



ROTAX MAX Challenge Canada
2019 Sporting Regulation
Version: February 22nd, 2019

A National Series Sanctioned by
ASN Canada FIA



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ROTAX MAX CHALLENGE SPORTING REGULATION 2019

2019 Regulation replaces 2018 regulation.

Version: February 22nd, 2019

1 GENERAL

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 ROTAX MAX Challenge event shall be run in accordance with the ROTAX MOJO MAX Challenge Series Sporting Regulations, the ROTAX MOJO MAX Challenge 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 RMC Sporting regulations and RMC Technical regulations require the written approval of ROTAX following the agreement of the ASN presenting the series and of the CIK-FIA .

ANYTHING WHICH IS NOT EXPRESSILY ALLOWED IN THIS OR TECHNICAL REGULATIONS IS FORBIDDEN.

Notes:

- 1- In this sporting regulation, when the words "For Canada" appears, this represent a difference between the regulations which apply in Canada compared to the Global Rotax MAX Challenge Sporting Regulation 2019 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-kart.com
- 2- There are English and French versions of this regulation. In case of incompatible differences between the two versions, the English version will prevail.

2 REGULATION

For Canada: Events shall run in accordance with:

- ASN Canada FIA Sporting and Technical regulations;
- ASN Canada FIA Official Bulletins;
- Canadian Rotax MAX Challenge Sporting and Technical regulations;
- 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 2019 undertake, on behalf of themselves, their teammates, employees and agents to observe all these regulations.

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

3 CATEGORIES, LICENCE, AGE AND WEIGHT

3.1 Categories

The categories available for the RMC 2019 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

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 C (depending of the requirements of the National ASN) is required.

For IRMC events, an international licence grade C or higher and an international entrant licence is required.

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

3.3 Age limits

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

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 of 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 or National licence (depending of 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 C-Junior Karting Licence, according to Article 3.4.2 of the CIK International Karting Licences for Drivers.

Licence: For RMC events, club-sport licence or National licence (depending of the requirements of the National ASN). For IRMC events an International licence grade C-Junior or higher and an International Entrant licence is required.

125 Senior MAX

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

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

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

125 Senior MAX Masters

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

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

For IRMC events an International licence grade C or higher 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 RMC events, a club-sport licence, National licence or International licence grade C (depending on the requirements of the National ASN) is required.

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

125 MAX DD2 Masters

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

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

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

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

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

Age Limits Summary

Age Limits	MICRO	MINI	JUNIOR	SENIOR	MAX Masters	DD2	DD2 Masters
	8-11	10-13	12-14 (15)*	(14)* 15-99	32-99	15-99	32-99
Age Groups	2008-2011	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 Licence's for Drivers

3.4 Minimum weight

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

	MICRO	MINI	JUNIOR	MAX	MAX-Master	DD2	DD2-Master
International (KG)	110	125	145	160	170	170	175
Canada - kg (lbs)	106.5 (235)	120.2 (265)	145 (320)	165 (364)	173 (381)	173 (381)	180 (397)

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

4 ELIGIBLE DRIVERS

RMCGF 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 seems 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-CIK International Sporting Code).

Expenses for the supplied karts, engines, tires, 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

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 Rotax Max Challenges.

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

DD2 MAX Masters: The overall winner of each national Rotax max challenge DD2 MAX Masters and/or Senior MAX-Masters 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.

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

5 OTHER GRAND FINALS QUALIFYING 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.

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 MAX or DD2 MAX Master (depending on the age of the driver) / Senior Max or Senior Max Master (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.

6 GENERAL UNDERTAKINGS

Any special national / International regulations must be submitted to the ASN / CIK-FIA with the original application for inclusion of the RMC 2019 on the National/International calendar. Only with the approval of the ASN / CIK-FIA can such special regulations come into force.

The supplementary regulations of the RMC 2019 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 2019 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.

7 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 at all times wear the appropriate identification credentials which have been provided to them.

8 RACING NUMBERS

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

Racing numbers for each category are:

- 125 Micro MAX 1 to 99
- 125 Mini MAX 101 to 199
- 125 Junior MAX 201 to 299
- 125 Senior MAX 301 to 399
- 125 DD2 MAX 401 to 499
- 125 DD2 MAX Masters 501 to 599
- 125 Senior MAX Masters 601 to 699

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 / Technical area without all the racing numbers present on the kart in a good condition.

The name and the country flag of the driver will be presented on each side of the lateral bodywork and be clearly legible at all times during the event.

