



AUSTRIA
MOTORSPORT

+



Rules and Standards

of

Rotax Max *Grand Festival*

11. - 13. August 2017

February 2017

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1 ORGANISATION

Regulations to be applied at the races

- CIK-FIA INTERNATIONAL KARTING REGULATIONS
- General and Technical Rules 2017
- FIA -CIK International Sporting Code and its Appendices
- ROTAX MOJO MAX CHALLENGE SPORTING REGULATIONS 2017
- ROTAX MOJO MAX CHALLENGE TECHNICAL REGULATIONS 2017
- The following Rotax Max Festival Sporting and Technical Regulations 2017

This event is an Official Race Kart event. Drivers get an AMF-Race Card. Holder of these AMF-RaceCards are insured against the costs of medical treatment and transfer according to the regulations which will be issued on <http://www.austria-motorsport.at/racecard/>.

1.1 Promoter

Cart Performance Parts
Kart Club und Org. Verein
Freizeitzentrum 1
A-2471 Pachfurth
Austria
IBAN: AT431200000609518105 / BIC: BKAUATWW

Web: www.kartfestival.at
Email: office@speedworld-kart.at

Persons to contact:
Harald Egger
Michael Fiedler

Phone: +43 2162 68380
Fax: +43 2162 68653
Mobil +43 664 9108391

1.2 Series submitted by ASN as follows:

Austrian Motorsport Federation
“**AMF**”/ÖAMTC

Baumgasse 129
1030 Wien

Tel. +43 (0)1 711 99 33000
Fax +43 (0)1 711 99 20 33020

austria-motorsport@oeamtc.at
www.austria-motorsport.at

1.3 Special information about the Grand Festival:

1.3.1 Categories:

Rotax Micro-Max:

Maximum inscription: 68 drivers.
Minimum inscription: 22 drivers
Minimum age: 7 years
Maximum Age: Younger than 12 years before 31st Dec 2017
Minimum weight: 110 Kg (including full race gear)
Numbers: Yellow number plate (backing) with black numbers.
(CIK-FIA Size)

ENGINES will be provided by the promoter, like World Final!

The winner will gain a Ticket for the World Final 2017!

Rotax Mini-Max: (small Chassis and Junior Chassis)

Maximum inscription 68 drivers.
Minimum inscriptions 22 drivers.
Minimum age: 10 years
Maximum Age: Younger than 14 years before 31st Dec 2017
Minimum weight: 135 Kg (including full race gear)
Numbers: Yellow number plate (backing) with black numbers
(CIK-FIA Size)

ENGINES will be provided by the promoter, like World Final!

The winner will gain a Ticket for the World Final 2017!

Rotax Junior Max:

Maximum inscription: 68 drivers
Minimum inscriptions: 22 drivers.
Minimum age: 12 years
Maximum Age: Younger than 16 years before 31st Dec 2017
Minimum weight: 145 Kg (including full race gear)
Numbers: Yellow number plate (backing) with black numbers.
(CIK-FIA Size)

1.3.2 Entries

a). Registration office:

Opening Date 01.03.2017
Closing Date **01.06.2017**
Restrictions Maximal Entries

Cart Performance Parts

Kart Club und Org. Verein

Freizeitzentrum 1

A-2471 Pachfurth

office@speedworld-kart.at

IBAN: AT431200000609518105 / BIC: BKAUATWW

b). Entry Fee:

Micro: € 950.-
Mini: € 990.-
Juniors:..... € 690.-

1.3.3 Circuit SPEEDWORLD:

- a). Length: 1160 meters
- b). Continues width: 8 to 10 meters
- c). Direction of the track: Clockwise
- d). Side of the pole position: Right
- e). Qualifying: 15 minutes in all classes
- f). Number of laps in the Qualifying Heats for all classes: 8
- g). Number of laps in the Pre-Finals:
 - Micro : 12
 - Mini : 14
 - Juniors: 15
- h). Number of laps in Finals:
 - Micro 15
 - Mini 17
 - Juniors 18

1.3.4 Time Schedule of the Event:

Training will be possible from Tuesday 8th August to Thursday 10th August from 13:00 – 20:00 o'clock.

