



# ROTAX MAX CHALLENGE INTERNATIONAL TROPHY

## MICRO MAX / MINI MAX

# SPORTING REGULATIONS 2025



*La version française est la version officielle du Règlement Sportif approuvé et publié par le RACB Sport.  
The French version is the official version of the Sporting Regulations approved and published by the RACB Sport.*

## 1. SPECIFIC INFORMATION

1.1) ASK ACO organizes in 2025 a national Competition with authorized foreign participation for the classes Rotax 125 Mini MAX and Rotax 125 Micro MAX being part of the Rotax MAX Challenge International Trophy 2025 (RMCIT 2025), from the 16<sup>th</sup> to the 20<sup>th</sup> of July 2025, at Le Mans Karting International track, France.

For the purpose of this Regulation this competition will be referred as Rotax MAX Challenge International Trophy 2025 – Micro/Mini (RMCIT 2025 – Micro/Mini).

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

All the parties concerned (RACB, Organizer, Promoter, Drivers, Entrants and Track) commit to apply and observe the rules governing the Rotax MAX Challenge International Trophy 2025 – Micro/Mini.

### 1.2) Organizer:

ASK ACO  
Circuit International Karting  
Route du Chemin aux Bœufs  
72100 Le Mans – France  
E-mail : ask.aco@lemans.org

### 1.3) Promoter:

SODIKART / 3MK Events  
Rue José Soriano 21  
44800 Saint-Herblain – France  
E-mail: contact@3mkevents.com  
Web: www.rmc-internationaltrophy.com

### 1.4) National Sporting Authority (ASN):

The RMCIT 2025 – Micro/Mini is a National Competition approved by the Royal Automobile Club of Belgium (RACB).

Royal Automobile Club of Belgium  
RACB Sport  
Boulevard de la Woluwe 46/4  
1200 Woluwe-Saint-Lambert – Belgium  
Web: www.racb.com

### 1.5) Track:

Le Mans Karting International  
Length: 1384 meters  
Direction of the track: anti-clockwise  
Side of the pole position: left  
CIK licence homologation number: 1031  
Web: www.lemans-karting.com

1.6) Categories and eligible drivers:

■ 125 Micro MAX:

Minimum age: 8<sup>th</sup> birthday in 2025.

Maximum age: 11<sup>th</sup> birthday in 2025.

Maximum number of drivers: 36 drivers.

Minimum weight: 105kg (complete kart with driver in equipment).

■ 125 Mini MAX:

Minimum age: 10<sup>th</sup> birthday in 2025.

Maximum age: 13<sup>th</sup> birthday in 2025.

Maximum number of drivers: 72 drivers.

Minimum weight: 115kg (complete kart with driver in equipment).

1.7) Licence:

Drivers and Entrants must be holder of a valid International ITG Licence or a National Karting Licence, issued by RACB or from other ASN affiliated to the CIK-FIA. Note: Drivers cannot be their own entrant.

Starting Permission:

Drivers must have the authorization (Starting Permission) of their ASN affiliated to the CIK-FIA to enter and participate in the event.

Race numbers:

125 Micro MAX: From 01 to 99

125 Mini MAX: From 101 to 199

The Promotor reserves the right to change the date or to cancel the RMCIT 2025 – Micro/Mini without notice in case of force majeure as agreed with the Organizer and the RACB.

Anything which is not expressly allowed in this regulation is forbidden.

## **2. RESPONSABILITES**

2.1) The Participants (including but not limited to Entrants, Drivers, Passengers, Consultants, Service Providers, Entrant's staff members, Mechanics, Vehicle Proprietors, as well as any person to whom the Entrant has allowed access to the premises and facilities where the event takes place) acknowledge and agree that they take part in the event at their own risks.

2.2) The Participants carry the exclusive responsibility for all liabilities including for any damages they may cause or by the kart they use during the event. The Participants shall be responsible for all acts or omissions on the part of any person taking part in, or providing a service in connection with the event on their behalf.

In addition, each of these persons shall be equally responsible for any breach to the laws, regulations or national legislation where the event is staged.

2.3) The Promoter cannot be held responsible for accidents and their direct or indirect consequences, whether caused by Participants, whether these were the victims, whether or not they come from the participating kart. The Participants agree to absolve the promotor from any liability whatsoever for any damage or loss of any kind that they may suffer or sustain as a result of personal injury or death.

