



ROTAX MAX Challenge Canada
2018 Sporting Regulation
Version: April 9th, 2018

A National Series Sanctioned by
ASN Canada FIA



Table of contents

1.	GENERAL.....	2
2.	CODE OF CONDUCT FOR DRIVERS.....	3
3.	STATUS OF THE CHALLENGE.....	4
4.	REGULATIONS.....	4
4.1	License.....	4
4.2	Age Limits.....	5
4.3	Minimum weight.....	5
4.4	Starting procedure.....	6
4.5	Race events.....	6
4.6	Classification.....	6
4.7	Eligible driver for RMC GF.....	7
4.8	Advertising on karts.....	8
4.9	Promotion.....	9
5.	EVENT CALENDAR.....	9
6.	PENALTY CATALOGUE.....	9
7.	SUPPLEMENTARY REGULATIONS FOR CANADA.....	10
7.1	National Organizer.....	10
7.2	Licenses.....	10
7.3	Number of race events.....	10
7.4	Mandatory Registration for the RMC and fees.....	10
7.5	Proof of age.....	10
7.6	Invitations for the Rotax MAX Challenge Grand Finals.....	10
7.7	Eastern Canadian Karting Championships (“ECKC”).....	11
7.8	Driver winning an invitation for the Grand Finals more than once.....	11
7.9	Date and place of the National Finals.....	11
7.10	Eligible engines and seals.....	11
7.11	Protest.....	12
7.12	Technical inspector appointed by the National organizer.....	12
7.13	Appeal of a technical exclusion.....	12
7.14	Appeal procedure.....	12
7.15	Appel Fees.....	13
7.16	Claim Rule.....	13



A) ROTAX MOJO MAX CHALLENGE
Sporting Regulations 2018
2018 Regulation replaces 2017 regulation.
Version: March 1st, 2018

Chapter A) ROTAX MOJO MAX CHALLENGE (RMC)

1. GENERAL

BRP-POWERTRAIN GmbH & Co KG, Rotaxstr. 1, 4623 Gunskirchen, Austria and its authorised distributors /partners organize the ROTAX MAX CHALLENGE GRAND FINALS (RMCGF), MOJO MAX Challenge Grand Finals (RMMCGF), international ROTAX MOJO MAX Challenges (IRMC) and national ROTAX MOJO MAX Challenges (RMC).

"ROTAX MOJO MAX Challenge", "ROTAX MOJO MAX EURO Challenge", "ROTAX MOJO MAX ASIA Challenge" and "ROTAX MOJO MAX Challenge Grand Finals" are the property of BRP-POWERTRAIN GmbH & Co KG (ROTAX).

The Sporting Regulations consist of the following Chapters:

Chapter A) ROTAX MOJO MAX CHALLENGE (RMC)

Describes the concept of the ROTAX MOJO 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.

Chapter B) ROTAX MOJO MAX CHALLENGE GRAND FINALS (RMCGF)

Describes the sporting regulations for those events.

Chapter C) CANADIAN RMC SUPPLEMENTAL REGULATIONS

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.

2. CODE OF CONDUCT FOR DRIVERS

- 2.1 All participants must play within the rules and respect race officials and their decisions.
- 2.2 All participants must respect the rights, dignity and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.
- 2.3 All participants must encourage and take responsibility for their actions at all times.
- 2.4 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.
- 2.5 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.
- 2.6 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.
- 2.7 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.
- 2.8 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.
- 2.9 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.
- 2.10 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.
- 2.11 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.
- 2.12 Any abusive comments on social media (Facebook, Twitter, Instagram 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:

- 2.13 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.

- 2.14 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, 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.
- 2.15 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.
- 2.16 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.

3. STATUS OF THE CHALLENGE

- 3.1 The RMC, RMCGF are recognized by CIK-FIA according to the FIA-CIK Karting Recognition Regulations. Only 1 RMC per country will be sanctioned by ROTAX for the qualification of drivers to the RMCGF. Only the authorised ROTAX distributor has the exclusive right to organise a national RMC. The ROTAX MOJO MAX Challenge (RMC) will be run as a national event and must be sanctioned by the National Sporting Authority (ASN) of the particular country.
- 3.2 Each RMC, IRMC or RMCGF may consist of the following classes:
RMC: MICRO MAX, MINI MAX, JUNIOR MAX, MAX, MAX Masters, DD2 and DD2-Masters.
RMCGF: MICRO, MINI, JUNIOR, MAX, DD2 and DD2-Masters.
It is not allowed that 2 classes are racing together in the same race, except if they are next to each other regarding age (Micro/Mini, Mini/Junior, Junior/Max or Max/DD2).

4. REGULATIONS

4.1 License

4.1.1 Required licenses

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

For RMC events a clubsport license, national license or international license grade C (depending on the requirements of the national ASN) is required.