The Race event starts Friday 11th August 08.00 o'clock and finishes Sunday 13th August 18.00 o'clock.

The detailed time schedule will be put up on the official notice board.
(App. Nr. 1)

1.3.5 Scrutineering:

Location: Servicing Park

1.3.6 Sporting Checks:

Location: Reception office.

1.3.7 Briefing:

Location: Jet-Ski Bar

The presence of all concerned entrants and drivers is mandatory.

Drivers / entrants not attending the briefing will be committed to a fine of € 50,--.

It is the drivers / entrants duty to enquire about time and place of all briefings.

Time and location will be put up on the official notice board and will also be available at the Reception office.

1.3.8 Parc Ferme:

Location: Next to the Servicing Park

1.3.9 Location of the official notice board:

Location: In the entry area of Servicing Park

1.3.10 Location of repair area:

Location: In the entry from the track to the Servicing Park

2 OFFICIALS

- A). **Race Director:** Mr. Anton Moser
- B). **Clerk of the Course:** Mr. Martin Lainer
- C). **Deputy Clerk of the Course:** Mr. Zoltan and Mr. Michael Fiedler
- D). **Secretary of the Meeting:** Mrs. Alexandra Schneider
- E). **Chief Technician:** Mr. Martin Cloupek
Technician: Mr. Josef Reisinger
- F). **Chief Medical Officer and 1st Medical Assistant:** Samariterbund Andau
- G). **Timekeeping Officer:** Mr. Andreas Holzleitner and Mr. Franz Schiesler
- H). **Timing:** Kart Data Timing Service, Salzburg, Austria.

3 TIMETABLE

Refer to the detailed timetable (App. Nr. 1)

4 SCRUTINEERING – FUEL TEST

The administration and scrutineering will be on the **11.August 2017 acc. to the time- table** (App. Nr. 1). At this time each driver has to bring his kart together with his equipment for scrutineering.

The driver is obliged to show the CIK-Homologation and registration for chassis and engines (only Junior class) on demand.

5 ADMINISTRATION

AMF-Race-Cards will be issued to National AMF-Race-Card-Event-Drivers at the administration verification.

Minimum age for Micro-Max: 7 years (after the 7th birthday)
Maximum age for Micro-Max: 11 years

Minimum age for Mini-Max: 10 years (after the 10th birthday)
Maximum age for Mini-Max: 13 years

Minimum age for Juniors: 12 years (after the 12th birthday)
Maximum age for Juniors: 15 years

6 KARTS AND EQUIPMENT (refer to the technical regulations of this event)

Micro-Max Chassis: refer to the CIK-FIA regulations.

- The use of CIK-FIA standard body components is required.
- The rear bumper with optional widening can be used.
- Only the homologue MINI 950 frame or 850 frames can be used.
- Max. rear track width: up to 118cm

Mini-Max: permitted are all karts with **wheel-base 1040 and 1010**.

Junior-Max: permitted are all karts with **CIK/FIA and National homologation Group 2 chassis** (refer to CIK-Technique, Article 5/1)

■ The engines have to be Rotax FR 125 Junior-Max (without any modification), sealed by an authorised Rotax Service center before scrutineering. (refer to Rotax MAX Challenge Technical Regulations 2017)

- The driver has to wear a **FIA tested helmet or ECE Norm**, close gloves and an effective unbreakable eye-protection (goggles, visor, turn able rain-visor).
- The race-suit has to have a certificate of CIK/FIA and has to cover the whole body as well as arms and legs.
- The shoes have to cover also the ankles and have to be closed.
- The use of neck, spine and rib protectors is mandatory!

