMCGF 2025 tickers is as follows:

- Championship or Event winner
- Voucher winners.
- Drivers that drove, at least, one event in 2025 season in E20
- Open entry

All the remaining seats will be available on open registration following the requirements of these regulations.

7. GENERAL UNDERTAKINGS

Any special national / Continental (Zone) / International regulations must be submitted to the ASN / CIK-FIA with the original application for inclusion of the RMC 2025 on the National / Continental (Zone) / International calendar. Only with the approval of the ASN / CIK-FIA such special regulations can come into force.

The supplementary regulations of the RMC 2025 consist in standard regulations drafted in English, and possibly translated into other languages.

The right to associate the name of a company, organisation or commercial make to the RMC 2025 is exclusively reserved to ROTAX. Unless there is a previous written agreement from ROTAX, no organiser or group of organisers may indicate or make believe that the said event is sponsored or financially helped either directly or indirectly by a commercial firm or organisation.

Only ROTAX is entitled to grant waivers to these sporting regulations, following the agreement of the ASN presenting the series and or the CIK-FIA.

ANYTHING WHICH IS NOT STATED TO BE ALLOWED IS FORBIDDEN.

8. GENERAL CONDITIONS

It is the Entrant's responsibility to ensure that all persons concerned by his entry observe all the provisions of the code, the technical regulations and the sporting regulations. If an Entrant is unable to be present in person at the event he must nominate his representative in writing.

The person having charge of an entered kart during any part of an event is responsible jointly with the Entrant and / or separately for ensuring that the provisions are observed.

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 always wear the appropriate identification credentials which have been provided to them.

9. RACING NUMBERS AND NAME OF THE DRIVER

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

The name of the Driver and nationality shall appear on each side of the lateral bodywork and be clearly legible, in accordance with Article 3.7 of the FIA Technical Regulations. At the RMCGF, it must also appear in large letters on the drivers race overall, at the top of his back and on each of his legs.

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

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 **for Canada** are:

▪ 125 Micro MAX	1 to 99
▪ 125 Mini MAX & Micro-Mini	101 to 199
▪ 125 Junior MAX	201 to 299
▪ 125 Senior MAX & MAX Masters	301 to 399
▪ 125 DD2 MAX	401 to 499
▪ 125 DD2 MAX Masters	501 to 599
▪ E20 Junior	601 to 699
▪ E20 Senior	701 to 799
▪ E20 Masters	801 to 899

10. OFFICIALS

The officials will be appointed according to the supplementary regulations published for the event. The clerk of the course, the race director, 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.

For Canada: 2025 ASN Canada Sporting Regulations – Book 1 applies.

11. ELIGIBLE KARTS AND EQUIPMENT

The RMC 2025 is reserved for karts with ROTAX MAX engines in different configurations and E20 Electric vehicles, as defined by the Global RMC 2025 Technical Regulations or the Global RMC E20 Technical regulations 2025.

At the RMC 2025 each driver will be entitled to submit to scrutineering the equipment as defined in the Global RMC 2025 Technical Regulations or in the Global RMC E20 Technical regulations 2025.

11.1 Chassis

Chassis must be in accordance with the RMC Global Technical Regulations 2025 or the Global RMC E20 Technical regulations 2025 and the Supplementary 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”.

E20, The ROTAX race manager may at any time exchange a complete vehicle or any of its components for a competitor.

11.2 Engine / Electric powertrains

Engine and its accessories must be used in accordance with the RMC Global Technical Regulations 2025/RMC Global E20 Technical Regulations 2025.

11.3 Brakes

The brakes must be homologated by the CIK-FIA and as specified in Rotax Global Technical Regulations 2025 and as specified in Rotax Global Technical Regulations 2025 / RMC Global Technical Regulations E20 2025.

11.4 Safety equipment

Helmets, gloves, rib protectors, boots, race overalls must all be approved under the FIA-CIK Technical Regulations Article 7.

The use of karting body protection according to FIA Standard, and of the correct size in relation to the Driver's height shall be mandatory for all drivers at all international karting events.

For Canada: Safety Equipment must be in accordance of the 2025 ASN national regulations.

11.5 Tires

Tyres as specified in the Canadian RMC Technical Regulations 2025 / RMC Global Technical Regulations E20 2025 are the only tyres allowed for the RMC 2025.

11.6 Fuel & oil

Fuel: as specified in the Global RMC Technical Regulations 2025 is the only fuel allowed for the RMC 2025.

Oil: CIK FIA Approved synthetic 2-stroke oil (brand and type as specified in the "Global RMC Technical Regulations 2025").

