



Jordan Motorsport
Jordan Rotax Karting Championship

Jordan Rotax Max Challenge
General, Sporting & Technical
Regulations

2024

Version 3.0

30/06/2024

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1. GENERAL

1.1 Introduction

BRP-POWERTRAIN and its authorised distributors / partners organize the “ROTAX MOJO MAX Challenge Grand Finals (RMCGF)”, “International ROTAX MOJO MAX Challenge Events (IRMCE)” and “National ROTAX MAX Challenges (RMC)”.

In Jordan, the Rotax Max Challenge is organized by Jordan Motorsport (On behalf of “Azimut Automotive S.A.L.”, the official Rotax distributor in Jordan), and authorised and supervised by “PIT STOP KARTING SARL.

The ROTAX MAX Challenge events shall be run in accordance with:

- a. [Rotax Mojo Max Challenge Sporting Regulations 2024.](#)
- b. [Rotax Mojo Max Challenge Technical Regulations 2024](#)
- c. [FIA 2024 International Sporting Code \(“ISC”\) and its appendices](#)
- d. [CIK-FIA 2024 Technical Regulations](#)
- e. [General Prescriptions applicable to CIK-FIA Karting International events](#)
- f. These Regulations (available on [Jordan Motorsport - Kart](#)).
- g. The Supplementary Regulation for each event is published by Jordan Motorsport.

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

These regulations address the specificities of the “Jordan Rotax Max Challenge”.

ANYTHING WHICH IS NOT EXPRESSILY ALLOWED IS FORBIDDEN

1.2 Championship name

2024 Jordan Rotax Karting Championship (JRKC).

1.3 Organisation

- 1.3.1 The National Sporting Authority (ASN) in Jordan is Jordan Motorsport (JMS).
- 1.3.2 The ASN organises the Jordan Rotax Karting Championship (JRKC).
- 1.3.3 The ASN Address:
Jordan Motorsport (Jordan ASN) Amman - Jordan
Phone: +962 6 5850626
Fax: +962 6 5885999
e-mail: info@jordan-motorsport.com

1.4 Championship Events

- 1.4.1 The Championship consists of four (4) events.
- 1.4.2 The highest three (3) points collected from a minimum of three (3) events out of the four (4) events will be considered for each driver.
- 1.4.3 Each event consists of 2 races “Pre-Final” and “Final”.

1.5 Rescheduling, Adding or Cancelling Events

- 1.5.1 The ASN reserves the right to reschedule an event, provided it’s announced fifteen (15) days before its scheduled start.
- 1.5.2 The ASN reserves the right to add an event other than those mentioned in article 1.4 provided the announcement is made fifteen (15) days before its scheduled start.
- 1.5.3 The ASN reserves the right to cancel any of the events mentioned in article 1.4 for force majeure reasons or if the minimum number of competitors mentioned in the SR is not met.
- 1.5.4 If 50% or more of the events mentioned in article 1.4.1 the whole championship will be cancelled and whatever the number of events that did not take place.
- 1.5.5 If an event is cancelled by the ASN the championship points will be those registered up to that date.

1.6 Cancellation During an Event

- 1.6.1 Should any of the events counting towards the Championship (referred to in article 1.4) not be able to be run in its entirety or not completed, the points shall be awarded based on the established classification:

- a. Full points if 75% or more of the total laps for both races were run.
- b. Half points being awarded if 50% or more but less than 75% of the total laps for both races has been run.
- c. One third of the points being awarded if 25% or more but less than 50% of the total laps for both races has been run.
- d. No points being awarded if less than 25% of the total laps for both races has been run.

1.7 Provisional Information of the Meeting

- 1.7.1 JMS reserves the right to amend these regulations as they deem fit.
- 1.7.2 JMS will publish the Supplementary Regulations (SR) for each event containing information about the event schedule, organisation, event officials, minimum number of participants and any additional information they deem fit.
- 1.7.3 Any amendments and/or additions to the event SR will be announced by official bulletins numbered and dated either by the race Director, or the Organising Committee, or the Stewards, consequently they will be part of the SR for that event, they will be published by any means deemed fit.

1.8 Entries

- 1.8.1 Organiser Contact
 - a. An entrant wishing to compete in the 2024 JRKC should contact:
Jordan Motorsport
Amman - Jordan
Phone: +962 6 5850626
e-mail: info@jordan-motorsport.com
 - b. The Organiser may refuse an entry in accordance with Article 3.14 of the FIA 2024 ISC.
- 1.8.2 Entry Procedure
 - 1.8.2.1 Any competitor wishing to take part in an event must send the completed entry form and entry fee to the organiser according to the Programme in the SR.
 - 1.8.2.2 The Entry Form must:
 - a. Be filled with the correct information and signed.
 - b. Accompanied by a copy of the competition license.
 - 1.8.2.3 An electronic entry application (internet) may be accepted. If the application is sent by fax, by email or made electronically, the original duly signed entry form must reach the Organisers within 1 day following the close of entries.
 - 1.8.2.4 The entry form is available at www.jordan-motorsport.com
 - 1.8.2.5 An entry application will not be accepted if the total entry and tires fees are not included.
- 1.8.3 Entry Fees

Entry fees to be paid to Jordan Motorsport during the registration for each event as follows:

- a. All classes: JOD 50.00 (Fifty Jordanian Dinars) per event. Any entry form not accompanied by the fee shall be null and void.

1.9 Application & Interpretation of the Regulations

The final text of these Regulations shall be in English, which will be used should any dispute arise as to their interpretation.

2. ELIGIBILITY & CLASSES

2.1 Eligibility

2.1.1 Kart Competition License

To participate in any event, the drivers must be in possession of a valid National or International Kart Competition License issued by JMS (ASN), or an International Kart Competition License issued by their ASN with a no-objection letter from their ASN. If the entrant is other than the driver, then the entrant must hold a separate valid Entrant Competition License issued by the JMS or from their ASN.

2.1.2 Start Permission

All competitors holding a competition license issued outside Jordan must obtain a "Start Permission" from their ASN (who issued their license). All competition licenses must be surrendered at signing on (along with the start permission document if applicable) for verification. Failure to submit the required documents will result in non-participation.

2.2 Rotax Micro Max class

2.2.1 Age Limits:

To participate in any event of the 2024 JRKC in the Rotax Micro Max class, the driver must have his/her 6th birthday during the year of the event. He/she must have his/her 11th birthday after the year of the event.

2.2.2 Karts & Engines technical specifications:

Technical specifications for the Micro Max & Mini Max classes are detailed in the 2024 Global Rotax Max Challenge Technical Regulations.