7 MINIMUM WEIGHT:

Karts of the Rotax Max Festival have to have:

Micro-Max min.110 kg;

Mini-Max min.135 kg

Junior-Max min.145 kg

incl. driver, gasoline and equipment.

This minimum weight has to be reached at any time of the race. Decibel-control is referring to the FIA/CIK-Regulations 2013 compulsory stipulated.

8 PRACTICE

The free practices and the timed practices are according to the time-table on Thursday and Friday the 10th and 11th August 2017.

The participation at timed practices is obligatory, according to the timetable (appendix nr. 1). From the first free practice the transponders have to be fixed on the karts for test purpose. The practices will happen in groups of even and odd numbers. Every group will have their practice according to the timetable. All drivers of the even and odd groups will have the possibility to start in the time practice,

Time practice:

If a driver returns to the box, he is not allowed to return to the race track. He has to leave the track through the parc-ferme. The passing of the scale will be obligatory.

9 DESCRIPTION OF THE RACES

The event consists of max. 6 heats with 8 laps each;

2 Pre Finals:

Micro: 12 laps
Mini: 14 laps
Juniors: 15 laps

Final:

Micro: 15 laps
Mini: 17 laps
Juniors: 18 laps

10 STARTING-PROCEDERE

- The starts of all races in the Rotax Max Festival will be rolling starts (FIA/CIK section 4-chapter 2 point 2.19).
- The start grid will be lined up by the officials inside the pre-grid area.
- Prior to the start the participants may take max. two laps, a warm up lap and a formation lap. The participants have to drive in moderate speed without losing their start positions. If the complete start grid is coming proper to the starting line, the race director will start the race.
- Foreign help (give a push, repairing and so on) is allowed only in the warm-up lap.
- During the race the driver is not allowed to take any foreign help from outside, help will only be allowed in the paddock, which the driver has to reach with his own power. The rule is valid: **foreign help = disqualification!**

- In case of false start the mistake will be announced to the driver(s) during the race, without breaking off the race. The concerned driver can get additional a 10 sec. time-penalty.
 - If the driver leaves the track, he has to return on the same spot as he has left the track, otherwise he will be disqualified. In case that a driver finds no advantage in leaving the track, the stewards of the race can decide, whether a time-penalty will be given or not.

- The Corridor rules are to consider: Every driver has to approach in his corridor. The drivers with the odd starting positions (1,3,5...33) have to use the right hand side corridor and the drivers with the even starting positions (2,4,6...34) have to use the left hand side corridor. If a driver doesn't use the correct corridor and his kart is outside the corridor with only one wheel, he will get a 3 seconds penalty. If the kart is completely outside with 4 wheels, he will get a 10 seconds penalty. (**refer to ROTAX MOJO MAX CHALLENGE Sporting Regulations 2017**)

11 CLASSIFICATION

- Winner of each race is the driver, who completes the race distance in the shortest time. All drivers behind him have also finished the race, without taking into consideration the numbers of laps completed.
- The classification in the heats corresponds to the quantity of the completed laps, in the same way for drivers who have not finished.
- Drivers with the same amount of laps will be classified as passing the finish line.
- The classification of every heat will be counted in points added to a total sum for the final as follows:

<u>1. Place =</u>	<u>0 points</u>
<u>2. Place =</u>	<u>2 points</u>
<u>3. Place =</u>	<u>3 points</u>
<u>4. Place =</u>	<u>4 points</u>
<u>5. Place =</u>	<u>5 points</u>
<u>34. Place =</u>	<u>34 points</u>

- All drivers are qualified for one of the pre finals. The start grid position for the pre finale is according to the sum of points reached in the heats.
- The drivers who finished overall 1,3,5,7,9... 31,33, are qualified for the pre final A, the drivers who finished overall 2,4,6,8.....32,34 are qualified for the pre Final B.
- The drivers finishing pre final A 1st up to 17th and the drivers finishing pre final B 1st up to 17th are qualified for the final.
- The Pre final races conduce to find the start position for the Rotax Max - Festival Final.
- The winner of pre final A will start from the pole position, the winner of the pre final B from the 2nd place.