11.7 Gear / Sprocket

Valid for all RMC events:

MICRO MAX:

Engine Sprocket: 14t
rear Sprocket: 72t

MINI MAX:

Engine Sprocket: 13t
Rear Sprocket: 80t

For Canada: See 2025 Canadian RMC Technical regulations.

11.8 Exhaust / Isolation Matting: MICRO MAX/MINI MAX/MICRO-MINI MAX

Valid for all National, National with international Participation, Zone, or International RMC events

- a) Each Entrant has to purchase a new isolation matting through the organisation during the registration (voucher system). During scrutineering all drivers, mechanics or Entrant must come with a dismantled and disassembled (without isolation matting) exhaust to the scrutineer. The exhaust has to be clean.
- b) The exhaust will be controlled by the technical scrutineer in accordance with the RMC Global Technical Regulations prior to assembly.
- c) The exhaust must be fitted with this new isolation matting provided by and in the presence of the technical Scrutineer.
- d) Once the isolation matting is fitted, the exhaust will be sealed with a barcode seal by the technical scrutineer. Also, the race number of the driver will be marked on the exhaust.

This exhaust is the only exhaust allowed to be used by the driver until the end of the event. *

* If during the event an exhaust becomes damaged, at the decision of the chief scrutineer the driver can exchange the exhaust for a replacement exhaust and repeat steps A, B, C and D as above prior to leaving the parc fermé area. The seal must be removed from the damaged exhaust and the exhaust must be checked in accordance with the RMC Global Technical Regulations prior to the replacement exhaust being sealed and used.

For Canada: this procedure is optional. See the Event/Series supplementary regulations.

11.9 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.

For combustion engines categories, the transponder must be fixed on the back of the kart seat and cannot exceed the positioning 40 cm in height from the ground.

For E20 categories, the transponder must be fixed on the back of the kart with the ALU holder in accordance with the picture (AMB / MyLaps TranX Style Red):

By determination of the Chief Scrutineer, under approval of Stewards, the transponder positioning may be changed for one or for all drivers.



11.10 Onboard cameras

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.

For combustion engines categories, the transponder must be fixed on the back of the kart seat and cannot exceed the positioning 40 cm in height from the ground.

For Canada: If personal camera is allowed by the Series / event regulation, 2025 ASN Canada Technical Regulation – Book 2 applies.

12. SPORTING CHECKS AND SCRUTINEERING

For Canada: 2025 ASN Canada Sporting Regulation – Book 1, 2025 ASN Canada Technical Regulation – Book 2 and the 2025 Canadian RMC technical regulations apply.

13. BRIEFINGS

For Canada: 2025 ASN Canada Sporting Regulation – Book 1 applies.

14. PARC FERMÉ

For Canada: 2025 ASN Canada Sporting Regulation – Book 1 applies.

15. SERVICING PARK

For Canada: 2025 ASN Canada Sporting Regulation – Book 1 applies.

16. PRE-GRID

For Canada: 2025 ASN Canada Sporting Regulation – Book 1 applies.

17. RACE EVENT

For Canada: the event format will be described in the Series regulation or in the Event Supplementary Regulation. All events will be run in accordance with ASN Canada, series and event sporting regulations.

Rotax Recommends the following format below.

The event should comprise non-qualifying practice, qualifying practice, pre-final, final as a minimum.

17.1 Non-qualifying practice:

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 Supplementary Regulations.

The Clerk of the Course or the Race Director 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. Further, if, 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 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.

17.2 Qualifying practice

Drivers Each series will comprise a maximum number of 36 Drivers.

Every lap completed during the Qualifying Practice sessions will be timed to determine the position of Drivers at the start.

The use of transponders is mandatory.

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.

The karts placed on the "Pre-Grid" must be ready to race.

During the session, Drivers will take the start when they choose Any Driver having crossed the line drawn at the exit of the "Pre-Grid" will be considered as having started, and the drivers lap time will be taken into account, whatever the circumstances. Any lap fully covered is counted. 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

a) If there is only one series:

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

b) If there are two series:

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

c) If there are three series:

1st place to the fastest time of the 1st series (fastest time overall), 2nd place to the fastest time of the 2nd series, 3rd place to the fastest time of the 3rd series, 4th place to the 2nd fastest time of the 1st series, 5th place to the 2nd fastest time of the 2nd series, and so on.

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

If no time is taken into account for a driver, he/she shall take the start at the end of the grid. If several drivers are in that situation, their starting positions shall be decided by drawing lots.

Mechanics are not allowed to help drivers once they have crossed the line drawn at the exit of the start area.

Drivers who did not started the session ("DNS") will be placed in front of drivers excluded ("EXC").

If a Driver stops in the "Repair Area" or in the "Finish Park", it will be final. He/she will not be allowed to restart.