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

9 OFFICIALS

For Canada, 2019 ASN Canada FIA Sporting Regulation – Book 1 applies.

10 SAFETY EQUIPMENT

Helmets, gloves, rib protectors, boots, race overalls must all be approved under the FIA-CIK Technical Regulations of, for RMC, by the National ASN regulation.

11 TRANSPONDER

For Canada, 2019 ASN Canada FIA Sporting Regulation – Book 1 and 2019 ASN Canada Technical Regulation – Book 2 apply.

12 ONBOARD CAMERA FROM ORGANIZER

The event organizer reserves the right to equip kart 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.

For Canada: Personal Camera

If personal camera is allowed by the Series / event regulation, 2019 ASN Canada FIA Technical Regulation – Book 2 applies.

13 SPORTING CHECKS AND SCRUTINEERING

For Canada, 2019 ASN Canada FIA Sporting Regulation – Book 1 and 2019 ASN Canada FIA Technical Regulation – Book 2 apply.

14 BRIEFINGS

For Canada: 2019 ASN Canada FIA Sporting Regulation – Book 1 applies.

15 RACE EVENT

For Canada: the event format will be described in the Series regulation of in the Event Supplementary Regulation.

Rotax recommends the following format:

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.

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.

Qualifying Practice

Number of sessions: one session for one group of odd numbers and one session for one group of even numbers.

Time per session: 8 minutes.

Drivers must be on track 3 min after Qualifying Practice started. If a driver is not on track after those 3 min the driver will be disqualified from Qualifying Practice.

If more than one driver has been excluded the starting positions will be done according CIK Specific Prescriptions article 18B.

The final classification of the Qualifying Practice will be established according article 18B of CIK Specific Prescriptions.

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

Qualifying Heats

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

Groups will be divided according article 18C of CIK Specific Prescriptions.

Number of Qualifying Heats per group: 3

Starting positions for Qualifying Heats will be established according article 18 C of CIK Specific Prescriptions.

Pre-Finals

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

After the Qualifying Heats the final results will be done according Article 18 C case B in the 2017 CIK Specific Prescriptions.

After Pre-Final, it will be established another classification, as follows:

Each driver will get the same points as for the Qualifying Heats, according his position on the race. Total points will establish the classification for the Final, according Article 18 C case B of CIK Specific Prescriptions.

Only the first 34 classified drivers will be eligible for the Final. (the number of starters needs to respect the track licence limits)

In the event of a tie, the best classification of the Pre-Final will be considered.

If the tie remains, it is considered the best lap of the Pre-Finals.

A driver who was disqualified from the Prefinal will not be authorised to participate in the Final.

Finals

Number of laps for all categories: to be defined in the Supplementary Regulations The final classification of the event will be the classification of the final.

16 STARTING PROCEDURE

For Canada: 2019 ASN Canada FIA Sporting Regulation – Book 1 applies.

All categories will be rolling starts.

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

17 STOPPING / RESTARTING A RACE

For Canada: 2019 ASN Canada FIA Sporting Regulation – Book 1 applies.

18 SERVICING PARK

For Canada: 2019 ASN Canada FIA Sporting Regulation – Book 1 applies.

Only ONE driver per kart and ONE mechanic is 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).

19 PRE-GRID

For Canada: 2019 ASN Canada FIA Sporting Regulation – Book 1 applies.

20 SCALE / WEIGHING PROCEDURE

For Canada: 2019 ASN Canada FIA Sporting Regulation – Book 1 applies.

21 FRONT FAIRING

For Canada: This section applies only if specified in the Series regulation or in the Championship Regulation or the Event Supplementary regulation. If applied, 2019 ASN Canada FIA Sporting Regulation – Book 1 and 2019 ASN Canada FIA Technical Regulation – Book 2 apply.

22 CLASSIFICATION AND AWARDS

The classification of the RMC 2019 will be that of the relevant Series / Event regulations. Trophies will be awarded in each class for the first three finishing drivers of the final of the RMC 2019 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	50	6	25
2	45	7	20
3	40	8	15
4	35	9	10
5	30	10	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.

In case of 2 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.

23 PODIUM CEREMONY

For Canada: 2019 ASN Canada FIA Sporting Regulation – Book 1 applies.

If cap are supplied by the organiser of the RMC 2019 they must be worn by the drivers during the podium ceremony.

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

24 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.