12 RULES OF BEHAVIOUR:

- It is not allowed to leave the track with the kart;
- Drivers who drive against the direction will get defaulted;
- In case of damaged karts the driver has to leave the track immediately **with** his kart and has to bring the kart in a safety area, otherwise the stewards of the meeting will punish the driver;
- Flag signals have to be respected immediately;
- Removing result-lists from the official bulletin-board is an unfair behaviour against driver-colleagues and will be prosecuted through the stewards;
- The paddock, respectively the pit-lane is marked and must be kept and respected. In case of non-observance during the whole event, penalties, or in case of repeated non-observance, disqualification can be applied.
- Stewards are authorized to warn drivers, to decide on penalty payments or to decide on disqualification.
- In the whole event-area driving with motor-vehicles is forbidden (Except Organisation).
- Every team has to have a 6 kg fire extinguisher with certificate at the paddock place.

The top three finishers of the time practices, qualification heats, pre finals and finales as well as minimum one random of each of these races will be selected for scrutineering after the races.

13 PRICE GIVING

- **The top five finishers** of the final classifications of the Rotax Max Festival on Sunday the 13th August 2017 will get a trophy.
 - The price-giving ceremony will be held after the final-race.
 - We ask the winners for proper dress code, minimum a closed racing-suit.
 - Regarding the place for the price-giving ceremony the drivers will be informed during the drivers-briefing.
 - The price-giving ceremony is a part of the event! Trophies and other prizes will only be given to attendee.
- The Winner of the Micro Max Final and the Winner of the Mini Max Final will receive a <http://www.austria-motorsport.at/racecard/World> Final Ticket!**

14 CONTROL AND DISQUALIFICATION

The Olympic idea should be **put first** during the whole event.

The organisation of Rotax Max Festival reserves the right, in agreement with **AMF**, to check-up (inspect) the karts if they conform to the regulations.

In case there is any kind of technical irregularity, the driver can be disqualified from this particular race. In repetition of incidents the driver can be excluded from the whole event. After the inspection of the kart by the scrutineers the stewards will be informed of the result and they will inform the driver about their final decision.

Further reasons for exclusion from the races and from the whole event:

- a) in case of offences against the international and national law of sport
- b) in case of offences against this regulation and technical regulations
- c) in case of offences against the regulations of parc ferme (Pkt.15)

If the front fairing is not in its correct position after the races (qualification heats up to the finals) the driver will be punished with a 5 sec penalty.

Should a driver be found/proved to have intentionally replaced a front fairing which is not installed correctly during the race or after the “black and white chequered flag” was waved or before coming to the weighting-procedure, this will lead to an exclusion from the competition. As from the moment the “Last Lap” panel is presented to the drivers the repair area will be closed.

15 PARK-FERME AND SCRUTINEERING

- At the beginning of the event all drivers have to bring their karts for scrutineering.
- At the end of the timed practice all the drivers have to bring their karts (without reminding) into the parc ferme for scrutineering again.

- After each heat **all** drivers and **one of their mechanics** have to go to parc ferme for scrutineering again.

- If a kart will be taken out of parc ferme without permission, or will not be brought to the scrutineering, or scrutineering will be refused, the driver will be excluded from the whole event.
- In the area of technical scrutineering, the starting-grid-area and in the whole parc ferme, smoking is strictly forbidden under penalty of € 50,--.