17.3 Starting grid

FIA-CIK International Sporting Code, CIK-FIA General Prescriptions Article 2.19

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

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 or the Race Director 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 or the Race Director 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 CIK-FIA or designated in the supplementary regulations of the event.

Access to the Pre-Grid area from the servicing park will end as stated in the official timetable . 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 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 tire pressures, which can be adjusted by the driver or his/her mechanic and by using his/her own means (tire pressure gauge). Tire 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 Pre Grid area immediately.

Karts on the Pre-Grid 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 tires to the Pre-Grid.

The mechanics will have to clear the "Pre-Grid" area three minutes before the time scheduled for the start of the race. If a driver is unable to start from the "Pre Grid" area after the display of the green flag and/or light and if he requests the intervention of a mechanic, he will be authorized to leave the "Pre Grid" area only on the orders of a marshal and he will take the start from the back of the formation when the start at the start/finish line is given, respective of the number of formation laps. No additional time will be allowed to a driver who has not respected these instructions.

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

17.4 Starting grid procedure on the track

In certain circumstances, the karts will have to be placed on the grid on the track. This scenario will be specified in the time schedule of the Competition.

Access to the "Pre-Grid" area from the servicing park will end as stated in the official timetable. 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 decision 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 (tire pressure gauge).

Once the gate is closed (servicing park to "Pre-Grid" area) each driver with his kart placed on a trolley and pushed by his "A" mechanic will leave the Pre-Grid 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 tire pressures) are strictly forbidden. Tire pressure adjustment must stop without delay after the "3 minutes"-board followed by the audible warning, at this time the mechanic must leave the starting grid immediately. Interviews may no longer take place once the three-minute board has been shown.

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-second" signal: 30 seconds after this signal, the green flag 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 CIK-FIA General Prescriptions.

Should a Driver require assistance after the "30-second" 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 "Repair Area", and the Mechanic may work 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 "Repair Area" immediately. If a Driver starts from the "Repair 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.

17.5 Starting procedure

The start signal should be given by means of lights.

All categories will have rolling starts with the exception of E20 which will be standing start only.

The regulations for "*Rolling start for karts with or without clutches*" of the CIK-FIA general regulations apply. The grid being constituted of two lines of karts.

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.

Drivers may only restart themselves and no assistance may be given.

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

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 pre grid only at the orders of the clerk of the course or of the officer in charge of the pre grid area.

The number of formation laps for all categories to be defined in briefing. According to the instructions given at the Briefing, karts will cover approximately one Formation Lap before the start may be given. It is forbidden to overtake another Driver under pain of a penalty inflicted by the Stewards (10 seconds or disqualification 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.

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 materialized on the track, equipped with a time keeping loop and indicated by the race director or 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.

If he considers that a Driver has been immobilised as a result of another Driver's mistake, the Clerk of the Course or the Race Director 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.

As soon as Clerk of the Course or the Race Director is satisfied with the formation will give the start by switching off the red lights. If he is not satisfied with the procedure, he will switch on the orange light, which means that another Formation Lap must be covered.

At the end of the Formation Lap (number defined in supplementary regulations), Drivers will proceed forward at a reduced and constant speed towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track. A Driver crossing the lanes is liable to be sanctioned by the Stewards, on the basis of a time penalty of 3 seconds for partly crossing the lanes and of 10 seconds for completely getting out of the corridor. When the karts approach, the red lights 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 re-join 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.

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-CIK 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.

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 FIA General Prescriptions.

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-CIK General Prescription.

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.

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.

E20 STANDING START:

The start signal shall be given by means of lights or flag.

The start will be of the «standing» type. The regulations for "Standing start for karts with gearbox (Short Circuit)" of the FIA Karting general regulations apply. The grid being constituted of two lines of karts.

At the end of their Formation Lap, Drivers will take their starting positions and the Clerk of the Course, his deputy or the Race Director will be on the Starting Line raising a red flag. All lights will remain switched off until the last kart has taken its position on the grid.

When all karts are immobile on the grid, a Marshal will display a green flag at the end of the grid. The Clerk of the Course, his deputy or the Race Director and the Marshal will evacuate the track together and the Drivers will then be at the orders of the Clerk of the Course or of the Race Director. The Clerk of the Course or the Race Director will launch the automated 4-red-light switching on sequence (which lasts 4 seconds). The start will be considered as given at the switching off of the red lights manually operated by the Clerk of the Course or the Race Director within the next 2 seconds. In a case of combined grids (E20 Juniors, E20 Seniors/E20 Masters), the Start can be also given with the meaning of Nation flag.

Any movement of the kart during the starting procedure (movements while the red lights are on) that is evaluated as a false start will be punished with a minimum 5-second penalty.