2.4) Likewise, the promotor shall bear no liability to the consequences of infringements to any laws, regulations and codes in force committed by the Participants.

2.5) The legal representatives (guardians) of minor drivers must be in possession of an "International Tutor/Competitor" licence ICT or any other "Competitor" licence, or at least must be mentioned on the driver's licence, and must be present in the circuit paddock at all times throughout the event.

2.6) The drivers' legal representatives must present themselves with their driver and their licence at the administrative checks. They will be issued with a specific wristband which will give them access to the Panel of Stewards to accompany the driver.

2.7) If the legal representative is absent for any reason, even for a very short period of time, the legal representative must complete a delegation form in order to delegate his or her capacity as guardian to another physical person present at the event. The person appointed must be an adult and hold a "Competitor" licence or a "Competitor/Tutor" licence. Delegation forms will be collected by the Panel of Stewards.

### **3. GENERAL UNDERTAKINGS**

3.1) The RMCIT 2025 – Micro/Mini shall be run in accordance with this Sporting Regulation and the following regulations, which all Drivers, Entrants and Officials participating in this competition undertake, on behalf of themselves, their employees and agents, to observe all the provisions:

2025 FIA International Sporting Code and its appendices

2025 FIA Karting General Prescriptions

2025 RMCIT Sporting Regulations

2025 RMCIT Technical Regulations

2025 RMCIT Technical Regulations Micro/Mini

2025 FIA Karting Technical Regulations.

3.2) Only the Promoter is entitled to grant waivers to these Sporting Regulations, in consultation with the RACB.

3.3) The Promoter reserves the right to modify or cancel without prior notice one or several articles of these Regulations. Proposal of any change must be sent by the Promoter to the RACB for approval.

3.4) It is the Entrant's responsibility to ensure that all persons concerned by his entry observe all the requirements of the Code and all the other applicable Regulations. If an Entrant is unable to be present in person at the Competition, he must nominate his representative in writing. The person having charge of an entered kart during any part of a Competition is responsible jointly and severally with the Entrant for the respect of all the provisions of the Code and of the FIA Karting Regulations.

3.5) Entrants must ensure that their karts comply with the conditions of eligibility and safety throughout practice and the race.

3.6) All persons concerned in any way by an entered kart or present in any other capacity whatsoever in the Paddock, Servicing Parks or on the track must wear an appropriate pass at all times.

3.7) By entering the RMCIT 2025 – Micro/Mini, the Entrant, the Entrant's staff, the Driver, the Team, the Mechanic, and all attendees agree that photos, videos and their names may be used by the Promoter and the Organizer without counterpart, claim or compensation of any kind (in particular in the context of the following supports: list of entries, rankings, Driver Profile, advertising, website, social networks, media, interviews, television programs, etc ...).

#### **4. SIGNIFICATION OF FLAGS**

See Article 2.15 of 2025 FIA Karting General Prescriptions.

#### **5. ELIGIBLE KARTS AND EQUIPMENT**

5.1) The RMCIT 2025 – Micro/Mini is reserved for karts with ROTAX MAX engines with configurations 125 Micro MAX and 125 Mini MAX, as defined by the RMCIT 2025 – Micro/Mini Technical Regulations.

5.2) Each driver will be entitled to submit to Scrutineering the equipment as defined in the RMCIT 2025 – Micro/Mini Technical Regulations:

- Number of chassis: 1
- Number of engines: 2 (corresponding to the category)

5.3) The karts must be presented in full configuration (assembled chassis + bodywork + extra components) with the engines.

5.4) Chassis

5.4.1) Chassis must be in accordance with the RMCIT 2025 – Micro/Mini Technical Regulations.

5.4.2) During the event, and in case of an accident, the driver can only change once a chassis (frame) following the authorization of the Chief Scrutineer. The replacement frame must be from the same "Manufacturer" and the same model.

5.5) Engines: the engine and its accessories must be used in accordance with the RMCIT 2025 – Micro/Mini Technical Regulations.

5.6) Tires

According to the RMCIT 2025 – Micro/Mini Technical Regulations.

5.7) Minimum weight

According to the RMCIT 2025 – Micro/Mini Technical Regulations.

5.8) Gear / Sprocket

Imposed for MICRO MAX ; Engine Sprocket 15 teeth / Rear Sprocket 70 teeth (+/- 1 teeth)  
Imposed for MINI MAX ; Engine Sprocket 14 teeth / Rear Sprocket 68 teeth (+/- 1 teeth)

5.9) 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.