16 TIRE-REGULATIONS:

16.1 Micro-Max

Standard tires	(dry race) -	Mojo C2
		front: 4.00 x 10 - 5
		rear: 5.00 x 11 - 5
	(wet race) -	Mojo W2
		front: 4.50 x 10 - 5
		rear: 4.50 x 10 - 5

16.2 Mini-Max and Junior- Max

Standard tires	(dry race) -	Mojo D2	front: 4.50 x 10 - 5
			rear: 7.10 x 11 - 5
	(wet race) -	Mojo W3	front: 4.50 x 10 - 5
			rear: 7.10 x 11 - 5

Allowed are one set (4 pcs.) slick tires and one set rain tires for the whole event. (time-practices, qualifying-heats, pre-finals and finals)

If a driver has a tire-damage, he will be allowed to change **one** tire against a used one, under investigation of the scrutineers.

Both tire-sets (dry and wet) are included in the entry fee!

The tires will be scanned when issued.

The tires will be marked after the timed - practices. If it is raining during the timed- practices , the tires will be marked after the first heat. **Any chemical treatment is prohibited.**

The tires have to be handed out in parc-ferme after the timed-practices as well as after the races on Saturday, where they stay over night. They will be mounted in the pre-grid-area before the first heat or before warm up.

17 FUEL

Standard fuel 95 Octane SUPER without lead! from the patrol-station in the Speedworld is stipulated.

The type of oil will be the XPS Oil available in the Speedworld shop.

18 TECHNICAL REGULATIONS (refer to the technical Regulations of this event)

18.1 Engine

In the Micro Max an Mini Max Classes Lottery engines have to be used. Every driver will get engines from the Organisation.

18.1.1 Engine Micromax:

The giving over of the engines begins with a drawing in the Parc Fermé on the designated place acc. to the time-table (App.Nr.1). Totally two persons per start number can be present. The team manager or his representative, the driver and chief scrutineer shall take part in the drawing. During the drawing a number is taken out from a non-transparent vessel/box by the drivers as in the case of the lottery, then the number is paired with the engine which the drivers take with them and mount into the chassis.

The following are not included with the engine:

o spark plug, allowed **NGK GR8DI**

o jet needle,

- o carburator slide,
- o screw at the end of the crankshaft
- o clutch drum,
- o front sprocket,
- o cable-strand,
- o battery
- o battery holder

The above parts shall be provided by the teams themselves! These parts are not provided by the Organisation.

Any Rotax parts that can be obtained in the Speedworld Shop, can be used to the addition of the engines.

Seals: On the engines 5 types of seals can be found:

- o on the usual sealing place
- o on the exhaust system
- o on the carburetor so that it could not be opened
- o on the bottom part of the engine
- o on the ignition transformer

It is strictly forbidden to disrupt the engine and after the taking over the driver is responsible for the integrity of seals!

If prior to the qualifying or the race a driver announces in the Parc Fermé/pre-grid the damage of one of his seals, in that case – if there is enough time left to the qualifying/race – a new engine shall be drawn for him. In this case the driver will get a penalty of being thrown back by 15 positions on the grid.

If a seal is damaged after a race the driver shall be excluded, if the damage occurred after the qualifying heat he shall be ranked to the last starting position.

Modifications and settings:

- o The disruption and modification of the engine, the replacement of parts are strictly forbidden with the exception of the following:
 - Position of the jet needle (height)
 - A paste between exhaust pipe and exhaust flange is allowed to be used
 - The exhaust must be fixed with minimum 3 Rotax original springs
 - transmission (Front:14, Rear: 68 - 72)

ANY OTHER MODIFICATIONS/REPLACEMENTS WHICH ARE NOT EXPLICITELY CONTAINED IN THIS SPORTING REGULATIONS ARE STRICTLY FORBIDDEN AND ENTAIL PUNISHMENT!

It is strictly forbidden to change anything on the exhaust and the Technical Committee will check it and in case of offence the appropriate sanctions will be applied.

Instructions and checking: (Other instructions what the teams have to observe.)

o On the instruction of the organizers the cover plate of the cooler shall be folded up and kept so during the race. The organizers may any time order the removal of the cover plates from the coolers, what cannot be put back without the permission of the organizers!

o If the organizers instruct that it is forbidden to put any kind of covering or casing on the radiator (e.g. Duct Tape) the team shall adhere to it. The cooler shall be completely filled up with water!

o In the radiator and in the cooling system only clean water (H₂O) can be used. The use of any other liquid is prohibited!