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. If a Driver is unable to start, he must remain in his kart and notify this situation by raising his arm. In this case, an additional Formation Lap may be granted; any Drivers who have been unable to start will be allowed to get out of their karts and restart only by their own means and once the whole field has passed them. They will not be authorised to regain their original position in the formation and will take the start from the back of it. No other Drivers will be allowed to occupy the places which have remained vacant. Drivers can only go back on the track after the start of E20 Junior category was given.

During the Formation Lap(s), it is forbidden to practice start simulations. If it is necessary to interrupt the starting procedure, the Clerk of the Course or the Race Director will show a waved red flag, indicating to the Drivers that they must switch off their karts.

Drivers may only restart themselves and no assistance may be given. (Except from official E20 Rotax track safety team members).

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

Depending on the number of drivers, E20 Junior and E20 Senior/E20 Masters category can have start done in two different phases (on same starting grid): The first start will be only for E20 Senior/E20 Masters category, and 15 to 25 seconds later it will be the start for E20 Junior category.

E20 will have half of formation lap. Any additional Formation laps are forbidden. Any movement of the kart during the starting procedure (movements while the red lights are on) that is evaluated as a false start will be punished with a minimum 5-second penalty.

In order to regain one's position, it is forbidden to use any course other than the track used during the race. A Driver who is delayed will have the possibility of regaining his grid position until the red starting lights are switched on.

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.

START DELAYED

If the clerk of the course considers for safety reasons that the start must be delayed, the following procedure will take place.

- a) A time will be given where tire change can be made.
- b) Entrants/drivers not ready on time will not be able to enter the race.
- c) By tire change, this includes:
 - The width of the rear and front wheel may be adjusted but must conform to CIK-FIA Technical Regulations.
 - No other modifications and/or changes are permitted.

STOPPING / RESTARTING A RACE

The procedure which will be used should it become dangerous to continue with a race will be a Suspension and Resumption of the race in accordance with CIK-FIA General Prescriptions Articles 2.20c, 2.21 and 2.22. 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.

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

Case A: during practice, all karts shall immediately reduce speed and go back slowly to the «Finish» servicing park, and all karts abandoned on the track shall be removed.

Case B: during the qualifying heats, 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 was given
- karts or rescue vehicles may be on the track - the circuit may be totally blocked because of an accident.
- the weather conditions may have made it impossible to drive at high speed on the circuit.

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

- a) less than 75% of the distance scheduled for the race (rounded up to the nearest higher whole number of laps). If the race can be restarted, the article of the FIA-CIK General Prescriptions will apply.
- b) 75% or more of the distance scheduled for the race (rounded up to the nearest higher whole number of laps). The karts will be directly led to the Park Fermé, and the race will be considered as having stopped when the leading kart crossed the line at the end of the lap prior to that during which the signal to stop was given.

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:

- a) Less than 2 laps. No points will be awarded. If the race can be restarted, the article of CIK-FIA General Prescriptions will apply.
- b) More than 2 laps but less than 75% of the distance scheduled for the race (rounded up to the nearest whole number of laps). If the race can be restarted, the article of CIK-FIA General Prescriptions will apply. Should this not be possible, half the points will be awarded.
- c) 75% or more of the race distance (rounded up to the nearest whole higher number of laps). The karts shall be sent directly to the 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.

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. Refuelling will not be allowed. 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 10-minute 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 (article 2.20 of CIK-FIA General Prescriptions). 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 lap before the one on which the race was suspended.

17.6 Resuming a race with “SLOW PROCESS”

If a Race is suspended under FIA General Prescriptions, the resuming procedure will be conducted with the “SLOW” process.

At the order of the Race Director, Drivers will proceed to start in a neutralised situation for one or more laps.

The Marshals' Posts will display “SLOW” boards with static yellow flags.

If the formation is satisfactory, the Race Director or the Clerk of the Course will signal the resuming of the Race by means of a waved green flag at the Line.

Overtaking will remain prohibited until the karts have crossed the Line.

On approaching the Line, where a green flag will be waived 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 Marshals' Posts will then be withdrawn and replaced by waved green flags. These flags will be displayed for a maximum of one lap.

17.7 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 CIK FIA General Prescription).

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 CIK FIA 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.

c) 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.

17.8 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 neutralization 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 re-join the track only when authorized to do so by a marshal. A kart re-joining 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 neutralization, 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 neutralization 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 neutralization of the qualifying heat or race. On approaching the line, where a green flag will be waived 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 neutralization will be counted as a racing lap.
- i) If the race finishes during the neutralization, the karts will take the checkered flag as usual, without being allowed to overtake. Overtaking will be permitted only if a kart slows down because of a serious problem.