## **6. EXHAUST / ISOLATING MATTING: MICRO MAX / MINI MAX**

- a) Each entrant has to purchase a new isolation matting through the organisation during the sporting check (voucher system). During scrutineering all drivers, mechanics or entrant must come with a dismantled and disassembled (without isolation matting) exhaust to the scrutineer in accordance with the RMC Global Technical Regulations prior to assembly.
- 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 stock in the parc fermé 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 exhaust must be checked in accordance with the RMC Global Technical Regulations prior to the replacement exhaust.*

## **7. FRONT FAIRING & FRONT FAIRING MOUNTING KIT**

7.1) The use of a homologated front fairing and of the homologated front fairing mounting kit is mandatory at the RMCIT 2025.

7.2) As from the Qualifying Heats until the final, each Driver must enter the "Start" Servicing Park – Assembly Area with the front fairing detached from their kart. The Mechanic or the Driver himself must mount the front fairing in the "Start" Servicing Park – Assembly Area under the supervision of a Scrutineer.

7.3) During Qualifying Heats, Super Heat and final, the front fairing can only be installed in the correct position in the Repair Area.

7.4) As from the moment the "Last Lap" panel is presented to the Drivers, the Repair Area will be closed.

7.5) Correct installation of the "Front Fairing":

The front fairing (using the front fairing mounting kit) must be in the correct position as from the Qualifying Heats until the final, as described in Technical Drawing No. 2d from the 2025 CIK-FIA Technical Regulation.

The black flag with an orange disc will not be shown to a Driver if his front fairing is no longer in the correct position. If the Scrutineers/Judges of Fact report, after Qualifying Heats, Super Heat and final races, that the front fairing on one or more karts was no longer in the correct position when the "black and white chequered flag" was waved and the kart(s) concerned crossed the finish line, a time penalty of 5 seconds will be automatically imposed in all cases by the Stewards on the Driver(s) concerned. This decision is not subject to appeal. The Competitors concerned shall not be invited to sign the decision documents.

Should a Driver or a third party be found/proved to have intentionally put back in place a front fairing that was not correctly positioned during the last lap or after the "black and white chequered flag" was waved, the Driver concerned will be disqualified from the Competition.

7.6) The measuring device MiniRAE Lite of the company "RAE Systems Inc. (USA)" could be used in Qualifying Practice, Qualifying Heats, Super Heat and the final to check that the front fairing is in conformity with the regulations.

The VOC measurement of the front fairing may not exceed 5 ppm (maximum limiting value) under any circumstances. Note : Pollution of the front fairing, e.g. with a cleaning spray, must be avoided since this can result in the limiting value being exceeded.

Should the check establish that the front fairing is not in conformity with the regulations, the relevant Driver will not be allowed access to the Assembly Area; consequently, no participation in the corresponding part of the competition (Qualifying Practice, Qualifying Heats, Super Heat and final).

Protests against this procedure are not admitted. Protests and appeals in this regard do not have a suspensive effect.

## **8. FUEL & LUBRICANTS**

8.1) For all the categories, the fuel used will be mandatory unleaded 98 gasoline bought from the fuelstation designated by the Promoter. Fuelstation address :

TOTALENERGIES ACCESS – Relais du Bol d'Or  
RD 323 – Aérodrome  
72100 Le Mans  
France

8.2) The use of gasoline with a different octane rating and / or a different origin than the fuelstation designated by the Promoter is strictly forbidden.

8.3) The engine oil used for all the categories is mandatory the XPS CASTOR RACING OIL 2T supplied by the Promoter during the sporting checks at the beginning of the event.

8.4) In case of fuel substitution, the Promoter will supply an original and sealed oil can of XPS CASTOR RACING OIL 2T.

8.5) The fuel scrutineering could be done with the material Digatron DT-47 Fuel Meter Test.

## **9. RACING NUMBERS**

9.1) Drivers must mandatory use the racing numbers supplied by the Promoter. A fine of 100€ - to be paid to the Stewards of the meeting - will be inflicted to any Entrant who do not comply this identification rule.

9.2) The racing numbers must be fitted before Official Free Practice, on both front and rear and on both sides towards the rear of the bodywork.

9.3) The Driver is responsible at all times for ensuring that the required numbers are clearly visible to Timekeepers and Officials.