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

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

Required Licenses	MICRO*	MINI*	JUNIOR*	MAX	MAX-Master	DD2	DD2-Master
	1,5	1,5	1,2,5	3,4,5	3,5	3,5	3,5

Where:

- 1 ... National License Grade A
- 2 ... International Junior License Grade C
- 3 ... International Senior License Grade C
- 4 ... International Restricted License Grade C
- 5 ... Entrant License (drivers who are under age cannot be their own entrant)
- * run as national event with international participation at the RMCGF 2018

4.1.2 Nation Representation at the RMCGF.

Each participant of the RMCGF represents the nation whose ASN has issued him the license regardless to which nationality he belongs or in which country he has qualified

4.2 Age Limits

For Canada: No age derogation can be allowed in any Canadian RMC race series for any classes. To participate in any RMC event, the driver must be within the indicated age limit during the year of the event:

Age Limits	MICRO	MINI	JUNIOR	MAX	MAX-Master	DD2	DD2-Master
	8-11*	10-13*	12-15*	14-99	32-99	15-99	32-99
Age Groups	2007-2010*	2005-2008*	2003-2006	till 2004	till 1986	till 2003	till 1986

* The age limits (age groups) for MICRO, MINI and JUNIOR classes may be changed according to regulations of the national ASN of the Grand Finals hosting country. MICRO, MINI and JUNIOR classes are run as national event with international participation at the RMCGF 2018.

See Supplementary Regulation for detailed information.

Example: To participate in the JUNIOR class, the driver must have his/her 12th birthday **during the year** of the event and must have his/her 16th birthday **after the year** of the event.

All drivers fulfilling the age limits of RMC are legal to qualify for the RMCGF.

4.3 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	130	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.

4.4 Starting procedure

The regulations for “Rolling starts for karts with clutches and without gearboxes” of the CIK-FIA general regulations apply for all RMC categories. 2 grids, 1 warm up lap, followed by 1 formation lap (strictly no overtaking) is recommended.

For Canada: Starting procedures included in the ASN Canada FIA 2018 Book 1 Sporting Regulations – 9. Race Starts – Rolling Start with Marked Lanes.

4.5 Race events

ROTAX recommends the following format:

- Each race event of a RMC consists of non-qualifying practice, qualifying practice, heats (to qualify for prefinal and final, if necessary), prefinal and final. It is possible to have 2 race events on 1 day (example: prefinal A, B and final A, B).
- Non-qualifying practice: Certain time according to length of race track, determined the race organizer.
- Qualifying practice: Certain time according to length of race track, determined by race organizer.
- Qualifying Heats to qualify for prefinals: Number of heats and points according to national organizer of challenge, min. 10 km or 15 minutes.
- Prefinal: A starting grid of max. 34 drivers and the race of min. 15 km or 15 minutes. Score points for finisher 34, 33, ... until last placed finisher, for non-finisher minus 5 points off last finisher.
- Final: A starting grid of max. 34 drivers and the race of min. 20 km or 20 minutes. Score points for finisher 55, 52, 50, 49, 48 ... until last placed finisher, for non-finisher minus 5 points off last finisher.
- Definition of non-finisher: A non finisher is a participant that was physically part of the starting grid at the start of the warm up lap, even if the participant could not reach the green flag, or green lights, due to a mechanical failure. For MICRO, MINI and JUNIOR classes the distance or duration is depending on national regulations.
- The first 3 competitors shall wear their overalls zipped up at prize giving ceremonies.

4.6 Classification

Only results of prefinals and finals will count towards the overall score of a RMC. The last national RMC event (where it is possible to score) must be held minimum 4 weeks prior to the first official day of the RMCGF event.

In case of 2 or more drivers finish the season 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.

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

4.6.1 Canadian points system

Canadian points system must be used for all RMC authorized series in Canada.

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 to drop a bad results due to a disqualification and/or a post-race technical exclusion. Exception: exclusion for being underweight.

The joker may never be used for the final race event of a series except if the competitor raced in this final event.

4.7 Eligible driver for RMCGF

The maximum number of drivers who can qualify for the RMCGF is 72 in JUNIOR, MAX, DD2, DD2-Masters and 36 in MICRO and MINI class. ROTAX reserves the right to change these numbers as it deems fit.

4.7.1 Qualification for RMCGF

Micro and MINI class: The overall winner of each national RMC class which got authorized in writing by ROTAX may qualify. The number of drivers has to be mentioned in the sporting regulation of the respective race series. For Canadian seats, see **Chapter C) CANADIAN RMC SUPPLEMENTARY REGULATIONS**

JUNIOR, MAX and DD2 class: The overall winner of each national RMC class which got authorized in writing by ROTAX may qualify. Additional drivers qualify via international RMC's. The number of drivers has to be mentioned in the sporting regulation of the respective race series.

DD2-Masters : The overall winner of each national RMC DD2-Masters and/or MAX-Masters class and/or the overall best placed Masters driver (fulfilling the age limits for a Masters category) of a national RMC MAX or DD2 class which got authorized in writing by ROTAX may qualify. Additional drivers qualify via international RMC's. The number of drivers has to be mentioned in the sporting regulation of the respective race series.