17.9 Qualifying heats

Duration all categories: to be defined in the Supplementary Regulations

Case A: 36 starters or less three qualifying heats will be run with all the drivers. The starting grids of each of the three heats will be established on the basis of the results of qualifying practice.

Case B: More than 36 entered drivers - at the end of qualifying practice, drivers will be separated into groups for the qualifying heats. The number of drivers per group will be 18 maxima. 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

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.

Ranking after heats:

At the end of the qualifying heats will be done "A RANKING AFTER HEATS". The ranking is the sum of the qualifying heats points and sorted on least points, in case of an ex-aequo the better position from the qualifying practice will be decisive. Championship points will be assigned as showed in the table below:

Position	1	2	3	4	5	6	7	8	9	10	From position 11 to the end
Points Ranking after Heats	55	52	50	49	48	47	46	45	44	43	A drop down of 1 point 42, 41, ... From Position 53, each driver will get 1 point

In case of combined grid in any of the categories), the points for all elements of the event have to be calculated for each class separately. (Qualification, Heat, Finals etc)

Case A: If only 39 starters or less are qualified, no second chance heat will take place. Drivers on position 1-36 are qualified for Final 1, the ranking after heats determines the start positions.

Case B: If 40 or more starters are qualified, a second chance heat will take place. Drivers on position 1-30 are qualified for Final 1, the ranking after heats determines the start positions. Drivers on position 31-66 will drive a second chance heat, the ranking after heats determines the start positions.

17.10 Second Chance Heat

Numbers of laps to be defined in Supplementary regulations.

Second Chance heats, if necessary, drivers on position 1-6 move up to Final 1 and getting start position 31-36 for Final 1, according to their race position.

17.11 Pre-finals

Duration of the pre-final for all categories to be defined in the Supplementary Regulations.

36 drivers are qualified from "Ranking after Heats" and "Second Chance Heat".

Position	1	2	3	4	5	6	7	8	9	10	From position 11 to the end
Points Ranking after Heats	55	52	50	49	48	47	46	45	44	43	A drop down of 1 point 42, 41, ... From Position 53, each driver will get 1 point

Drivers with kart which will be present in the pre-grid will be counted as started and get points (see table above), drivers which will be disqualified of the Pre-final will get no points. A blank result due to a disqualification may not be discounted.

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

The Pre-final finishing order determines the start position for the Final

17.12 Finals

36 Drivers are qualified from Pre-final.

Position	1	2	3	4	5	6	7	8	9	10	From position 11 to the end
Points Ranking after Heats	55	52	50	49	48	47	46	45	44	43	A drop down of 1 point 42, 41, ... From Position 53, each driver will get 1 point

Drivers with kart which will be present in the pre-grid will be counted as started and get points (see table above), drivers which will be disqualified of Final will get no points. A blank result due to a disqualification may not be discounted.

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

18. DEAD HEATS BETWEEN DRIVERS

For Canada: See first if there is rules of this situation in the Series or Event regulation. If not, the dead heats rule below will apply.

If two or more drivers finish the season with the same number of points, the highest place in the Karting Championship held over a series of Competitions (in either case) will be awarded to:

- the holder of the greatest number of first places in the Finals or Race 1 and Race 2 (depending on the format of the Competition),
- if the number of first places is the same, the holder of the greatest number of second places in the Finals or Race 1 and Race 2 (depending on the format of the Competition),
- if the number of second places is the same, the holder of the greatest number of third places in the Finals or Race 1 and Race 2 (depending on the format of the Competition), and so on until a winner emerges.
- if there is still a dead heat, the better position in the Final Race of the last Competition will be decisive.

19. SCALE / WEIGHING PROCEDURE

For Canada: 2025 ASN Canada Sporting Regulation – Book 1 applies.

20. FRONT FAIRING

For Canada: 2025 ASN Canada Sporting Regulation – Book 1 and 2025 ASN Canada Technical Regulation – Book 2 apply.

21. CLASSIFICATION AND AWARDS

The classification of the RMC 2025 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 2025 events / series.

For Canada, the following Points system applies if there is no system specified in the Series or Event regulation.

Pre-Final Points

Pos	Pts	Pos	Pts
1	100	6	75
2	95	7	70
3	90	8	65
4	85	9	60
5	80	10	55

Pos	Pts	Pos	Pts
11	50	16	25
12	45	17	20
13	40	18	15
14	35	19	10
15	30	20	5

Final Points

Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts
1	200	11	102	21	50	31	28
2	180	12	96	22	46	32	27
3	170	13	90	23	42	33	26
4	160	14	84	24	40	34	25
5	150	15	78	25	38	35	24
6	142	16	72	26	36	36	23
7	134	17	66	27	34	37	22
8	126	18	62	28	32	38	21
9	118	19	58	29	30	39	20
10	110	20	54	30	29	40	19

The race series may authorize one “joker” per series. A “joker” is the removal of the worst combined race-day results (pre-final and final race). The joker may never be used for the final race event of a series except if the competitor raced in this final event until the final race.