## **10. TRANSPONDER**

10.1) The Driver / Entrant must have his own transponder or rent it to the Promoter. It is his / her responsibility to have it charged and functioning all the time whenever he / she will be on the track.

Only the following transponder models are authorized:

- AMB TranX 160
- AMB TranX 160 with battery
- MYLAPS classic transponder
- MYLAPS FLEX transponder
- MYLAPS X2 Transponder Kart

10.2) The use of the transponder is mandatory at all times from the first Official Free Practice until the Final.

10.3) The transponder must be fixed on the back of the kart seat and cannot exceed the positioning 40cm in height from the ground.

10.4) By decision of the Chief Scrutineer of the meeting and under approval of Stewards, the transponder positioning may be changed for one, some, or for all drivers.

## **11. ONBOARD CAMERA**

11.1) The wearing and use of onboard cameras (on or inside the helmet, on the chassis, ...) is forbidden during the whole event, from the Official Free Practice to the Final.

11.2) The Promoter reserves the right to equip kart of one or several drivers with an onboard camera system. Selected driver(s) have to mount the board camera system in accordance to camera supplier. The driver(s) cannot refuse to install the onboard camera on his / her kart.

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

## **12. GENERAL SAFETY**

12.1) Article 2.14 of the 2025 FIA Karting General Prescriptions.

12.2) It's forbidden to use motorized (heat engines and electrical engines) vehicles such as overboard, electrical scooters, mini-motorcycles, etc., in the Paddock Area. A penalty up to disqualification may be imposed.

12.3) Each driver in the paddock shall be equipped with at least 6 kg extinguisher and able to fight a hydrocarbon fire (extinguisher valid). The extinguisher will have to be presented before the installation in the paddock et then be placed in the tent in such a way to be visible and accessible.

12.4) Fuel storage for gasoline refueling shall be done exclusively with containers provided for this purpose.

12.5) Any moving of the karts on trolley shall be done with engine turned-off.

12.6) The starting up, running in, warming up or testing of kart engines in the Paddock is strictly prohibited. Offenders will be penalised by a fine of minimum 250€. In the event of repeated breach, the stewards may disqualify the driver concerned of the competition. In application of Article 12 of the FIA International Sporting Code, appeals against the stewards' decisions have no suspensive effect when in the course of the same Competition, a further breach is committed justifying the Disqualification of the same Entrant.

12.7) It's forbidden to smoke in the paddock and the pit garages. Devices which are flame and spark generator are forbidden in the paddock, except in a space dedicated which will be made available to the drivers by the Organizer.

12.8) Drivers have to use a ground protection tarp with an absorbent carpet with a minimum size 2 meters x 2,50 meters to avoid hydrocarbon stains.

### **13. RUNNING OF THE EVENT**

13.1) The Competition will comprise Free Practice, Qualifying Practice, Qualifying Heats, Super Heat and a Final.

#### 13.2) Official Free Practice:

It will be reserved for Drivers who have entered the RMCIT 2025 – Micro/Mini. Drivers are divided into series as mentioned in the official timetable of the event.

#### 13.3) Qualifying Practice:

Drivers who have passed Scrutineering will be authorized to participate in the Qualifying Practice.

At least one 6 minutes session is provided with a maximum number of 36 Drivers.

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

Any Driver having crossed the line drawn at the exit of the start area will be considered as having started, and his 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 ex-aequos will be decided by the 2<sup>nd</sup> best time set by each Driver, and so on in the case of further ex-aequos.

The final classification of Qualifying Practice will be drawn up as follows:

- The grid will be drawn up in the order of the fastest time achieved by each Driver.
- If no time is taken into account for a Driver, he 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.
- 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.

13.4) Qualifying Heats:

For the Qualifying Rounds, points will be points will be awarded as follows:

1st : 50 points	13th : 24 points	25th : 12 points
2nd : 44 points	14th : 23 points	26th : 11 points
3rd : 41 points	15th : 22 points	27th : 10 points
4th : 38 points	16th : 21 points	28th : 9 points
5th : 36 points	17th : 20 points	29th : 8 points
6th : 34 points	18th : 19 points	30th : 7 points
7th : 32 points	19th : 18 points	31st : 6 points
8th : 30 points	20th : 17 points	32nd : 5 points
9th : 28 points	21st : 16 points	33rd : 4 points
10th : 27 points	22nd : 15 points	34th : 3 points
11th : 26 points	23rd : 14 points	35th : 2 points
12th : 25 points	24th : 13 points	36th : 1 point

If a Driver does not start one of the Heats, he will be credited with a number of points equal to the number of points of the last qualified driver, minus 1 point.