For Canada: 2019 ASN Canada FIA Sporting Regulation – Book 1 applies but the Series / Event organizer may decide to use the Rotax Global application. In this case, it should be written in the Series / Event regulation.

24.1 How does the ROTAX GLOBAL application works?

The ROTAX GLOBAL APP is free of charge and is available for download for IOS (Apple) and Android (Google) mobile operating system.

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 than 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.

24.2 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, 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 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.

24.3 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.

25 FINES

For Canada: 2019 ASN Canada FIA Sporting Regulation – Book 1 applies.

26 PROTEST AND APPEALS

For Canada: 2019 ASN Canada FIA Sporting Regulation – Book 1 applies.

27 ADVERTISING / BRANDING

For Canada: 2019 ASN Canada FIA Sporting Regulation – Book 1 applies.

28 PADDOCK RULES

For Canada: 2019 ASN Canada FIA Sporting Regulation – Book 1 applies.

29 FIRE EXTINGUISHERS

For Canada: 2019 ASN Canada FIA Sporting Regulation – Book 1 applies.

30 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.: 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.

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

- 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.
- 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.
- 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.
- 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 Lost 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.

31 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, 2019 ASN Canada FIA Karting Regulations: Penalty Guidelines apply.

The Rotax Penalty Catalogue regulations are available on the ROTAX's website at <http://www.rotax-kart.com/en/Max-Challenge/MAX-Challenge/Regulations>. This reference is included for your information in case you are racing in another country where the catalogue may be enforced.

32 SUPPLEMENTARY REGULATIONS FOR CANADA

32.1 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 2019 RMC Sporting regulations or 2019 RMC Technical regulation must receive the written approval of SRA Karting International.

32.2 Licences

According to section 3.2, drivers must hold an ASN Canada FIA National or any licence delivered by one of its regional affiliate representatives. Drivers participating at the Canadian Open must hold an ASN Canada FIA national licence.

32.3 Number of race events

The Canadian Rotax Max Challenge is divided in one National event and Regional series. The 2019 National event is the Canadian Open.

Authorised regional series schedule must have at least five race events. Double header event counts for two events.

32.4 Date and place of the National Final

The national final of the Canadian RMC for the MICRO/MINI MAX, JUNIOR MAX, MAX, DD2 and DD2 Masters classes will take place during the Canadian Open at the Jim Russell Karting Academy in Mont-Tremblant, Québec, July 5 – 7th, 2019.

Official website for the Canadian Open is www.maxchallenge.ca

The formula of the National Final in RMC classes will be determined and explained in the Event Supplemental Regulation. Champion of the Micro/Mini (winner must meet the minimum age of the RMCGF), Junior MAX, MAX, DD2 and DD2 Masters will win an invitation to participate at the 2019 Rotax MAX Challenge Grand Finals in Italy in October 2019.

32.5 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.

32.6 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.

32.7 Invitations for the Rotax MAX Challenge Grand Finals

The invitations to the Rotax MAX Challenge Grand Finals includes the expenses for supplied karts, engines, tyres, 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.

32.8 Western Canadian Karting Championships (“WCKC”)

For the 2019 season, a regional challenge series will take place in the Western part of Canada. The championship will be a six final race series, held in three events. The Champion of the Mini MAX, Junior MAX, and MAX Senior classes will be invited to race at the RMCGF 2019.

Official website for the WCKC series is: www.wckc.ca.

If the series authorizes participation of non Canadian drivers (citizens or permanent residents), only Canadian drivers (citizens or permanent residents) can win the invitation for the Rotax MAX Challenge Grand Finals.

32.9 Driver winning an invitation for the Grand Finals more than once.

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

32.10 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.

32.11 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.

32.12 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.

32.13 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.

32.14 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 copie 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.

32.15 Appeal Fees

Appeal fees are the same the Appeal fee included in the 2019 ASN Canada FiA – Canadian Karting Regulations – Book 1 – Sporting Regulations.

32.16 Claim Rule

- 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 local taxes plus five hundred dollars. Find below the suggested retail price:

DD2 engine: \$5025.00*	FR125 Max Junior: \$3775.00.*
FR125 Max: \$4050.00*	Mini-Max : \$2850.00*

Example of a FR125 MAX Junior engine claimed in Québec: 3775.00\$ + GST (\$188.75) +PST (\$376.56) + \$500 = \$4840.31

The claiming price represents the purchase of a new engine with accessories, plus taxes plus original verification, sealing procedure and installation. Prices are subject to change if the 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.