In case of two or more drivers finish the championship with the 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 holder of the greatest number of second places in final races and so on until a winner emerges.
- If it is not possible to break a tie with results of the final races the holder of the greatest number of first place in prefinal races, if the number of first places is the same, the holder of the greatest number of second places in prefinal races and so on until a winner emerges.

22. PODIUM CEREMONY

For Canada: 2025 ASN Canada Sporting Regulation – Book 1 applies

The drivers classified 3rd, 2nd and 1st as determined in according with the supplementary regulations of each championship shall climb on the podium one after the other.

The winning driver's national anthem will be played and the national flags of the first three finishers will be hoisted.

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

If caps are supplied by the organiser of the RMC 2025, they must be worn by the drivers during the podium ceremony.

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.

23. NOTIFICATIONS AND STEWARDS DECISIONS TO DRIVERS / ENTRANTS

For Canada: 2025 ASN Canada Sporting Regulation – Book 1 applies but the Series / Event organizer may decide to use the Rotax Global application or any other electronic means of communication. In this case, it should be written in the Series / Event regulation.

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 or will be published on the official driver's board.

23.1 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 the time when the Driver / Entrant read the notification.

23.2 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, the 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/her is responsible for as an Entrant, to check with 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.

23.3 Instruction 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 posted on the official notification board.

24. FINES

For Canada: 2025 ASN Canada Sporting Regulation – Book 1 applies.

25. PROTEST AND APPEALS

For Canada: 2025 ASN Canada Sporting Regulation – Book 1 applies.

26. Paddock Rules

For Canada: 2025 ASN Canada Sporting Regulation – Book 1 applies.

27. Fire Extinguishers

For Canada: 2025 ASN Canada Sporting Regulation – Book 1 applies.

For safety reasons the organizer will provide all the servicing park area and pre-grid with the necessary and sufficient quantity of fire extinguishers.

28. 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, 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.

There is absolutely NO TOLERANCE for the manifestation of discrimination toward above mentioned.

- 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, organizers, or any person associated with ROTAX, will be held responsible and liable for their actions.

For Canada, the Additional elements are part of the present code of conduct:

- m) Participating in a Rotax Max Challenge event or series is a privilege, not a right. All RMC participants, when participating in any RMC activity, agree to conduct themselves in accordance with the spirit and dictates of this Code of Conduct.
- n) All participants agree to conduct themselves according to the highest standards of behaviour and sportsmanship, particularly in relations with other competitors, officials, sponsors and their products, and in manner that shall not be prejudicial to the reputation of SRA Karting International inc, Sporting Federations, officials, promoters, sponsors, organizers, or to karting sport in general. Sportsmanship means any person's conduct and behaviour while participating in a sport. Examples are fairness, respect for one's opponent, and graciousness in winning or losing.
- o) Participants are at all times responsible for the conduct of their mechanics, parents/guardians, team members and guests. A violation of these Regulations committed by an Entrant, driver, mechanic, parent/guardian, team member or guest may be directly chargeable to the Entrant or driver and result in penalties that may ultimately affect the outcome of a competition.
- p) Failure to comply with any of the above provisions may lead to disciplinary action including, but not limited to, one or all the following:
 - Temporary or permanent Loss of privilege to race in a Rotax Max Challenge activity;
 - Exclusion from an RMC competition;
 - Removal from the race premises for the duration of an event;
 - Any other disciplinary action it deems fit with the circumstances.
- q) Any dispute between a participant and officials must be settled in accordance with the present regulations and those of the sporting federations. Any legal action taken by a participant and/or family member and/or team member against the national Rotax distributor, the organization of an event or championship, the host karting club, the officials and/or the circuit hosting the competition will automatically result in the disqualification of the participant from the event or championship counting towards the Canadian Rotax MAX Challenge and the participant will be prohibited from any future participation in an event counting towards the Canadian Rotax MAX Challenge. The participant and/or plaintiff will be fully liable to reimburse all judicial and extra-judicial costs, including accrued interest, of the natural or legal persons involved in the lawsuit upon presentation of supporting documents, regardless of the outcome of the lawsuit. The participant may apply to the national Rotax distributor to participate in the Canadian Rotax MAX Challenge in the future only after having paid all sums due in connection with the lawsuit. The decision of the national Rotax Distributor on the request for future participation will be final and without appeal.