If a Driver is shown the black flag or has been disqualified from the Heat, he will be credited with a number of points equal to the number of points of the last qualified driver, minus 5 points.

Any Driver who has not completed all the laps even if he has not completed the Qualifying Round, will be classified according to the number of laps he has actually completed.

At the end of the Qualifying Heats, an intermediate ranking will be drawn up. In the event of a tie between two or more between two or more Drivers, the tie will be broken on the basis of their placing in the Qualifying Practice.

For both categories, three Qualifying Heats will be run with all Drivers. The starting grids for each of the Heats will be established on the basis of the results of the Qualifying Practice.

13.5) Super Heat:

A Super Heat will be organised for both categories.

For categories with 36 drivers, the starting grid of the Super Heat will be determined by the general cumulative ranking of the Qualifying Heats.

The order of finish of the riders, at the end of the Super Heat, will attribute a number of points counting for the general ranking after the Super Heat.

For categories with more than 36 drivers, the starting grid of the Super Heats will be determined by the general cumulative ranking of the qualifying heats. They will be separated into two groups, each group represented as follows:

The first in the overall cumulative ranking of the qualifying heats will start 1<sup>st</sup> in Super Heat A, the second will start 1<sup>st</sup> in Super Heat B, the third will start 2<sup>nd</sup> in Super Heat A, the fourth will start 2<sup>nd</sup> in Super Heat B, and so on up to the 72<sup>nd</sup> place in the general cumulative ranking of the qualifying heats.

The order of finish of the drivers, at the end of the Super Heats A and B, will award a number of points counting for the general ranking after Super Heat.

Only the top 36 drivers in the overall standings after Super Heat will take part in the final.

Allocation of Super Heat points:

1 <sup>er</sup> : 90 points	13 <sup>ème</sup> : 30 points	25 <sup>ème</sup> : 12 points
2 <sup>ème</sup> : 80 points	14 <sup>ème</sup> : 28 points	26 <sup>ème</sup> : 11 points
3 <sup>ème</sup> : 72 points	15 <sup>ème</sup> : 26 points	27 <sup>ème</sup> : 10 points
4 <sup>ème</sup> : 65 points	16 <sup>ème</sup> : 24 points	28 <sup>ème</sup> : 9 points
5 <sup>ème</sup> : 60 points	17 <sup>ème</sup> : 22 points	29 <sup>ème</sup> : 8 points
6 <sup>ème</sup> : 54 points	18 <sup>ème</sup> : 20 points	30 <sup>ème</sup> : 7 points
7 <sup>ème</sup> : 50 points	19 <sup>ème</sup> : 18 points	31 <sup>ème</sup> : 6 points
8 <sup>ème</sup> : 46 points	20 <sup>ème</sup> : 17 points	32 <sup>ème</sup> : 5 points
9 <sup>ème</sup> : 42 points	21 <sup>ème</sup> : 16 points	33 <sup>ème</sup> : 4 points
10 <sup>ème</sup> : 38 points	22 <sup>ème</sup> : 15 points	34 <sup>ème</sup> : 3 points
11 <sup>ème</sup> : 34 points	23 <sup>ème</sup> : 14 points	35 <sup>ème</sup> : 2 points
12 <sup>ème</sup> : 32 points	24 <sup>ème</sup> : 13 points	36 <sup>ème</sup> : 1 point

If a Driver does not start one of the Heats, he will be credited with a number of points number equal to the number of points of the last qualified driver, minus 1 point.

If a Driver has been shown the black flag or has been disqualified from the heat, he will be credited with a number of points equal to the number of points of the last qualified driver, minus 5 points.

The points from the Super Heat(s) will be added to those of the Intermediate Classification of the Qualifying Heats. The cumulated total of these points will serve to establish a Final Intermediate Classification.

*General classification after Super Heat:*

It will be determined by the addition of the cumulative general ranking of the qualifying heats and of the ranking of the Super Heat. This will determine the starting grid for the Final of the event by category.

In the event of a tie between two or more drivers, their ranking in Qualifying Practice will be taken into account.