2.2.3 Numbers:

Yellow plate (18x18cm sides) with black numbers (at least 15cm high with 2cm stroke) Range of numbers 1 to 99. Number 1 is reserved for the previous year Jordan Micro Max Champion only. Number selection requests must be approved and confirmed by the organisers.

2.3 Rotax Mini Max class

2.3.1 Age Limits:

To participate in any event of the 2024 JRKC in the Rotax Mini Max class, the driver must have his/her 9th birthday during the year of the event. He/she must have his/her 14th birthday after the year of the event.

2.3.2 Karts & Engines technical specifications:

Technical specifications for the Micro Max & Mini Max classes are detailed in the 2024 Global Rotax Max Challenge Technical Regulations.

2.3.3 Numbers:

Yellow plate (18x18cm sides) with black numbers (at least 15cm high with 2cm stroke) Range of numbers 100 to 199. Numbers 100 and 101 are reserved for the previous year Jordan Mini Max Champion only. Number selection requests must be approved and confirmed by the organisers.

2.4 Rotax Junior Max class

2.4.1 Age Limits:

To participate in any event of the 2024 JRKC in the Rotax Junior Max class, the driver must have his/her 11th birthday during the year of the event. He/she must have his/her 16th birthday after the year of the event.

2.4.2 Karts & Engines technical specifications:

Technical specifications for the Junior Max, Max, DD2 & DD2 master classes are detailed in the 2024 Global Rotax Max Challenge Technical Regulations.

2.4.3 Numbers:

Yellow plate (18x18cm sides) with black numbers (at least 15cm high with 2cm stroke) Range of numbers 200 to 299. Numbers 200 and 201 are reserved for the previous year Jordan Junior Max Champion only. Number selection requests must be approved and confirmed by the organisers.

2.5 Rotax Max class

2.5.1 Age Limits:

To participate in any event of the 2024 JRKC in the Rotax Max class, the driver must have his/her 14th birthday during the year of the event or earlier.

2.5.2 Karts & Engines technical specifications:

Technical specifications for the Junior Max, Max, DD2 & DD2 master classes are detailed in the 2024 Global Rotax Max Challenge Technical Regulations.

2.5.3 Numbers:

Yellow plate (18x18cm sides) with black numbers (at least 15cm high with 2cm stroke) Range of numbers 300 to 399. Numbers 300 and 301 are reserved for the previous year Jordan Max Champion only. Number selection requests must be approved and confirmed by the organisers.

2.6 Rotax DD2 class

2.6.1 Age Limits:

To participate in any event of the 2024 JRKC in the Rotax DD2 class, the driver must have his/her 15th birthday during the year of the event or earlier.

2.6.2 Karts & Engines technical specifications:

Technical specifications for the Junior Max, Max, DD2 & DD2 master classes are detailed in the 2024 Global Rotax Max Challenge Technical Regulations.

2.6.3 Numbers:

Yellow plate (18x18cm sides) with black numbers (at least 15cm high with 2cm stroke) Range of numbers 400 to 499. Numbers 400 and 401 are reserved for the previous year Jordan DD2 Champion only. Number selection requests must be approved and confirmed by the organisers.

2.7 Rotax Max Masters class

2.7.1 Age Limits:

To participate in any event of the 2024 JRKC in the Rotax Max master class, the driver must have his/her 32nd birthday during the year of the event or earlier.

2.7.2 Karts & Engines technical specifications:

Technical specifications for the Junior Max, Max, DD2 & DD2 master classes are detailed in the 2024 Global Rotax Max Challenge Technical Regulations.

2.7.3 Numbers:

Yellow plate (18x18cm sides) with black numbers (at least 15cm high with 2cm stroke) Range of numbers 500 to 599. Numbers 500 and 501 are reserved for the previous year Jordan Max Masters Champion only. Number selection requests must be approved and confirmed by the organisers.

3. EVENTS

3.1 Event Format

Each event will consist of the following format:

- a. Scrutineering
- b. driver's Briefing
- c. Warm-up (optional)
- d. Qualifying
- e. Pre-Final
- f. Final
- g. Prize Giving.

3.2 Sporting Checks & Scrutineering

- 3.2.1 To facilitate and speed-up the process of scrutineering, each competitor will receive a "Pre-Tech Form" at registration. The Pre-Tech form can also be downloaded from the official site: [Pre-Tech Form](#). All the details relating to the equipment must be completed on this form, and the person submitting the equipment for scrutineering must sign the form before submission to Scrutineers. An incomplete Pre-Tech Form will be rejected, and the applicant must complete/refill the form as required.
- 3.2.2 The race director or the medical officer may request a driver to undergo a medical examination at any time during an event.
- 3.2.3 During the initial Scrutineering, which will take place on the event day and in accordance with the Programme in the SR, each competitor must have all required documents, information, and equipment available.
- 3.2.4 All karts will be checked by the Scrutineers appointed by the Organisers. However, if any kart is dismantled or modified after scrutineering, in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be presented for re-scrutineering & approval.
- 3.2.5 No kart may participate in any Event unless it has been checked by the Scrutineers.
- 3.2.6 Competitors who do not abide by the time schedule mentioned in the SR for pre-tech declarations and/or scrutineering will be penalised with a JOD 5.- per minute of delay, with a maximum delay of 15 minutes. If the competitor's delay exceeds 15 minutes, he/she will be reported to the Stewards who may penalise him/her up to disqualification.
- 3.2.7 At any time during an Event, the Scrutineers may:
 - a. 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.

- b. Require a competitor to provide them with such parts or samples as they may deem necessary.
- c. The race director may require that any kart involved in an accident be stopped and checked by the Scrutineers.

- 3.2.8 Checks and Scrutineering shall be carried out by the duly appointed Scrutineers who shall also be responsible for the organisation of the Service Park, and who alone are authorised to give instructions to the Competitors in relation to their karts.
- 3.2.9 Submitting a kart to Scrutineering shall be considered as an implicit statement of conformity.
- 3.2.10 Racing numbers and required graphics must be affixed on the kart when the kart and equipment is presented to Scrutineering.
- 3.2.11 A driver shall not be allowed to change his/her equipment after it has been checked at Scrutineering, unless the new equipment is checked by the scrutineers during the event.
- 3.2.12 At the event, the event organiser and the stewards may check all licences.

3.3 Briefings

- 3.3.1 Time, date and location of the briefing will be published in the SR of the event. The time is considered as that of the beginning of the briefing and access to the Briefing will be closed. Extra meetings may be organised if this is deemed necessary.
- 3.3.2 The drivers' Briefing is a meeting organised by the race director for all drivers entered in that event.
- 3.3.3 Aim of the Briefing: to remind drivers of the specific points of these Regulations concerning the organisation of that event; to remind them of the safety notions, either general, or specific to the circuit used; to give any clarification concerning the interpretation of the Regulations.
- 3.3.4 The presence of all concerned drivers is mandatory throughout the Briefing. Failure to comply will result in a JOD 50.- penalty and will be reported the Stewards who may apply a further penalty at their discretion. The entry to the briefing area will be controlled.