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

4.7.2 Registration for RMCGF

Each qualified driver has to register to the RMCGF event via online registration system. The following conditions apply:

The driver must provide all required data, documents and a portrait photo (in which his face is predominant) minimum 3 weeks prior to the first official day of the RMCGF event. ROTAX reserves the right to extend the registration period individually upon written request at the beginning of the season.

It is the responsibility of the authorized ROTAX distributor to make sure that the registrations of his nominated drivers are timely and complete. Incomplete or late registrations, as well as returned seats will be fined with an amount of 500,- EUR regardless for whatever reason.

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

4.7.3 Other Rules

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

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.

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 different categories he/she can participate in the higher ranked category only. Ranking is: DD2 / MAX / DD2-Masters / MAX- Masters / Junior.

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

4.8 Advertising on karts

Sponsors stickers supplied by the race organizer are optional to be placed on all karts participating in RMC events according to the supplementary regulations for each event.

4.9 Promotion

The price winners have to wear sponsor caps if supplied by race organiser during the commendation ceremonies after the RMC races.

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

5. EVENT CALENDAR

The Rotax Max Challenge Grand Finals (RMCGF) will be hosted at Circuito Internacional Paladino, Conde, Brasil, from November 24th to December 1st.

6. PENALTY CATALOGUE

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

ASN Canada FIA Standard Penalty Guidelines apply (*2018 Canadian Karting Regulations Book 1 - Sporting Regulations*).

The Rotax Penalty Catalogue regulations are available on the Rotax Max Challenge 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.



APPROVED



Chapter B) ROTAX MOJO MAX CHALLENGE GRAND FINALS

Sporting Regulations 2018

Version: 22.01.2018

(This section has been removed to reduce the number of pages. The 2018 Rotax Mojo Max Challenge Grand Finals regulations are available on the Rotax Max Challenge website at www.rotax-kart.com/en/Max-Challenge).



Chapter C) CANADIAN RMC SUPPLEMENTARY REGULATIONS

7. SUPPLEMENTARY REGULATIONS FOR CANADA

7.1 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 RMC Sporting regulations, RMC Technical regulation and Technical Appendix for Micro & Mini must receive the written approval of SRA Karting International.

7.2 Licenses

According to section 4.1 of Chapter A), 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.

7.3 Number of race events

The Canadian Rotax Max Challenge is divided in one National event and Regional series. The 2018 National event is the Canadian Open. Authorised regional series schedule must have at least five race events. Double header event counts for two events.

7.4 Mandatory Registration for the RMC and fees

Registration to the Canadian RMC is done automatically when you register to your first race part of the Canadian RMC. There is no fee to register to the Canadian RMC. The fees to race at each event will be determined by the race event organizer.

7.5 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.

7.6 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.

7.7 Western Canadian Karting Championships (“WCKC”)

For the 2018 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 2018.

If the series authorize 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.

The general WCKC standings will be made according to the Canadian RMC point scoring systems established in this regulation (chap. A) section 4.6.1). If a tiebreaker is needed, the driver with the most number of wins in final races will be declared “champion”. If they have the same number of wins, the driver with the most second place finishes will be declared champion. If needed to determine a winner, the driver having the most third places, and so on, will be declared champion.

If it is not possible to break the tie with the results of the final races, the holder of the greatest number of first place in prefinal races will be declared “Champion”. 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, will be declared “Champion”.

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

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

If a driver wins an invitation 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.

7.9 Date and place of the National Final

The national final of the Canadian RMC for the 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, August 31st – September 2nd, 2018.

Information for the Canadian Open is www.maxchallenge.ca

7.9.1 National finals description

The formula of the National Final in RMC classes will be determined and explained in the Event Supplemental Regulation. Champion of the Micro-Mini, Junior MAX, MAX, DD2 and DD2 Masters will win an invitation to participate at the 2018 Rotax MAX Challenge Grand Finals.

7.10 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.

7.11 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.

7.12 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.

7.13 Appeal of an exclusion base on a technical infraction

In the case of a technical exclusion based on the Rotax MAX Challenge Technical Regulation for Canada or Micro and Mini Technical appendix, 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.

7.13.1 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 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.

7.13.2 Appeal Fees

Appeal fees are the same the Appeal fee included in the 2018 ASN Canada FIA – Canadian Karting Regulations – Book 1 – Sporting Regulations.

7.14 Claim Rule

7.14.1 Only the drivers who finished on the same lap as the winner of a final race can claim an engine.

7.14.2 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.

7.14.3 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 loose his right to claim.

7.14.4. The claim applies to the engine itself and all accessories that come with a new engine.

7.14.5. 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: \$4999.99*

FR125 Max Junior: \$3699.99.*

FR125 Max: \$3979.99*

Mini-Max : \$3784.33*

Example of a FR125 MAX Junior engine claimed in Québec: 3700.00\$ + GST (\$185.00) +PST (\$380.73) \$500 = \$4765.73.00

* 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.

7.14.6 The engine and accessories are sold “as is” without any warranty from the winner.

7.14.7. A driver cannot have his engine bought more than twice during the same year (to prevent abuse).

7.14.8. 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.

7.14.9 A driver cannot claim more than one engine during the same year (to prevent abuse).

7.14.10 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.