29. GENERAL SAFETY

For Canada: 2025 ASN Canada Sporting Regulation – Book 1 applies.

30. PENALTY CATALOGUE

This section has been removed from the original Global Sporting regulation to reduce the number of pages as the Penalty Catalogue does not apply in Canada.

For Canada: 2025 ASN Canada Karting Regulations: *Penalty Guidelines* apply.

The Rotax Penalty Catalogue regulations are available on the ROTAX's website at www.rotax-racing.com/rmc-regulations. This reference is included for your information in case you are racing in another country where the catalogue may be enforced.

31. SUPPLEMENTARY REGULATIONS FOR CANADA

31.1 National organizer

The National organizer of the ROTAX MAX CHALLENGE for Canada is SRA Karting International inc. (www.srakarting.com). The official website of the Canadian RMC is www.maxchallenge.ca. Any changes or exemption to 2025 Canadian RMC Sporting regulations or 2025 Canadian RMC Technical regulation must receive the written approval of SRA Karting International.

31.2 Licences

For Canada. The driver must hold any licence required by ASN Canada and the conditions of the event insurance certificate.

31.3 RMC Grand Finals qualifying Series / Events

For 2025, there are three possibilities for qualifying in Canada for the World Finals. There will be the RMC Ontario series, the RMC Quebec series and the RMC West which is a single event. For more details, visit www.maxchallenge.ca in the Events section.

31.4 Race event fees

The fees to race at each event will be determined by the race event organizer and included in the Series / Event Supplementary regulation.

31.5 Proof of age

Class registration is made on a *bona fide* basis. However, organizers may ask for a proof of age to any competitor registering to an event. It is the responsibility of the competitor to make sure he fulfils the age requirements of the class he race in. If it is discovered, at any moment until the final standings of the championship becomes official, that a competitor raced in an event without respecting the age requirements, he will lose all results, points and prizes won during the championship. Any prize received will have to be returned. Race results and standings will be modified accordingly. If the age infraction is discovered after the standings become official and an invitation to participate at the Rotax Max Challenge Grand Finals has been awarded to the faulty competitor, this invitation will be revoked and the competitor cannot claim any damages resulting of the revocation of the invitation.

31.6 Invitation for the Rotax MAX Challenge Grand Finals

The invitations to the Rotax MAX Challenge Grand Finals includes the expenses for supplied karts, engines, tires, petrol for the driver and entry fee for the RMCGF, which are covered by BRP-ROTAX and SRA Karting International. It does not include personal expenses to attend the event.



31.7 Driver winning an invitation for the Grand Finals more than once

If a driver wins an invitation in Canada to participate at the Rotax MAX Challenge Grand Finals more than once, he will keep his first invitation from the first event where he qualified and the runner up will be invited to the Grand Finals. If a driver wins an invitation for the same class in both the RMC Ontario and RMC Quebec series, the driver will keep the invitation for the province in which he or she resides (Ontario or Quebec). In the event that the driver does not reside in either province, a coin toss draw will determine which invitation the driver retains.

If a driver wins an invitation in two different classes (ex. DD2 and Senior MAX), normal RMC rules applies.

31.8 Eligible engines and seals

As of the following engine serial numbers, only engines originally imported to Canada from Rotax and having been sealed by a Canadian Authorized Service Centre are eligible to take part in a Rotax Max Challenge race:

FR125 Max Junior (for Micro, Mini & Max Junior) engines: 8341617

FR125 Max Senior engines: 8341757

DD2 engines: 8341037

Any engine with a serial number prior to the serial numbers mentioned above is eligible to take part in a Rotax Max Challenge race in Canada, as long as the engine was inspected by a Canadian Authorized Service Centre and has a Canadian seal.

If eligible to register for a Canadian race event, American drivers may use their personal engine with either an American or Canadian seal as long as the engine complies with the Canadian RMC regulation.

Foreign competitors must use Canadian engines sealed by a Canadian Authorized Service Centre.

Competitors who want to participate at the National finals, must submit the serial number of their engine(s) prior the event for verification. Further information will be included in the Supplementary regulations of the event.

31.9 Protest

In regards to a protest concerning a competitor's engine in any RMC event, if the engine is declared legal, the protester must pay any fees involved to rebuild the engine and to install a new seal, over and above other fees required to submit the protest. If the engine is declared illegal, then the competitor caught with the illegal engine is responsible for the repair of the engine to have it legal and for the installation of a new seal.

If an engine failed the technical inspection, the technical inspector must give the following information to the regional organizer of the RMC:

- the name of the driver which failed the inspection;
- the serial number of the engine;
- the serial number of the seal which was installed on the engine;
- the name of the Service Centre which sealed the engine, according to the "Engine Identity Card"; and
- illegal parts must be kept by the technical inspector and given to the regional organizer of the RMC. In no case, illegal parts can be given back to the competitor.