3.4 Parc Fermé

- 3.4.1 Only those officials with the appropriate passes may enter the Parc Fermé. No intervention on the karts whatsoever may be carried out therein without the authorisation of these Officials.
- 3.4.2 As soon as the chequered flag is displayed (Finish), the Parc Fermé regulations will apply for the area between the Finish Line and the entrance to the Parc Fermé.

3.5 Warm-up session

- 3.5.1 On some events, a warm-up session may be organised before the Qualifying practice.
- 3.5.2 Only drivers who have completed declarations and scrutineering may participate in the warm-up session, as per the official schedule.
- 3.5.3 Participation in the warm-up is optional.
- 3.5.4 The official timing system will be running and displaying results during the warm-up sessions.
- 3.5.5 The driver is allowed to stop in the service park during warm-up for servicing and set-up and resume his warm-up session afterwards.

3.6 Qualifying Practice

- 3.6.1 Only drivers who have completed declarations and scrutineering may participate in the qualifying timed practice session, as per the official schedule.
- 3.6.2 The competitor must only use the declared equipment for this session. All karts shall start the qualifying session from the pre-grid.
- 3.6.3 During the session, drivers will take the start whenever they choose. Any driver having crossed the exit of the pre-grid area will be considered as being a starter and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is timed. It is mandatory to complete a minimum of 1 lap (i.e. 1 crossing of the Start-Finish line). The time retained is that of the best lap covered during the session. Any ties will be decided by the 2nd best time set by each driver, and so on in the case of further ties.
- 3.6.4 If no time is considered for a driver, he will take the start at the back of the grid. If several drivers are in that situation, their starting position will be decided by a draw.
- 3.6.5 The Qualifying session will be considered finished if:
 - a. The session time is finished in accordance with the Programme in the SR.

- b. If a driver exits the track and stops in the Pit or Service Park, he/she shall not be allowed to go back on the track.

3.6.6 Failure to participate in this session may result in disqualification from the remainder of the event (at the discretion of the Stewards).

3.7 Pre-Final

- 3.7.1 Starting positions of the pre-final race are determined by the Qualifying Practice classification.
- 3.7.2 The start time and number of laps of the pre-final race for each class are defined in the race SR.
- 3.7.3 Starts shall be of the rolling type.

3.8 Final

- 3.8.1 Starting positions of the final race are determined by the classification of the Pre-Final.
- 3.8.2 The start time and number of laps of the final race for each class are defined in the race SR.
- 3.8.3 Starts shall be of the rolling type.

3.9 Starting Procedures

3.9.1 General

- a. Starts shall be rolling type. The regulations for "[Article 2.20a - Rolling starts for direct drive karts with or without clutches](#)" of the CIK-FIA general prescriptions apply for all the classes competing in the 2024 JRKC.

3.9.2 Pre-Grid

- a. The pre-grid closes 5 minutes before the race start time. Any kart which has not taken its position on the pre-grid at that moment will not be allowed to do so, except under exceptional circumstances left to the discretion of the race director.
- b. mechanics must clear the pre-grid immediately.
- c. For Pre-Final & Final races, karts shall be lined up on the Pre-Grid in the starting order of the race. It is the driver's responsibility to ensure that both he/she and their kart are in position on the Pre-Grid before the Pre-Grid closes.
- d. Any drivers arriving after this time will not be permitted to enter the circuit without the express permission of the race director.
- e. 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 in the Pre-grid except for tire pressure, which can be adjusted by the driver or his/her mechanic and by using his/her own tire gauge.
- f. 30-seconds after the "30 seconds" board is displayed the green flag will be shown at the front of the grid to indicate that the karts must begin a Warm-up Lap, followed by a formation lap keeping the order of the starting grid and in conformity with the CIK-FIA General Prescriptions.
- g. Should a driver require assistance after the "30 seconds" signal, he/she must indicate this to the marshals and, once the other karts have left the grid, a mechanic may work on the kart.
- h. If a driver is unable to start from the Pre-Grid at the time of the green flag, he/she will only be authorised to join the circuit by the orders of the Officials and 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 delineation line which will be materialized on the track and indicated by the race director at the briefing.

3.9.3 Warm up Lap & Formation Lap(s)

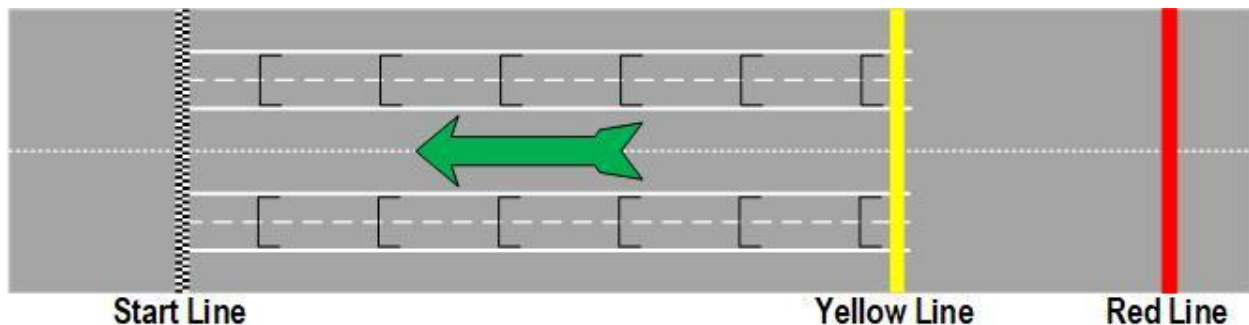
- a. As soon as the Grid Officer indicates that the karts may take the track, the drivers are at the orders of the race director and may no longer receive any outside help.
- b. Karts will cover 1 warm up lap and 1 formation lap before the start may be given.
- c. It is forbidden to overtake another driver under pain of a penalty inflicted by the Stewards. 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 will be disqualified from that race.
- d. A driver who is delayed during the warm-up lap 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 delineation Line which will be materialized on the track and indicated by the race director at the Briefing.
- e. If the race director considers that a driver has been immobilized because of another driver's mistake, the

race director may stop the formation lap and start again the starting procedure based on the original grid or allow the impeded driver to regain his position.

- f. All drivers are required to be in official formation by the time they reach the red delineation line painted on the track or they must start from the back of the formation.

