

Micromax UK Championship Supplementary Sporting Regulations

These regulations are intended to be simply understood, and all competitors and support personnel should adhere to the spirit of the regulations, without reading between the lines to find “exploitable loopholes”. They should be read in conjunction with the local club regulations used in running their independent club race events. The local club is responsible for running each round, with local officials responsible for the application of penalties. All decisions made by officials on each weekend are final with no appeals.

All drivers and their parent/guardian must carefully read, understand and sign the indemnity form when signing on at each round, accepting the risks of motorsport. They must explain these risks and undertakings to anyone involved with their entry, e.g. a mechanic. It is strongly advised that each participant take out personal accident insurance.

Entrants are advised to ensure they understand Regulation 7, paragraph f, relating to deliberate attempts to circumvent the rules.

Edition 7b, 14 July 2021

1. LICENCES: No licence is required for the championship. However, drivers winning any prize of Grand Finals tickets to the Rotax max challenge, where this is offered by Rotax, must have a valid Motorsport UK issued Interclub or Kart National license to take part, and **aged 8-11 at the time of the Grand Finals only. Grand Finals tickets are NOT currently being offered by Rotax.** To be clear, according to the sporting regulations pertaining to the Rotax Max Grand Finals, no one may take part in the Competition if he/she does not possess a Licence issued by his/her Parent ASN, or a Licence issued by an ASN other than his/her Parent ASN with the consent of his Parent ASN.

Each ASN shall issue Licences in compliance with the FIA regulations.

2. AGE LIMITS: Drivers' ages must range between the year of their **8th** birthday falling during the year of the event (subject to a minimum of a year experience in bambino racing events) to the year of their **13th** birthday during the year of the event.

Each participant of the Rotax Max Challenge 2021 represents the nation whose ASN has issued him the license regardless to which nationality he belongs or in which country he has qualified.

3. MINIMUM WEIGHTS: The minimum weight for the kart, including driver and all required safety equipment (helmet, overall, gloves, etc.) must always be 110kg

4. RACE NUMBERS: Drivers must select a number for their kart prior to the start of the championship, from 11 to 99, to be used on the front, sides and rear of the kart. Numbers are secured on a first come first served basis when registering for the championship. Numbers must be black on a yellow background, in an easy to read font.

5. ELIGIBLE KARTS AND EQUIPMENT: Drivers must use a recognised homologated chassis (as typically used in European karting events) of either 900mm or 950mm size. Each driver must secure a 125 Micromax engine that meets the technical regulations for the class, to race in the series. The engine can be sourced from any Rotax equipment supplier authorised by JAG, or as used by another competitor. **Any Engine and associated race equipment advertised and subsequently sold on the used market at a price exceeding the recommended retail price at any given time for such equipment, the engine or engines in any such sale will be banned from use in any Championship event from that point onwards.**

6. SAFETY EQUIPMENT: Helmets, gloves, rib protectors, boots & race overalls must all be approved for use by the local scrutineer, who will satisfy themselves that suits meet a minimum of a level 2 safety standard rating, and that all other clothing is in good condition and suitable for racing, without tears or other damage likely to affect its ability to provide adequate protection to the driver. As a minimum, helmets must meet British safety standard BS 6658 and feature the BSI Kitemark. Parents are responsible for ensuring that once the safety scrutineering inspection is over, they replace any clothing or equipment damaged during the meeting, with the understanding that motorsport is dangerous and they are allowing their children to take part in the meeting with their full consent and appreciation of this fact.