The technical scrutineers may check anybody, any time for any reasons, and the defects found are regarded in the same way as in case of kart categories where they compete with their own engines. The driver is not responsible for the sealed components, if the seal is not damaged.

Only the designated person or the technical scrutineers can be contacted with any technical problems who should help in the solution.

Return and delivery:

o It is forbidden to change any accessories, during the return the marked components and parts should be the same as during taking over. Those who fail to do so and return the engine with different parts and additions, or intentionally damages the engine will be excluded from the race by the Supervisory Body on the proposal of Speedworld. The offender shall be disqualified.

o The engines shall be returned in clean condition (it is strictly forbidden to clean with water!) to the Rotax representative in the Parc Fermé by max. 2 hours after the MicroMax superfinal.

The exhaust have to be handed out in parc-ferme after the timed-practices as well as after the last races on Saturday, where they stay over night. They will be mounted together with a new isolating mat, given by the Organisation and a new seal in the pre-grid-area before the first heat or before warm up.

18.1.2 Engine Minimax:

The giving over of the engines begins with a drawing in the Parc Fermé on the designated place acc. to the time-table (App.1). Totally two persons per start number can be present. The team manager or his representative, the driver and chief scrutineer shall take part in the drawing. During the drawing a number is taken out from a non-transparent vessel/box by the drivers as in the case of the lottery, then the number is paired with the engine what the drivers take with them and mount into the chassis.

The following are not included with the engine:

o spark plug, allowed **NGK GR8DI**

o jet needle,

o carburator slide,

o screw at the end of the crankshaft,

- o clutch drum,
- o front sprocket,
- o exhaust,
- o cable-strand,
- o battery,
- o battery holder

The above parts shall be provided by the teams themselves! These parts are not provided by the Association.

Any Rotax parts that can be obtained in the Speedworld Shop, can be used to the addition of the engines.

Seals: On the engines 5 types of seals can be found:

- o on the usual sealing place
- o on the carburetor so that it could not be opened
- o on the bottom part of the engine
- o on the ignition transformer

It is strictly forbidden to disrupt the engine and after the taking over the driver is responsible for the integrity of seals!

If prior to the qualifying or the race a driver announces in the Parc Fermé/pre-grid the damage of one of his seals, in that case – if there is enough time left to the qualifying/race – a new engine shall be drawn for him. In this case the driver will get a penalty of being thrown back by 15 positions on the grid.

If a seal is damaged after a race the driver shall be excluded, if the damage occurred after the qualifying heat he shall be ranked to the last starting position.

Modifications and settings:

- o The disruption and modification of the engine, the replacement of parts are strictly forbidden with the exception of the following:
 - Position of the jet needle (height)
 - No modification of the exhaust pipe is allowed
 - A paste between exhaust pipe and exhaust flange is allowed to be used
 - The metal math are allowed to use but not obligatory
 - transmission (Front: 14, Rear: 74 – 78)

ANY OTHER MODIFICATIONS/REPLACEMENTS WHICH ARE NOT EXPLICITELY CONTAINED IN THIS SPORTING REGULATIONS ARE STRICTLY FORBIDDEN AND ENTAIL PUNISHMENT!

It is strictly forbidden to change anything on the exhaust and the Technical Committee will check it and in case of offence the appropriate sanctions will be applied.

Instructions and checking: (Other instructions what the teams have to observe.)

- o On the instruction of the organizers the cover plate of the cooler shall be folded up and kept so during the race. The organizers may any time order the removal of the cover plates from the coolers, what cannot be put back without the permission of the organizers!
- o If the organizers instruct that it is forbidden to put any kind of covering or casing on the radiator (e.g. Duct Tape) the team shall adhere to it. The cooler shall be completely filled up with water!
- o In the radiator and in the cooling system only clean water (H₂O) can be used. The use of any other liquid is prohibited!