3.9.4 Race Start

- a. Once drivers reach the red delineation line on the formation lap drivers will proceed forward at a reduced & constant speed (fast walking pace), toward the yellow acceleration line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track.
- b. Drivers must maintain their positions within the lanes until the starting flag is shown.
- c. During the approach stage, the starting flag will not be shown.
- d. No karts may accelerate before the starting flag is shown or waved.
- e. It is forbidden for the front row to accelerate before crossing the yellow line.
- f. It is forbidden for the off-pole kart to be ahead of the pole kart before the start is given, infringements will be reported to the Stewards.
- g. It is strictly forbidden to push the kart, which is in front during the start phase, infringements will be reported to the Stewards.
- h. If the race director is satisfied with the formation, he will give the start signal by waving the start flag.
- i. If the race director is not satisfied with the procedure, he will not wave the start flag or signal the drivers, which means that an extra formation lap must be covered. In the case of a no start all drivers are required to raise their hands indicating no start and proceed around at the formation lap speed for another attempt.
- j. Should the engine of a driver stop during formation lap, an official or marshal nominated to carry out that task may restart him as soon as he/she has been passed by the entire field. He may then rejoin at the back of the formation and must not try to regain his grid position. If the kart cannot be started, then it must be removed from the track to a place of safety. Similarly, should a driver fall behind the entire field without stopping, he must remain at the rear for the start and must not attempt to regain his position.



3.9.5 Repeated False Starts

In the case of repeated false starts or incidents during the 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 a penalty on the offending driver(s). 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 except for the driver(s) who have been penalized by the Stewards. 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.

3.9.6 Jump Start

Any attempts to jump the start or delay it and any karts leaving the lane before waving the start flag shall be sanctioned according to article 3.9.7 below.

A jump start will be deemed to have occurred when a driver crosses the start line ahead of his prescribed grid position at the start of the race. This is recorded by the timing system and/or any video or electronic system likely to help the stewards in their decisions, and the official timekeepers who act as judges of fact, will determine if a jump start has been committed.

3.9.7 Start related incidents & penalties:

- a. A driver crossing the longitudinal tram lanes prior to waving the start flag during the approach and/or acceleration phase is subject to a sanction as per the Penalties in Appendix D.
- b. A driver committing a jump start is subject to sanction as per the Penalties in Appendix D.

- c. A front row driver who accelerates before reaching the yellow line will be subject to a time penalty (5 seconds).
- d. A driver who brakes and accelerates voluntarily thus disrupting the formation is subject to time penalty (5 seconds).
- e. The above start related penalties are applied by the race director and are not subject to protests and/or appeals and shall be considered definitive.

3.10 Race in Rain Conditions

- a. The race director has the authority to declare that the race is considered as in "Wet conditions".
- b. Unless the race director declares the race as "wet", the use of slick (dry) tires is mandatory.
- c. A "wet" race will have the total number of laps reduced to 80% of a dry race. The required number of laps for each class is announced by the race director.
- d. If a race is declared as "wet" while the karts are already on the starting grid or pre-grid, an additional 15-minute delay is granted to remove the slick tires and put on the wet tires. Chassis adjustments are also allowed during this 15-minute period.

3.11 Race Stoppage

3.11.1 General

Should it become necessary to stop a race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the race director shall order a red flag to be shown at the start line.

Simultaneously, red flags will be shown at all marshals' posts. The decision to stop the race or practice may be taken only by the race director. If the signal to stop the race is given, all karts will immediately reduce their speed and come to a stop on the track at the place designated during the briefing, the classification of that race will be the classification at the end of the lap prior to that during which the signal to stop was given. The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop was given:

3.11.2 Less than 2 laps completed:

If less than 2 laps have been completed by the leader, the race will either be re-run in its entirety or abandoned, in which case the result becomes null and void.

3.11.3 Between 2 laps and 75% of the distance completed:

If more than 2 laps but less than 75% of the distance scheduled for the race has been completed by the leader (rounded up to the nearest whole higher number of laps), the race director shall, after consulting the Stewards, decide to:

- a. Consider the race finished. In this case the race result shall be declared as the finishing order behind the leader on the last full lap completed by him/her and before the race was stopped.
- b. Consider the race suspended and run it as a two-part race. In this case, the race will be restarted as a single file rolling 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. drivers "one lap down" shall be put in their correct position behind the drivers on the lead lap. The race distance shall be the number of laps required to make up the full race distance. The finishing order of the second part shall be the finishing order of the race. drivers "one lap down" in the first part shall be deemed to have finished the race 1 lap down unless they have unslapped themselves.

While racing is stopped, the whole course shall be considered as Parc Fermé, and no work may be carried out on any kart. No one may enter the circuit without the express permission of the race director.

If a kart leaves the circuit during the stoppage, it will not be permitted to rejoin the race. Any kart not racing before the incident (that caused the stoppage) shall not rejoin the restarted race.

Karts involved in the incident that gave rise to the stoppage, or who subsequently stopped racing prior to the displaying of the red flag, may only rejoin the race if the race director, in consultation with the Chief Scrutineer, is satisfied that a kart is safe to continue without repair, and the Medical Officer is satisfied that a competitor is fit to continue racing. Any such individual must restart at the rear of the field. All other karts may take the restart in their appropriate position.

Exceptionally, if it becomes necessary to remove all karts from the circuit before the restart, Parc Fermé conditions apply, and no work or repair may be carried out without the express consent of the Stewards or race director. This will be discretionary.

3.11.4 More than 75% of the distance completed:

If 75% of the race distance or more has been completed by the leader (rounded up to the nearest whole higher number of laps), the race will be deemed to have ended. The race result shall be declared as the finishing order behind the leader on the last full lap completed by him/her and before the race was stopped.

3.12 Race Finishing Procedures

3.12.1 General

- a. The chequered flag signal indicating the end of the race shall be given on the Start Line as soon as the leading kart has covered the full race distance.
- b. After having received the chequered flag, all karts shall directly go to the scales (followed by the Parc Fermé) using the normal course of the track, without any unnecessary delay, without performing doughnuts, without stopping, without giving or receiving any object whatsoever and without any help (except that of marshals if necessary).
- c. Any classified kart unable to reach the scales by its own means will be placed under the control of marshals, who will supervise the movement of the kart to the scales with the assistance of the driver.
- d. For a finish to be considered valid, a driver must have crossed the Finish Line seated at the wheel of his/her kart and under its own power.
- e. Any driver removing both hands from the steering wheel whilst travelling at considerable speed, whether in celebration or not, will be adjudged to be driving dangerously and subject to a penalty, at the discretion of the Stewards.
- f. In the case of a dead heat on the Finish Line revealed by timekeeping, the rule for deciding between tying drivers shall be the fastest lap time recorded by each driver during the race concerned.