7. TYRES: Tyres to be used will be restricted to a MAXIMUM of one set of slick tyres, **Mojo C2, to be used for two racing rounds (Sunday race days only).** Where a driver enters the championship rounds on an ad hoc basis, rather than every round, tyres used for their first round must be stored and then used at any subsequent round entered. Where tyres have been "lost", or are not brought to

the subsequent round, the driver will be able to race with new tyres, but starting EVERY heat from last on the grid (ahead only of novices where applicable), with a ten place penalty applied to their grid position in the final. Practice day tyres are open. Race day tyres must be purchased directly from the nominated supplier, Modus Motorsport, and collected prior to the meeting starting. **Mojo CW** wet tyres must be used. The wet tyres can be sourced from **any supplier**, and may be new or used as preferred during races designated as “open” or “wet” by officials. Drivers should ensure they have ordered the tyres and have sufficient sets available prior to the round starting. The meetings will be run under local club rules, with NO parc fermé tyre bay in use during meetings. A tyre “sniffer” will be in use to detect the use of chemical additives. It is the responsibility of each driver’s parent or guardian to ensure tyres are stored in a suitable location that does not affect the integrity of the rubber compound, or contaminate the compound. The use of chemical additives will not be tolerated, with exclusion from the championship **the minimum penalty** where such is detected.

7. FUEL: Fuel can be sourced from any forecourt petrol station, but must be Unleaded fuel 95 - 98 octane.

CIK FIA Approved synthetic 2-stroke oil (brand and type as per regs for Rotax classes raced in the UK must be used where this is specified).

7. TRANSPONDER: The driver / entrant must have their own transponder, or hire one from the local circuit, suitable for the local timing system. Drivers should check before attending each round with the local club to ensure their transponder is suitable, or arrange a local hire if not. It is his / her responsibility to have it charged and functioning all the time whenever he / she will be on the track.

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

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

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

7. ONBOARD CAMERAS: Drivers may use any suitable onboard camera system (Maximum of 2 cameras) on their kart, but they must be secured in a way that scrutineers are satisfied is secure and as safe as possible. **Selected drivers may be used to carry an onboard camera supplied by the Media crew in any heat or final.** 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. Should they do so they may be prevented from starting the race, or excluded from the result of the race. The purpose in fitting such equipment is to ensure the best possible media coverage of each race.

7. SPORTING CHECKS AND SCRUTINEERING:

The Micromax UK Championship’s Chief Technical Engineer at both the Winter and Main Event Summer Series is Tony Theodore, who will supervise the scrutineering process for the Micromax UK class at each Championship round, in conjunction with the local scrutineering team.

- a) During the initial scrutineering and sporting checks, which will take place on the time and dates and at the locations specified in the supplementary regulations of the event, each driver and each entrant must have all required documents and

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information available, particularly in relation to the engine as supplied by Rotax and updated by Rotax authorised sealing agents.

- b) Unless a waiver is granted by the stewards in particular circumstances, drivers and entrants who do not keep to the time limits imposed will not be allowed to take part in the event.
- c) ALL drivers, parents or guardians must sign the indemnity sheet at “signing on” before racing. In doing so, drivers, parents and/or guardians agree to the following:
- (1) They are mentally and physically fit to take part in the event
 - (2) In the event their mental or physical conditions change during the course of the event, they will bring this to the attention of the organiser/circuit management
 - (3) They have read and agree to abide by the regulations for the event
 - (4) They understand that motor sport can be dangerous and have been advised to take out personal accident insurance in the event they are involved in an accident that results in death or serious injury
 - (5) They believe they have the necessary experience and ability to take part and that their equipment is suitable and roadworthy for the event
 - (6) They have inspected the circuit and satisfied themselves that the circuit, run off areas and barriers are acceptable for this race event
 - (7) **They agree to save harmless the Promoter, organiser, circuit owner, management, other drivers and officials from any claims arising from an incident in which they may be involved, and accept that such incidents can be caused as a consequence by the driving standards and negligence of others.**
- d) The clerk of the course or the chief medical officer may ask a driver to undergo a medical examination at any time during an Event.
- e) Following safety scrutineering which takes place prior to racing starting, If any kart is dismantled or modified in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, it must be re-presented for scrutineering approval.
- f) At any time during an event, the scrutineers may:
- check the eligibility of the kart or of the driver’s equipment. require a kart to be dismantled by the entrant to make sure that the conditions of eligibility and conformity are fully satisfied.
 - Require an entrant to supply them with such parts or samples as they may deem necessary.
 - The clerk of the course may require that any kart involved in an accident be checked by the scrutineering team before taking any further part in the meeting.
 - **By taking part in this event, all drivers and parents agree that their equipment may be collected by the scrutineering team at the end of the event and forwarded to the Chief Technical commissioner, engine importer or organisation with specialist skills to inspect such equipment, in order to inspect that it meets the necessary technical regulations for the class, and has not been altered in an attempt to gain an advantage deliberately by circumventing the rules.** Where equipment is found to be in contravention of the regulations, the equipment will be returned in a dis-assembled condition, and the driver’s parent will be responsible for the cost of the inspection and any rebuild.