13.6) Final :

- A maximum number of 36 drivers will compete at the Final. Starting positions will be determined according to the general classification after Super Heat.
- During the Final, any Driver about to be overtaken or who has been overtaken by the race leader for any reason whatsoever will be shown the blue and red flag (double diagonal) with his starting number. He shall compulsorily go to the scales in the Parc Fermé and will be classified according to the number of laps that he has actually completed.

13.7) Number of laps:

	Qualifying Heats	Super Heat	Final
125 Micro MAX	9 laps	10 laps	12 laps
125 Mini MAX	9 laps	10 laps	12 laps

- In wet conditions, all the mentioned numbers of laps for Qualifying Heats and Super Heat will be reduced in 2 laps.

- In wet conditions, all the mentioned numbers of laps for the Final will be reduced in 3 laps.

13.8) For each class, the classification of RMCIT 2025 – Micro/Mini will be the classification of the Final.

#### **14. BRIEFING**

The briefing is mandatory and will be organized in the briefing room (see also supplementary regulations).

#### **15. STARTING GRIDS**

15.1) 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, Super Heat and/or of the final.
- 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 Assembly Area, who will advise 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 ex-aequo will be settled on the basis of their 2<sup>nd</sup> 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 Race Director as soon as he reaches the Assembly Area. This choice will only modify the first row, to the exclusion of the others.

The Assembly Area or «Pre-Grid» is the area between the «Start» Servicing Park and the track. The area/walkway to the Starting Line. The Starting Straight Line.

Only one driver and one mechanic per kart are allowed to access to the Assembly Area upon presentation of the bracelets or passes previously supplied by the Promoter at the beginning of the event.

15.2) Access to the Assembly Area will end five minutes before the time scheduled for the start of the Race. Any kart which has not taken its position on the Assembly Area at that moment shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the Panel of Stewards. The karts placed on the Pre-grid must be ready to race; it is strictly forbidden to carry out any work and/or set-up on the kart on the Pre-grid, with the exception of tyre pressures by deflation, which can be adjusted by the Driver or his/her Mechanic.

15.3) The Mechanics will have to clear the Assembly Area three minutes before the time scheduled for the start of the Race. If a Driver is unable to start from the Assembly Area after the display of the green flag and if he requests the intervention of a Mechanic, he will be

authorised to leave the Assembly Area 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.

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

15.5) Starting grid procedure on the track:

For the Final, the karts will have to be placed on the grid on the track.

## **16. STARTING PROCEDURE**

The start signal shall be given by means of lights.

Starts will be "rolling" starts, the grid being constituted of two lines of karts.

Two 2-metre-wide lanes bordered by white lines will be painted over the maximum of 110 meters leading to the Start Line, beginning no earlier than the end of the last corner before the Line. A Yellow Line shall be painted 25m prior to the Start Line.

Karts will cover one Formation Lap before the start may be given.

16.1) 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 disqualified from that race.

16.2) In order to regain one's position, it is forbidden to use any course other than the track used during the race. In the case of rolling starts, a 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 materialised on the track, equipped with a timekeeping loop and indicated by the Race Director at the Briefing.

If he considers that a Driver has been immobilised as a result of another Driver's mistake, 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.

The Race Director will give the start as soon as he is satisfied with the formation.

In the case of repeated false starts or of incidents during the Warm-up Lap or Formation Lap(s), the Race Director, 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 Article 2.20a of the CIK-FIA 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 the repair area before the procedure was stopped will be allowed to take the start of the new Formation Lap.

Any attempt to jump the start or delay it and any karts leaving the lane before the lights are switched off shall be sanctioned according to Article 2.20a of the CIK-FIA General Prescriptions.

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.

16.3) At the end of the Formation Lap, 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. Karts must maintain their position until the start signal is given. If he is satisfied with the formation, the Race Director 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.

16.4) The Stewards may use any video or electronic system likely to help them to take a decision. The Stewards' 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 disqualification of the Driver concerned from the Competition.