3.12.2 Parc Fermé

Only authorised Officials may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such Officials. When Parc Fermé is in use, Parc Fermé regulations will also apply in the area between the finish line and the Parc Fermé entrance. Parc Fermé shall be sufficiently secure so that no unauthorised person can gain access to it. Any driver returning to Parc Fermé either during or after a race (for whatever reason) must report to the scales for weight verification. drivers are not permitted to leave Parc Fermé until expressly permitted by the Officials.

3.12.3 Podium Ceremony

The drivers classified 3rd, 2nd and 1st in the Final shall stand on the podium one after the other. They must wear their race overalls zipped up at the prize giving ceremony. If caps are supplied by the organizer, they must be worn by the drivers during the podium ceremony. Competitors who fail to adhere to these podium standards or who fail to appear for the podium ceremony without the approval of the Stewards may be subject to penalty, including monetary fines, disqualification from the event and loss of points and awards.

3.13 Scale / Weighing Procedure

- a. The official scale will be in a clearly identified area, which will be indicated during the drivers' briefing. This scale is the only one which will be officially used and counted. After the Warm-up, the Qualifying Practice, the Pre- Final and the Final, each kart may be weighed (following instructions from scrutineers).
- b. If, following 2 calls, a driver is not present for the weighing procedure, he will be subject to a JOD 30.-penalty. If the driver is not present after a third call, he will be disqualified from the session concerned.
- c. If the kart is unable to reach the weighing area by its own means it will be placed under the exclusive control of the marshals, who will take it there or have it taken there, and the driver shall be under the exclusive control of the marshals who will escort him to the weighing area as soon as he returns to the pits so that his weight may be established.
- d. No solid, liquid or gaseous matter or substance of any nature whatsoever may be added to a kart, placed on it or removed from it before weighing (except by a Scrutineer within the framework of his official duties).
- e. Only Scrutineers and officials may enter the weighing area. No intervention whatsoever is allowed in that area unless it has been authorised by these Officials.
- f. A kart or a driver is not allowed to leave the weighing area without the authorisation of the Scrutineers.
- g. Any infringement to these provisions relating to the weighing of karts may entail disqualification of the driver and kart concerned.
- h. The Organizer shall place the scales at the entrance to the "Finish" Service Park and must provide for sufficient personnel to ensure the placing of the kart on the scales. mechanics will be kept away from the karts until the weighing procedure of their karts is over, unless authorised by a Scrutineer.
- i. If the weight of a driver and of his kart is under that specified in Appendix B of these regulations, the result will be communicated to the entrant, and the kart and its driver will be disqualified from the session concerned.
- j. Drinking water from a clear plastic bottle is allowed in servicing park, before weighing, however any driver pouring water over head and race overall will be penalized with 1 (one) additional kilogram on the weight of kart and driver (i.e., 145 + 1 = 146kg)

- k. A tolerance of 0,5 kg will be acceptable during all weighing procedures (i.e. for 145kg, an indication of 144,5 kg on the scale is Ok).

3.14 Repairs / Mechanical Interventions on Karts

- a. Access to the Service Park is allowed only to people with official passes.
- b. No karts / persons are allowed to enter the "Service Park" with any liquids. (except water in clear transparent plastic bottles, for drinking purposes).
- c. It is forbidden to take any tools and/or spare parts on board the kart.
- d. The driver can receive technical help only in the areas determined during the drivers briefing.
- e. The following procedures are allowed during & after the Warm-up, after the qualifying session, and after the pre-final race:
 - o General visual check-up of the kart Cleaning of the bodywork.
 - o Refuelling.
 - o Tire pressure check and adjustment.
 - o Lubrication of the chain.
 - o Chassis set-up (front & rear track, fasteners of seat, seat supports, bodywork & stabilizers).
 - o Gearing: inspection/change of rear sprocket, engine sprocket and chain where applicable. Change of gear ratios for the DD2 & DD2 master classes. Carburettor set-up (jets, needle pin).
 - o Complete carburettor change (in that case the carburettor which has been taken of the kart must be given to the scrutineers for inspection & the replacement unit must have been previously checked & sealed by Pit Stop Karting or JMS).
 - o Inspection / change of spark plug.

3.15 Incidents

- a. 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 marshals and reported to the race director.
- b. In most cases, it will be the responsibility of the Stewards to decide, further to a report or a request of the race director if one or several driver(s) is/are involved in an Incident. However, for some incidents (for example lack of weight) the race director can decide to apply an immediate penalty.
- c. The Stewards may use any means available (including videos and photos) to help make a decision regarding incidents.
- d. The Stewards' decisions supersede those taken by the race director or marshals.
- e. If a driver is involved in a collision or an incident and if he was informed of this by the Stewards, within thirty minutes after the end of the race, he must not leave the circuit without their agreement.
- f. Penalties for incidents are determined by the gravity of the incident and the effects on the fairness of competition and the orderly conduct of the event.
- g. Only the Stewards can overrule a decision made by the Officials.
- h. The power to reinstate a suspended or revoked driver's privilege rests solely with the Stewards and will be based on the severity of the rule's infraction and/or the seriousness of the act or omission.

3.16 CIK Front Fairing

3.16.1 General information

- a. In accordance with CIK Sporting Regulations, the use of CIK Front Fairing and Front Fairing mounting kit of the bodywork homologation period 2015 – 2024 is mandatory for all RMC Jordan Classes.
- b. As from the Qualifying session, until the Final race, each driver must enter the Service Park with the front fairing detached from their kart.
- c. The mechanic or the driver himself must mount the front fairing before the session start in the Pre-Grid under the supervision of a Scrutineer.
- d. During Qualifying, Pre-Final and Final it is only allowed to install the front fairing to the correct position in the Service Area.
- e. Correct installation of the "Front Fairing":
 - o The front fairing (using the front fairing mounting kit) must be always in the correct position during a competition (in accordance with the FIA CIK Technical Drawings No. 2.0, 2.1a, 2.2, 2.4.0 and 2.4.1).
 - o As from the moment the "Last Lap" panel is presented to the drivers the Service Area will be closed.

3.16.2 CIK front fairing related penalties

- a. 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.
- b. If the judge of fact reports 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, 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 protest or appeal.
- c. Should a driver be found to have intentionally replaced/reinstalled a front fairing, which was not in the correct position, at any time on track or after the "black and white chequered flag" was waved, the concerned driver will be disqualified from the competition.