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- In the event scrutineering checks reveal a **deliberate attempt to circumvent the technical regulations** (in the opinion of the engine manufacturer, importer or Chief Technical Commissioner) by carrying out changes to equipment for no other reason than to specifically gain an unfair advantage, the driver and parent will be as a minimum excluded from the round, but may be excluded from the championship or banned from taking part in any future Micromax UK championship series or events, either as a driver or in support of a driver.
- g) Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organisation of the servicing parks and / or the Parc Fermé, and who alone are authorised to give instructions to the entrants.
- h) The race officials/stewards will publish the findings of the scrutineers concerning all karts controlled and will place them at the disposal of other entrants on request. These findings will not include any specific figures except concerning fuel tests.
- i) Submitting a kart to scrutineering shall be considered as an implicit statement of conformity.
- j) Racing numbers and possible advertising signs must be on the kart when the equipment is presented at scrutineering.
- k) A driver is not be allowed to change his / her equipment after it has been presented at scrutineering, without the express permission of either the Chief Technical Engineer, Chief Scrutineer or Race Director/Clerk of the Course.

8. SAFETY BRIEFING:

- a) Location of the briefing will be published in the Supplementary Regulations.
- b) The time of the briefing is defined in the programme of the event. The time stated is the beginning of the briefing and the entrance door and access to the briefing will be closed. The meeting shall always be held before qualifying, practice or the first qualifying heat.
- c) Extra meetings may be organised if this is deemed necessary.
- d) It is the Drivers / Entrants duty to enquire about time and place of the briefing and / or consecutive briefings. Time and detailed location will be posted in official posting board and available from the race office.
- e) **The presence of all drivers is mandatory** throughout the briefing under pain of a sanction or even of a possible exclusion from the event.
- f) Before they can be allowed to continue the event, a **mandatory fine of £50**, or more for second and subsequent offences during the season, must be paid to the Club hosting the event via the admin office. This will be charged to any entrant/parent of a driver who does not attend the briefing.

9. RACING FORMAT:

a) PRACTICE:

At each round, each driver will take part in one or more practice sessions. The length and number of these sessions will be determined by the local club, based on the number of classes and time available.

b) HEATS:

At each round, each driver will take part in three heats, with their grid positions determined by random selection using computerised race software. One heat will be towards the front, one in the middle and one towards the rear of each grid. Each heat and final length will depend upon the available light and local club schedule. Any driver deemed to be a novice (not yet completed five race experiences), must start their heats from the rear of the grid.

c) FINALS:

Each final grid will be decided by drivers' heat results. Ties on points will be decided by the drivers' best heat result, and where this is the same, their best second heat result, and if still tied their third heat result. If still tied the fastest lap during the three heats will be the tiebreaker to determine the more favourable grid position. The length of finals will be decided by the local club and meeting schedules.

d) CHAMPIONSHIP POINTS:

There will be one championship running throughout the main part of the summer season: to be titled "The 2021 Micromax UK Karting Championships" The Summer Series (May be referred to as the Micromax UK "Main Event") will consist of 7 rounds from April to October.