## **17. NEUTRALISATION OF A QUALIFYING HEAT OR A RACE**

- a) The Race Director may decide to neutralise 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 neutralise the Qualifying Heat or Race, all observation posts will display single waved yellow flag and a "SLOW" board (yellow board with the word "SLOW" written in black), which shall be maintained until the neutralisation is over. Flashing orange lights will be switched on at the Line.
- c) All the competing karts must then line up behind the leading kart, and overtaking is strictly forbidden. Overtaking will be permitted only if a kart slows down because of a serious problem.
- d) During the neutralisation laps, the leading kart will dictate the pace, at a moderate speed, and all the other karts must remain in as tight a formation as possible.
- e) The karts may enter the repair zone during the neutralisation, but they may rejoin the track only when authorised to do so by a marshal. A kart rejoining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart.
- f) When the Race Director decides to end the neutralisation, he will have the flashing orange lights switched off; this will be the signal to the Drivers that the Race is to resume next time the Line is crossed. In the last neutralisation lap, the "SLOW" boards will be maintained and the yellow flags will be shown immobile.
- g) At that moment, the leading kart will continue to set the pace, at a moderate speed. The Race Director will signal the resumption of the Race by means of a waved green flag at the Line. Overtaking will remain prohibited until the karts have crossed the Line at the end of the neutralisation of the Qualifying Heat or Race. On approaching the Line, where a

green flag will be waved by the Race Director, the Drivers may accelerate only after crossing the yellow line preceding the Line. The yellow flags and the "SLOW" boards at the observers' posts will then be withdrawn and replaced with waved green flags. These flags will be displayed for a maximum of one lap.

- h) Each lap completed during the neutralisation will be counted as a racing lap.
- i) If the race finishes during the neutralisation, the karts will take the chequered flag as usual. Overtaking will be permitted only if a kart slows down because of a serious problem.

### **18. RESUMING A RACE WITH THE « SLOW » PROCEDURE**

If a Race is suspended under Article 2.21, the resuming procedure will be conducted with the "SLOW" procedure.

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 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 waved by the Race Director, 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.

### **19. 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 (or, in his absence, 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 (or, in his absence, 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 (or, in his absence, by his deputy):

To the Servicing Park:

At this point changes and adjustments are allowed including the introduction of replacement equipment – provided that was placed within Parc Fermé prior to the original race start, refueling 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.

Stop on the track at the place designated in the briefing: When instructed by the Race Director (or, in his absence, 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 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 time penalty will be taken into account – and will determine the single file starting grid should the race be resumed (see Article 2.22).

Restart procedure:

#### 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.

#### 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 (or, in his absence, his deputy), Article 2.22 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 not be possible, half championship points will be awarded for this race.

### **20. RESUMING A RACE (QUALIFYING HEAT, SUPER HEATS OR FINAL)**

After a suspended situation, the delay will be kept as short as possible and as soon as a resuming time is known, Drivers will be informed. In all cases at least a 10 minutes' warning will be given. The Race or Heat will be resumed with the “SLOW” process and Article 28 will apply. 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 will be allowed to take the new start.

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.

## **21. FINISH**

The signal indicating the end of the race shall be given on the Line as soon as the leading kart has covered either the full Race distance or the greatest distance during the time scheduled for the race.

Should, for any reason other than under Article 29, the signal indicating the end of the race be given before the leading kart completes the scheduled number of laps or before the prescribed time has elapsed, the race will be deemed to have finished when the leading kart last crossed the Line before the signal was given. Should the signal indicating the end of the race be delayed for any reason, the race will be deemed to have finished when, under normal circumstances, the end of the race would have been decided if there had been no delay.

After having received the signal indicating the end of the race, all karts shall directly go to the Parc Fermé, using the normal course of the track, without any unnecessary delay, without performing doughnuts, without stopping and without any help (except that of Marshals if necessary). Any classified kart unable to reach the Parc Fermé by its own means will be placed under the exclusive control of Marshals, who will supervise the taking of the kart to the Parc Fermé in a regular manner.

For a finish to be considered valid, a Driver must have crossed the Finish Line seated at the wheel of his kart.

In the case of a dead heat on the Finish Line revealed by timekeeping or by a photo finish system (which shall prevail over timekeeping and/or a report from the Finish Line Judge, if such a Judge had been appointed), the rule for deciding between ex-aequo Drivers shall be the fastest lap time recorded by each Driver during the race concerned."

## **22. PARC FERMÉ**

22.1) Article 2.13 of the 2025 FIA Karting General Prescriptions.

22.2) Only one driver and one mechanic per kart are allowed to access to the "Start Servicing Park" and "Finish Park" presentation of the wristbands or pass's previously supplied by the Promoter at the beginning of the event.

22.3) Starting of engines for 5 seconds only is allowed at the "Start Servicing Park".

22.4) Only the measure of the tyres pressure is allowed in the "Finish Park" by the Driver or the Mechanic after the weighing procedure made. Any other intervention is strictly forbidden except with the Chief Scrutineer's agreement.