The regional RMC organizer must forward these information and illegal parts, as soon as possible, to the National Organizer.



31.10 Technical inspector appointed by the National organizer

National organizer may appoint a technical inspector, at any of the RMC race event. This technical inspector may, at any time during the event, conduct a technical inspection of Rotax engines. The power of this technical inspector is the same as the chief technical inspector appointed at the event by the series organizers. The National organizer will inform the series organizers of this appointment at latest the day before the event or before the qualifying session of the event in case of a multiple day event.

31.11 Appeal of an exclusion based on a technical infraction

In the case of a technical exclusion based on the Rotax MAX Challenge Technical Regulation for Canada, an appeal may be submitted to the Canadian RMC Coordinator. The Canadian RMC coordinator may, with BRP-ROTAX advice if required, reverse the decision of this exclusion. The right to appeal is only open to a technical exclusion based on the technical inspection after a final race. Canadian RMC coordinator's decision is final and cannot be appealed.

31.12.1 Appeal procedure

The appeal must be submitted within 48 hours of the decision by email at patrick@maxchallenge.ca to the attention of Patrick Moreau. The competitor must keep a proof of delivery. No time extension will be accepted. He must send the original copy of his Appeal with payment of the Appeal fees. If the original of the Appeal and/or payment of the Appeal fees are not received by the Canadian RMC coordinator in a delay of 5 business day, the appeal will be declared abandoned.

31.12.2 Appeal Fees

Appeal fees are one thousand dollars (\$1000,00) and must be paid cash, by bank or electronic transfer (no cheque). In all cases the Appeal fee is non-refundable regardless of the outcome of the Appeal.

31.12 Claim rule

- The driver who crossed the finish line first ("the winner") of a final race can have his engine claimed. After race penalty won't have any effect on the claim rule and the engine subject to this rule will stay the same.
- Only the drivers who finished on the same lap as the winner of a final race can claim an engine.
- The claim must be submitted to the technical inspector after the end of the final race. The claim can be submitted at any time before the winning engine is released from technical inspection by the technical inspector. After the release, no one is allowed to claim the winning engine.
- If more than one driver wishes to claim the winning engine, the driver with the worst place finish amongst the eligible claimers will have priority. Driver(s) who want to claim the winning engine must be at the technical area when the kart is released by the technical inspector. If not, the driver will lose his right to claim.
- The claim applies to the engine itself and all accessories that come with a new engine.
- The price to pay for the claimed engine is the suggested retail price of a new engine, plus seven hundred and fifty dollars (verification and sealing) plus local taxes. Find below the suggested retail price at the time of the publication of these regulations (prices may change without any prior notice):

FR125 DD2 engine: \$6599.00

FR125 Mini-MAX: \$4099.00

FR125 MAX engine: \$5350.00

FR125 Micro-MAX: \$4099.00

FR125 MAX Junior engine: \$4975.00



Example of a FR125 MAX Junior engine claimed in Québec: \$4975.00 + \$750,00 + GST (\$286.25) + PST (\$571.07) = \$6582,32

- The claiming price represents the purchase of a new engine with accessories, plus original verification, sealing procedure and installation plus taxes. These amount are subject to change if the suggested retail price of the engine changes during the season.
- The engine must be paid in cash immediately. The money will be given to the winner when he will give the engine, its accessories and technical passport to the claimer. The technical inspector must write a report showing the name of the race winner, the name of the claimer, the serial number of the engine and the fact that the engine was given to the claimer and the winner was paid. This report must be immediately given to the event Stewardt. A copy of the report must be sent as soon as possible to the RMC national coordinator Patrick Moreau by e-mail at patrick@maxchallenge.ca.
- The engine and accessories are sold "as is" without any warranty from the driver which had his engine claimed.
- A driver cannot have his engine bought more than twice during the same year (to prevent abuse).
- If the winner refuses to sell his engine to the claimer, he will be automatically excluded from the event and his results of the day will be void. The technical inspector will prepare a written report of the refusal from the winner to sell his engine to the claimer. This report will be prepared after the first refusal from the winner and the winner will not be allowed to change his decision.
- A driver cannot claim more than one engine during the same year (to prevent abuse).
- Only the driver who claimed the engine will be allowed to use the claimed engine in a Rotax Max Challenge event during the same year. The only exception is if the same engine is claimed by another competitor in a subsequent race. After another claim for the same engine, only the last driver who claimed the engine will be allowed to use this engine in the same year.

----- END OF SPORTING REGULATIONS -----