At each event the Micromax UK Championship Points will be awarded for heats and finals performances based on the following:

Heats: 1st 25, 2nd 22, 3rd 20, 4th 19, 5th 18.... reducing by 1pt per position down to 1 point for the driver in 22nd place, 0pts for 23rd onwards

Finals: As above, doubled (50, 44, 40, 38, 36, 34 etc. down to 2pts)

Tiebreakers: Points ties in the Championship will be decided by the following:

Most Final wins, if still tied, most 2nd places in finals, then 3rd places in finals, then 4th places in finals etc.

IN THE EVENT A FINAL CANNOT BE RUN AT ANY ROUND OF THE CHAMPIONSHIP DUE TO REASONS OF FORCE MAJEURE, IN THE EVENT THAT THREE HEATS HAVE BEEN COMPLETED, THE FINAL'S POINTS AT THAT ROUND WILL BE AWARDED BASED ON GRID POSITIONS FOR THE FINAL AT 50% OF THE NORMAL POINTS AWARDED ABOVE. IN THE EVENT A MEETING IS CANCELLED AFTER ONLY TWO HEATS HAVE BEEN COMPLETED, THAT ROUND WILL BE CONSIDERED VOID AS FAR AS THE CHAMPIONSHIP IS CONCERNED, AND NO POINTS AWARDED. VOID ROUNDS CANNOT BE COUNTED AS A DROPPED SCORE.

IN THE MICROMAX UK CHAMPIONSHIP, AT THE END OF THE SEASON DRIVERS CAN DROP THEIR WORST ROUND SCORE...

END OF SEASON PRIZES AWARDED FOR THE CHAMPIONSHIP WILL BE ANNOUNCED SEPARATELY.

10. STARTING PROCEDURES: Rolling starts, unless local club operate a standing start policy. Drivers may only restart themselves and no assistance may be given. Any driver who is present, with his/her kart, on the grid within the time limit will be considered as a starter. Non starters will score zero points for that race.

10. FRONT FAIRING PENALTIES:

The use of a CIK FIA homologated Front Fairing and the CIK FIA homologated Front Fairing Mounting Kit of the bodywork homologation period 2015 – 2020 is mandatory, in accordance with CIK Specific Prescriptions, article 30 and CIK Technical Drawing No 2d. The provisions of CIK Specific Prescriptions, article 30 regarding mounting, installation, checking, reporting of breaches and application of penalties will be applied; a mandatory 5 second time penalty will apply to all occasions where the scrutineer reports a dislodged front fairing.

However, penalties may be overturned by any official who believes the damage was caused by a kerb or other factor not including contact with another driver, or, for example, where the damage was caused as a result of one driver spinning in front of another, leaving the driver behind with no chance to avoid a contact, where this was clearly seen and reported by an official.

11. GENERAL RACING RULES: The local club are responsible for running each meeting subject to their local rules and regulations for each event. The local Clerk of the Course at each round is responsible for issuing penalties based on their local supplementary regulations, and penalty table in Section 17. The promoter cannot overturn decisions made on the day by the organising club's officials.

12. AWARDS:

Micromax UK Championship - Winter Series & Summer Main Event Rounds:

Trophies will be awarded based on an equation equivalent to 1 trophy for every 6 drivers, or part thereof, taking part (e.g. 20 drivers, four trophies), subject to a minimum of three trophies. A prize will be awarded to the driver setting the fastest lap in each final. The drivers must wear their race suits zipped up at prize giving ceremonies. END OF SEASON TROPHIES TO TOP 3. All drivers aged from 7 - year of their 10th birthday will automatically qualify in the Micromax UK Championship for the Micromax UK Under 10's Championship Awards. The top three drivers in this category at each round will receive a trophy, and the top 3 at the end of the season a further championship trophy, with the winner in the category awarded the accolade and title, "Micromax UK Under 10's Champion". The drivers in this category still qualify for the main prizes/trophies. For example, an under 10 may finish 3rd in the final, receiving a trophy for 3rd overall, and the 1st place trophy in the Under 10's category.