22.5) From the Qualifying Practice to the Final, Drivers and Mechanics must come up to the "Start Servicing Park" with the toolboxes opened on the trolley.

22.6) The Chief Scrutineer reserves the right to prohibit any kind of tools in the "Start Servicing Park".

## **23. INCIDENTS**

An «Incident» means a fact or a series of facts involving one or several Drivers (or any Driver's action reported to the Stewards by the Race Director or noted by the Stewards and reported to the Race Director for investigation), who:

- provoked the stopping of a Race in application of Article 11.11 of the Code;
- violated these Sporting Regulations or the Code;
- have jumped the start;
- started from an incorrect position (e.g. ahead of the pole sitter during a rolling start);
- have not respected flag signalling;
- have caused one or several karts to take a false start;
- have caused a collision;
- have forced another Driver out of the track;
- had the front fairing on the kart in the incorrect position;
- have illegally prevented a legitimate passing manoeuvre by a Driver;
- have illegally impeded another Driver during a passing manoeuvre.

## **24. PROTESTS**

24.1) According to article 13 of 2025 FIA International Sporting Code.

24.2) The right to protest must be presented in writing to the Clerk of the Course or to his deputy within 10 minutes after the posting of the results of the Qualifying Practice, Qualifying Heats, Super Heat and within 30 minutes after the posting of the classification of the Finals. They shall be accompanied by the Protest fee mentioned in these regulations. In the absence of the Clerk of the Course or of his deputy, they shall be presented to the Stewards of the Competition or to one of them.

24.3) Amount of the Protest fee: 500€.

## **25. APPEAL**

25.1) According to article 15 of 2025 FIA International Sporting Code.

25.2) Entrants, whatever their nationality, shall have the right to appeal against a sentence or other decision pronounced on them by the stewards before the RACB Court of Appeal. The appeal fee is 1.000€, and must be paid to RACB (IBAN : BE54 3100 2286 4097 – BIC : BBRUBEBB). Each appeal must be confirmed in writing to the RACB on sport.court@racb.com within 96 hours.

25.3) Procedure of Appeal must be done according articles 15.4 and 15.5 of 2025 FIA International Sporting Code.

25.4) Time penalties imposed by the Panel of Stewards for infringements of the Regulations are not susceptible to appeal.

## **26. RACE CONTROL VIDEO**

In case of the Competition is covered by the race control video, the videos of the races are only reserved for the Panel of Stewards which is the only one authorized to provide them to the drivers if it wishes.

## **27. ENTRY FEES**

27.1) Entry fees and entries must be made online on the website: <https://www.rmc-internationaltrophy.com/>

27.2) Entries are reserved for ROTAX Distributors. Remaining seats will be available by open registrations.

27.3) The open registration will be opened to the public (to every driver) until July 7<sup>th</sup> 2025 at 23h59 CET.

27.4) Entry includes for each category: Entry fee and 2 sets of slick tyres.

27.5) The entry fee (VAT incl.) will be payable to the Promoter and the amount is:

- 125 Micro Max : 1 042 €
- 125 Mini Max : 1 042 €

27.6) The Promoter reserves the right to refuse any Driver, Entrant or Team.

## **28. PRIZES AND PODIUM PROTOCOL**

28.1) The top three finishers must present themselves for the podium ceremony. They must wear their overalls and helmets. Each driver in each category will receive a trophy, as will the winner's team manager.

28.2) The winners in 125 Micro MAX and 125 Mini MAX, will be also awarded with an invitation to take part in the Rotax Max Challenge Grand Finals 2025 with reservation to hold a valid license in agreement with the Rotax Max Challenge Grand Finals 2025 Sporting Regulations and to be in accordance with the age limits of the category of the Rotax Max Challenge Grand Finals 2025 which the drivers are invited to participate.

28.3) The ranked second drivers in 125 Micro MAX and 125 Mini MAX will receive as prize an engine corresponding to the category of his/her RMCIT 2025 – Micro/Mini participation.

28.4) The third drivers in 125 Micro MAX and 125 Mini MAX will receive as prize a ROTAX voucher worth 1.000€ (taxes included) from their national ROTAX Distributors.

## **29. OMITTED CASES**

Eventual omissions or doubts raised in the interpretation of this Regulation will be analyzed and decided by the Stewards, in compliance with the provisions of the 2025 FIA International Sporting Code.