3.17 Protests and Appeals

- a. The right to protest lies only with the Competitors. They must be presented in writing to the race director or to his deputy within 10 minutes after the posting of the results of the Qualifying Practice and within 30 minutes after the posting of the provisional classification of the races. They shall be accompanied by the deposit of JOD 100.-.
- b. In the absence of the race director or of his deputy, they shall be presented to the Stewards.
- c. In accordance with Article 12.3.4 of the ISC, time penalties imposed by the Panel of Stewards for infringements of the Regulations are not susceptible to appeals.
- d. The deposit will be refunded if the protest is judged founded. It will be possible to appeal against the Stewards' judgement, pursuant to Article 13 of the ISC, in accordance with the provisions laid down in the ISC (Article 15).
- e. Participants who are being investigated must report to the Stewards within 10 minutes from the time they are notified, they will be notified by any means available.
- f. Participants under the age of 18 must report with their parent or legal guardian.
- g. The appointed Steward(s) will provide details of the penalty to the participant.
- h. The Stewards may use any means available to evaluate the incident or protest.
- i. Penalties will be published by any means possible.
- j. The appeal should be in writing and accompanied by the necessary appeal deposit of JOD 1000.-. The ASN must give its decision within a maximum of 30 days.
- k. An appeal deposit becomes due from the moment the appellant notifies the stewards of the intention of appealing and remains payable even if the appellant does not follow up the declared intention to appeal.
- l. In accordance with the FIA ISC Article 15.4.2.a, the competitor, under pain of forfeiture of their right to appeal, notify the stewards in writing of their intention to appeal within one hour of the publication of the decision.
- m. In accordance with Article 15.4.3 of the FIA ISC, the right to bring an appeal to the ASN expires 96 hours from the moment the stewards are notified of the intention to appeal on condition that the intention of appealing has been notified in writing to the stewards within one hour of the publication of the decision.
- n. All parties concerned shall be given adequate notice of the hearing of any appeal. They shall be entitled to call witnesses, but their failure to attend the hearing shall not interrupt the course of the proceedings.

3.18 Fines

- a. The Stewards may inflict a fine on any driver, assistant, or team member who does not respect the direction of the officials of the Event.
- b. All fines must be paid in cash to the organisers before the next official phase of the event, or the competitor will not be allowed to continue.

3.19 Points Scoring

Championship points are awarded for the Pre-Final and the Final races classification in each event, depending on the number of drivers finishing the race in each class as per the following tables:

3.19.1 Pre-Final

Position	1	2	3	4	5	6	7	8	9	10	11
Points	15	12	10	8	7	6	5	4	3	2	1

3.19.2 Final

Pos.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Points	30	24	20	17	14	12	10	8	7	6	5	4	3	2	1

3.19.3 Bonus Points:

- a. The driver who qualifies in pole position in each class (pre-final & final) will be awarded 1 bonus point.
- b. The driver who scores the best lap time in each class (final race only) will be awarded 1 bonus point.

3.19.4 Did Not Finish (DNF):

- a. In the case of a DNF in the Pre-Final the number of points awarded will be determined by the driver's classified position +3 positions.
- b. In the case of a DNF in the Final the number of points awarded will be determined by the driver's classified position.

3.19.5 Did Not Start (DNS):

- a. Any competitor who started the formation lap but did not take the race starting signal will be considered as a DNS.
- b. For the Final and Pre-final, a DNS competitor will not be awarded any point.
- c. There will be one event drop, only 3 events will count towards the Championship in accordance with Article 1.4.

4. ORGANIZER'S SUPPLEMENTARY PROVISIONS

4.1 Fuel

- a. Fuel allowed will be unleaded 90 or 95 Octane.
- b. It is mandatory to use the fuel and oil recommended by the ASN (if provided).
- c. It is strictly forbidden to use any kind of fuel additives; the scrutineers may check a fuel sample from any driver at their discretion.

4.2 Distribution and Limitation of Tires

- a. All competitors are required to race on Mojo race tires purchased from and distributed by JMS.
- b. No tire treatment of any kind is allowed.
- c. Competitors are allowed one set of dry Mojo race tires (2 front and 2 rear) and one set of wet Mojo race tires (2 front and 2 rear) for each event (for both races).
- d. Mojo race tires for all classes will be distributed at the Service Park as per the tire distribution schedule mentioned in the SR.
- e. Competitors are allowed to use the same set of tires for more than one event, provided that the tires are stored & secured by JMS between the events.
- f. No modification or alteration, including treating, heating, or cutting/truing/re-profiling of any tires is allowed. Noncompliance may result in disqualification from the event and loss of all points acquired during previous 2024 JRKC events.
- g. All new tires must be paid for in full upon registration for each event.

4.3 Transponders

4.3.1 Transponder fitting

- a. Transponders will be installed by the Scrutineers, after passing the safety checks.

5. TECHNICAL REGULATIONS

5.1 General

- a. The Rotax Max Challenge 2024 series technical regulations apply to the 2024 JRKC, available at: [RMC-Global-Technical-Regulation-2024](#)
- b. Specific amendments for the JRKC are detailed in these regulations.
- c. CIK Regulations apply to all safety matters. Karts are only allowed to race if they are in a condition which meets CIK safety standards and if they comply with the regulations. They must be maintained in such a way as to not represent a danger to the driver or other participants or spectators.

Remember **“ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN”**

5.2 Karts

5.2.1 Chassis:

Any chassis with a valid CIK homologation and approved by JMS and Pit Stop Karting SARL will be sanctioned to race.

- a. Chassis tubing: round tubing only.
- b. Maximum diameter of rear axle = 50 mm, minimum wall thickness according to CIK-FIA rules.
- c. Drivers will be allowed only one chassis per event. In the exceptional case of the chassis sustaining irreparable damage during the event (i.e. in the opinion of the Scrutineer it is neither safe nor practical to repair), at the discretion of the race director (in consultation with the Stewards), a replacement chassis may be used. This chassis must first be inspected and approved for use by the scrutineers.

Specific requirements are applicable for the different classes and are detailed in Appendix B & Appendix C of the these regulations.

5.2.2 Bumpers and Bodywork:

- a. Only CIK homologated bumpers and bodywork are legal to use.

5.2.3 Wet race:

- a. In case of a “Wet race” the following sentence of the CIK Technical Regulations 2.7.1.4 is NOT valid. “In the case of a wet race, side body work may not be located outside the plane passing through the outer edge of the rear wheels”.

5.2.4 Rims:

- a. Wheel rims must be attached with M8 self-locking nuts and bolts in accordance with the 2024 CIK Technical Regulations, Art.4.13.