The technical scrutineers may check anybody, any time for any reasons, and the defects found are regarded in the same way as in case of kart categories where they compete with their own engines. The driver is not responsible for the sealed components, if the seal is not damaged.

Only the designated person or the technical scrutineers can be contacted with any technical problems who should help in the solution.

Return and delivery:

- o It is forbidden to change any accessories, during the return the marked components and parts should be the same as during taking over. Those who fail to do so and return the engine with different parts and additions, or intentionally damages the engine will be excluded from the race by the Supervisory Body on the proposal of Speedworld. The offender shall be disqualified.
- o The engines shall be returned in clean condition (it is strictly forbidden to clean with water!) to the Rotax representative in the Parc Fermé by max. 2 hours after the MiniMax superfinal.

18.1.3. Junior Class:

In the Junior Max Class you have to use standard engines. (refer to Rotax MAX Challenge Technical Regulations 2017)

- All engines used in the race have to be checked for conformity and sealing by an authorised ROTAX- Kart Service Centre before.
- From the ROTAX Kart Service Center you get an engine passport in which the sealing and inspection is confirmed.
This engine passport has to be shown in case of demand.
- Maximum 2 engines FR125 Junior-Max, sealed and with engine passport can be used during the whole event. These engines have to be registered together with the engine passports at the scrutineering.
- If there is only 1 engine registered, an additional engine can be registered under the same terms in case of needs (registration before use). A not sealed or not registered engine applies to a breach of the rules.

For all classes:

The engines have to be started **always** with the engine-own starter and battery. Any foreign help is forbidden.

Value of the noise level max. 95 dB(A) + 3dB(A) tolerance is allowed; measuring refer to CIK – regulations of the year 2013

18.2 Chassis

- Refer to point 6 of these regulations, (additionally side panels, bubble-shield and front fairing (bumper)).
- Only 1 chassis will be allowed during the whole event. This chassis will be shown for scrutineering together with the homologation sheet of the chassis.
- The CIK regulations concerning body measurements have to meet at any time of the races or timed practices.
- Aerodynamic aids, diffuser or similar trench-lining, even if they are used for ballast weights are not allowed!
- Mounting of ballast weight on the frame or seat is allowed under perfect and save conditions. The fixation has to be shown to the scrutineers, they have to confirm the save mounting.
- According to the AMF rules the break connection rod has to have a second safety-rope, break pad fixing screws have to be secured by wire.
- It is allowed to save the front-spoiler-clamp on the linkage with cable clamps. The function of opening the clamp should not be affected.
- Maximum wide of the rear axle is:
 - Mini Max class and in Junior class: 1400 mm
 - Micro class: 1180 mm.

■ Rims:

Micro Max: Rear: Typ 140 – 150
 Rear Rain: Typ 130 – 150

Mini Max: Rear: Typ 210
 Rear Rain: Typ 180

Junior: Rear: Typ 210
 Rear Rain: Typ 180

The usage of the new CIK-FIA Homologue front spoiler „Front Fairing Mounting Kit” is compulsory in Mini- and Junior class!

19 OTHER

The Organisation of Rotax Max Festival reserves the right to change or modify rules in compliance with the spirit of the event by approval of AMF. The Organisation also reserves the right for changes within technical innovations with an agreement of ROTAX and by an approval of AMF. For such changes the referring sportive rules will be applied.

20 GENERAL TERMS

- Each driver and competitor of the Rotax Max Festival confirms with his entry this regulation including possible implementation-rules and the rules of the International Law of Sport of the AMF. These rules are valid as they are valid through the Austrian law and justice.
- The drivers and competitors of the Rotax Max Festival confirm with their entries, that they renounce to appeal to a court of arbitration or any other court of law for whatever reason.