A trophy or prize will be awarded to the driver setting the fastest lap at each event. The drivers must wear their race suits zipped up at prize giving ceremonies. END OF SEASON TROPHIES TO TOP 3.

13. IMAGE RIGHTS: All drivers agree that their image may be used by TDi Media in any and all post race edits, and that TDi Media own the irrevocable rights to the recorded interviews/footage, in perpetuity, and that this footage may be used by other broadcasters. They may NOT withdraw this agreement at any time, before, during or after a meeting, in perpetuity.

14. COMMUNICATIONS: By entering the series, Parents must agree the promoter may send occasional notifications and information to drivers' parents via EMS to their mobile phone, or email.

15. FINES: By entering the series, Parents must agree to pay any fine imposed by the organising club's officials, before entering any further rounds. In the event a fine is not paid, the driver will be excluded from the championship, without the repayment of any registration and entry fees paid to that point.

16. CODE OF CONDUCT:

Any driver, parent, guardian or mechanic found to be using threatening behaviour or abusive language to officials, or abuse of other persons attending the event, will be excluded from the event without refund, and asked to leave the circuit. Please remember the event is organised for everyone to experience as competitive, fun and enjoyable. Children are present, so please act accordingly.

17. FORCE MAJEURE: EVERY HEAT AND FINAL will be filmed during the winter series and summer series main events and edited for the TDi Media YouTube channel. However, in the event that circumstances prevent such filming and/or editing for any reason whatsoever, or for reason of force majeure (anything that cannot be reasonably anticipated, predicted, prevented or controlled), this may not then occur. Once a meeting has started with the first practice on the Saturday having taken place, entry fees are non-refundable in any circumstance where the meeting is subsequently abandoned or cancelled for any reason. In the event all of the heats had taken place by this time, the final result will be based on the grid positions from the heats, and half points awarded for the final. In the event less than all the heats had taken place, no points will be awarded for that round, and the round made void (not considered as a "worst score").

These regulations may be updated at any time, and drivers should make sure they check regularly for updates made to these supplementary regulations (which will be updated on the TDi Media website) and the local regulations for each meeting. The local club and its officials are responsible for running each meeting and interpreting the regulations.

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18. PENALTY TABLE: Participants, who commit an offence, shall be penalised according to the table below.

There is no route for appealing a Clerk's Decision. The breaches and penalties below do not restrict the Clerk from imposing further penalties, if they deem the incident justifies it.

DESCRIPTION	PENALTY
Gaining an Unfair Advantage	Up to 5 seconds
Driving in a manner incompatible with general safety	Up to 10 seconds, Race or Meeting disqualification
Contravention of flag signal before or after Race - ¼ Black/Yellow / Yellow	Up to 5 seconds
Contravention of flag signal during Race - ¼ Black/Yellow / Yellow	Up to 10 seconds
Contravention of flag signal - Ignore Technical Flag Twice	Black Flag
Contravention of flag signal - Black Flag (ignored more than once)	Race or Meeting Disqualification
Abusive Language, Behavior or Assault	Race or Meeting Disqualification Can result in a lifetime ban from further events in worst cases
Failure to attend Drivers' Briefing	Fine of £50
Failure to obey an Official of the Meeting	Race or Meeting Disqualification
Scrutineer Non-Compliance Report, vehicle or component ineligible	Race or Meeting Disqualification
Underweight	Race Disqualification
Failure to report to Scrutineering	Race Meeting Disqualification
Incorrectly positioned front fairing	Deletion of fastest time
Incorrectly positioned front fairing	5 second penalty
Intentionally reattaching the front fairing after chequered flag	Meeting Disqualification & Consideration of Referral to ASN