5.2.5 Engines:

- a. Only engines originally imported to Jordan from Rotax by Pit Stop Karting SARL or Azimut Automotive SAL and having been sealed by Pit Stop Karting SARL will be deemed legal. Partners and bought directly by a customer. In that case, the engine seal and ID will be checked by Pit Stop Karting, and if they are considered compliant (engine & carb seal from official Rotax partner, original engine ID) a fixed fee of US\$400 will be charged and the seals will be replaced by Pit Stop Karting seals or JMS. Once an engine has been approved as per this rule, it will be deemed legal as if it was originally imported to Jordan or from Rotax by Pit Stop Karting SARL or Azimut Automotive SAL.
- b. Technical information specific to the Junior, Max, DD2 and DD2 master classes is detailed in Appendix C of these regulations.
- c. The inspection and sealing of the engines are intended to make sure that all engines comply with the Technical Regulations as defined by BRP- POWERTRAIN-ROTAX.
- d. Pit Stop Karting SARL is appointed by the authorised distributor for Rotax Kart Products in Jordan. As such, Pit Stop Karting SARL is the authorised service centre for Jordan and is the only sealing authority.
- e. Only genuine Rotax components that are specifically designed and supplied for the FR125 MAX and range of engines are legal. These Rotax parts must be obtained from Pit Stop Karting SARL.
- f. Any engine without a valid Pit Stop Karting SARL or JMS seal and accompanying “Rotax Engine Identity card” issued by Pit Stop Karting SARL or JMS will not be permitted.
- g. Loss of the “Rotax Engine Identity card” will necessitate a replacement and an accompanying fine of US\$ 25.
- h. ONLY ONE engine per driver per event will be allowed.
- i. In exceptional cases, (e.g. engine(s) submitted at Scrutineering experience technical failure) drivers may

have the option of using a spare engine for this purpose, but this is at the discretion of the race director in consultation with the Stewards and the event organisers.

- j. Engine seals may only be removed/replaced by Pit Stop Karting SARL or JMS.
- k. Engines with a broken or invalid seal are not allowed.
- l. Pit Stop Karting SARL/JMS will maintain a list of all approved and sealed engines which are deemed legal and shall not be dismantled and inspected unless a protest (accompanied by a US\$ 1000 cash deposit) has been presented by a competitor claiming that a particular engine is suspect. In that case, the suspected engine shall be dismantled and inspected by the approved Pit Stop Karting SARL technician under supervision of JMS technical stewards and the findings will be communicated to all parties concerned. In case the engine is declared legal, all fees related to the inspection will be deducted from the US\$1000 cash deposit. In case the engine is declared illegal, the offending driver/competitor will be responsible for the payment of the fees and the offending driver will be disqualified from the event.
- m. AN ENGINE WHICH HAS BEEN TAMPERED WITH AND WHICH HAS BEEN DECLARED ILLEGAL BY PIT STOP KARTING SARL and/or JMS WILL BE DISQUALIFIED FROM COMPETITION AND WILL NOT BE RE-SEALED UNDER ANY CIRCUMSTANCES.

5.2.6 Chain Guard:

- a. In all categories (except DD2 classes), a chain guard is compulsory and must be an effective protection over the top and both sides of the exposed chain and sprocket and extend to at least the lower plane of the rear axle.

5.3 Safety Equipment

All safety wear (helmet, gloves, boots, race suits) must be approved under the CIK Karting Technical Regulations, Refer to Article 7 in these regulations.

5.3.1 Crash Helmet:

- a. The driver must wear a full-face helmet with efficient and unbreakable protection for the eyes.
- b. Helmets must comply with one of the below standards for drivers under 15yrs: Snell-FIA CMS2007, Snell-FIA CMR2007.
- c. Helmets must comply with one of the below standards for drivers 15yrs +: Snell Foundation K98, SA2000, K2005, SA2005, K2010, SA2010 and SAH2010, British
- d. Standards Institution BS6658-85 type A and type A/FR, SFI 31.1A, SFI 31.2A, FIA 8860-2004, FIA 8860-2010

5.3.2 Racing Suit:

- a. Fabric overalls must have a "Level 2" homologation granted by the CIK-FIA, bearing in a visible way the CIK-FIA homologation number. They must cover the whole body, legs, and arms. Overalls remain valid 5 years after their date of manufacturing and the homologation (period during which they can be produced) is valid for 5 years.

5.3.3 Gloves:

- a. Gloves must be in good condition and must completely cover the hands and fingers.

5.3.4 Racing Shoes:

- a. Racing shoes must be in good condition and must cover and protect the ankles.

6. ADVERTISING ON KARTS, OVERALLS AND HELMETS

- a. Competitors are obliged to carry official JMS, RMC Jordan stickers and sponsor logos on their karts, race suits and helmet. Any such advertising material will be provided by the Organisers along with instruction on positioning as necessary. Competitors are responsible for the presentation and preservation of those stickers & logos.
- b. Competitors may be required to remove decals/stickers if they were deemed unfit or inappropriate.
- c. Competitors may be required to take part in further promotional activities at the events or the prize giving. Prize winners may be obliged to wear a sponsor cap, if supplied by the Organiser, during the award presentation.

7. GENERAL SAFETY

- a. It is strictly forbidden for drivers to drive their karts in a direction opposite that of the race unless this is strictly necessary to remove the kart from a dangerous situation.
- b. During Warm-Up, Qualifying Practice and the races drivers may use the track only and must always

observe these regulations relating to driving on circuits.

- c. During Warm-Up, Qualifying Practice and the races, a kart that stops on the track must be removed from as fast as possible in order for its presence not to constitute a danger or impede other drivers. If the driver is unable to remove the kart from a dangerous position by driving it, and if it's in an unsafe location, the marshal may choose to assist; however, if the kart restarts as a result of such help and the driver resumes the race, it will be disqualified from the classification of the Qualifying Practice or the races in which this help was provided.
- d. Except for medical or safety reasons, the driver must stay close to his kart until the end of the session during Warm-Up, Qualifying Practice or the races.
- e. Except in cases expressly provided for by the Regulations no one except the driver is authorised to touch a stopped kart unless it is in the Service Park.
- f. During Qualifying Practice and the races, the kart may be restarted only by the driver himself, except if he restarts from the Service Park. The driver may not receive any outside help on the track during the running of an Event, except in the Service Park, which he may reach only by his own means.
- g. If a driver is involved in a collision, he must not leave the circuit without the Stewards' or race director agreement.
- h. No driver/kart may leave the Service Park without having been authorised to do so by the marshals.
- i. Official's instructions will be transmitted to the drivers by means of the signals provided for in the Briefing. mechanics must not use flags similar to these ones in any way whatsoever.
- j. Any driver who intends to leave the track, to return to the Service Park shall demonstrate his intention in due time by raising his hand and shall ensure that he may do so safely.
- k. During the event and at the order of the race director a driver who breaches the Technical Regulations, except during the final lap, must stop in the Service Park and remedy the breach before re-joining the track.
- l. All competitors may be queried by the Stewards or the race director at any time about their knowledge of flags and procedures. Failure to provide the correct response may result in disqualification from the event by the Stewards.
- m. Any driver who, in the opinion of the officials, cuts the track with the intent to gain an advantage may be disqualified from the event by the Stewards.