- The drivers accept AMF as last entity.
- All issued safety rules, confirmed by the AMF, have to be accepted by all drivers and competitors.

21 EXCLUSION OF LIABILITY:

The drivers and competitors take part in the event on their own risk. The drivers and competitors bear their own legal responsibility for all damages of their karts as far there is nothing else agreed.

With their entries all drivers and competitors confirm to renounce all claims for any kind of damages against:

- AMF, ASN and their president, members, managers;
- ÖAMTC and Organisation of Rotax Max Festival
- Race-organisation, all officials, race-course owner, authority, race-service and all organisations which are connected with this event
- Road-construction support, in case of damages of the conditions of the track and their facilities and all persons helping to execute the event, except in case of cross carelessness.

against:

- All other competitors and their members,
- All competitors and their members renounce any claim for damaging the karts during all competitions except in case of cross carelessness.
- As soon as the driver/competitor starts in this event all the rules and regulations become valid!

The abandonment of any claim for whatever reason is valid for claims against contractual commitments as well as for non-contractual commitments and also for any non-allowed actions.

The drivers and competitors note, that the Organisation has an insurance in case of accidents through the AMF licence and the club sport licence for the drivers, officials and assistants and also a general insurance for the event according to the terms of AMF.

22 INSURANCE

All drivers are holders of an AMF RACE CARD.

Additional the event organisation has a general insurance for damage on persons or goods up to an amount of Euro 10 millions, this may include damage on properties up to Euro 20.000.- .

Insurance clause : not covered by other general insurances

23 PROTEST

Only the entrant or his representative authorized in writing has the right to make a protest.

Every protest must be submitted in writing with the simultaneous payment of the protest fee of € 150,--. The protest shall be handed over to the Clerk of the Course. Protest must be presented within 30 minutes after the posting of the provisional result of the concerned race.

The written proxy and the copy of the entrant's licence shall be attached to the protest.

Without them the protest is invalid.

24 ENTRY

The entries for the Rotax Max Festival have to be sent to

**Cart Performance Parts
Kartclub und Org. Verein
Freizeitzentrum 1
A-2471 Pachfurth
Austria
Or:
office@speedworld-kart.at**

First ending of entry will be the 1st July 2017, arriving at the organisation.

The entry fees of Euro Micro Max € 950,- -- including ENGINE, tires and Race Card insurance

The entry fees of Euro Mini Max € 990,- -- including ENGINE, tires and Race Card insurance

The entry fees of Euro Junior Max €690,- including tires and Race Card insurance

**IBAN = AT431200000609518105
BIC = BKAUATWW**

Entries and / or fees arriving after the 1st July 2017, will be considered till the **final due date July 14th 2017** with penal fees amounting **Euro 100.-** , valid only with arrival at the bank account before due date.

Entry becomes valid only if the fees are paid at the same time.

The organisation reserves the right to refuse entries without giving reasons.

25 GENERAL

The organisation reserves the right to add or to cancel single heats or to cancel the hole event without possibility to claim damages.

This is valid in keeping with the Austrian law.

26 ADVERTISING

The advertising with results out of this event and for this event is permitted acc. to the national sport act of AMF of the ÖAMTC . For the advertising of the organisation must be a space of 20 cm x 10 cm kept free on the front fairing/spoiler and 10 cm x 20 cm on both side box panels.

27 FLAG SIGNALS

According to OSK/AMF book of reg. 2016 / 2017 and acc. FIA / CIK Regulations 2017. **Especially we remind the drivers of the use of the “Red Flag”. Is this flag shown by the officials, all drivers have to stop the race or the training immediately and return to the Start/Finish line in “V E R Y S L O W” speed without overtaking. Engines have to be switched off at the Start/Finishing Line!!!**

28 OFFICIALS

According to the list of officials (appendix. Nr 2.)

29 REGISTRATION

Listed at the AMF Calendar at www.austria-motorsport.at