8. PENALTIES

Disqualification penalties are applied by a Stewards decision only, other penalties are applied either by the Stewards or Race Director.

Participants, who commit an infringement, shall be penalised with a penalty according to the regulations below. Further suggestion: Involved participants shall receive a malus-point for each irregularity, which will stay valid for the whole season. If a participant has received a certain number of malus-points, he/she shall be excluded from the following race to which he/she was signed in.

There is no route for appealing a Stewards Decision. The breaches and penalties below do not restrict the Stewards from imposing further penalties, in accordance with these regulations, if they deem the incident justifies it. (See table below).

- a. Leaving corridor: If a driver leaves the corridor (lines) before the start was given the following penalties will count:
 - o Case A: 1 to 2 tires out of corridor, time penalty 3 seconds
 - o Case B: more than 2 tires out of corridor, time penalty 5 seconds
- b. Time penalty 5 seconds: In addition to the CIK-FIA General Prescriptions the race director has the power to decide a 5 second penalty. The penalty will be shown with the black and white flag in connection with the start number and a board 5 seconds at the start/finish line. During the 2 last laps no flags will be shown, the race director informs the drivers during the briefing on the procedure for the imposition and notification of these penalties. If there are more offences from the same driver in the same session, the race director will report that to the Stewards for possible further punishment. Protesting these decisions is inadmissible. (In application of Art. 12.2 ISC).
- c. In case a driver has 2 penalties, "front fairing" and "5 seconds race director decision" in the same session, both penalties should be added to the results.
- d. 5 seconds penalties can be given for the following:
 - o Unfair driving behaviour
 - o Dangerous driving behaviour
 - o Ignoring the yellow flag

- Blocking another driver to prevent overtaking
- Not following the instructions of the Stewards of the meeting or the race director
- Leaving the corridor before the start
 - 2 tires: 3 seconds
 - More than 2 tires: 5 seconds
- Causing a false start
- Not following the specific instructions mentioned during the briefing

For any incident that is not mentioned, but deemed incorrect by the race director, a penalty can be proposed to the Stewards of the meeting. The above-mentioned incidents can also remain.

Tires mounted with wrong driving direction: If a driver is detected in the “pre-grid area” with tires mounted with wrong driving direction, he will be moved to the repair area, there he should mount his tires correctly. Afterwards he can take the start of the session, first when the start was given at the start/finish line, he is not allowed to follow the formation before.

8.1 Penalties Table

Infringement	Stewards	Race Director	
		Time (s)	Financial (JD)
Gaining an Unfair Advantage		5	
Driving in a manner incompatible with general safety	X ⁽³⁾	5 ⁽¹⁾ - 10 ⁽²⁾	
Contravention of flag signal - Ignore technical flag twice		Black flag	
Contravention of flag signal - black flag (ignored more than once)	X		
Abusive language, behaviour or assault	X		
Failure to attend drivers' briefing			50.0
Failure to obey an Official of the event	X		
Scrutineer non-compliance report, vehicle or component ineligible	X		
Underweight	X		
Failure to report to Scrutineering	X		
Incorrectly positioned front fairing – Qualifying practice		Del. fastest time	
Incorrectly positioned front fairing – Races		5	
Attempting to tamper with or reattach the front fairing during race / timed qualifying	X		
Intentionally reattaching the front fairing after chequered flag	X (may refer to ASN)		
Accelerating before the Yellow line		5	
Disrupting the formation in the formation lap		5	

Note: (1), (2) & (3) refers to 1st, 2nd and 3rd infringement.

9. CODE OF DRIVING CONDUCT ON CIRCUITS

9.1 Observance of Signals

Each competitor shall adhere to the following flag signals.

Any driver that commits a flag procedure infraction is subject to penalties applied by the race director.

9.2 Flags

9.2.1 Standing Yellow Flag:

Continue at racing speed. Minimal danger ahead requiring driver's attention. No passing until clear of the incident.

9.2.2 Waving Yellow Flag

It indicates that there is a problem on the course ahead. The driver is to proceed with caution and raise a hand to signal following drivers. Any driver failing to reduce speed after passing a waving yellow flag may be assessed time or position

penalties. A driver is not to pass another driver from the point that the waving yellow flag is being displayed until cleared of the incident. Passing on a waving yellow flag will result in position penalties.

9.2.3 Green Flag

The green flag is used to indicate the end of a “caution/no passing” zone, which has been signalled by a yellow flag.

A green flag may also be displayed at the start of warm-up, qualifying and races to indicate that the karts may leave the pre-grid and take the track (sometimes replaced by the National flag).

9.2.4 Blue Flag

A blue flag indicates that the driver is being approached by faster kart(s) about to overlap him. The driver being overlapped is to make room for the faster kart(s) and point to the safest side for the pass. The driver is not allowed to race the overlapping kart(s).

9.2.5 Red Flag

A red flag indicates the necessity to stop a race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue. The race director shall order a red flag to be shown at the Start Line. Simultaneously, red flags will be shown at all marshals' Posts. If the signal to stop racing is given all karts will immediately reduce their speed and come to a stop on the track at the place designated during the Briefing.

9.2.6 Rolled Black Flag

A Rolled Black Flag may be displayed as a warning of a driving infraction. If the driver does not heed the rolled Black Flag warning, the Unrolled Black Flag may be displayed.

9.2.7 Unrolled Black Flag

An Unrolled Black Flag indicates that the driver has committed an infraction. A sign board with offending kart number will also be displayed. The driver is to immediately report to the Pit Lane. Failure to respond to the Black Flag will result in lap penalties or disqualification from that race.

9.2.8 Black Flag with Orange Disc (mechanical black flag)

If a black flag with an orange disc is displayed the driver has a mechanical situation requiring the driver to report to the Service Park. A sign board with offending kart number will be displayed at finish flag area. The driver must immediately report to the Servicing Park. Failure to respond to the mechanical situation Black Flag may result in lap penalties or disqualification.

9.2.9 White Flag

A white flag is displayed to indicate that the race has one more lap.

9.2.10 Chequered Flag

A chequered flag is displayed at the finish of a practice, qualifying and race. A driver must continue to the chequered flag irrespective of the lap number, i.e. complete his/her lap.

9.2.11 Chequered Flag with a Black Flag

A chequered flag displayed at the finish of a race with a black flag indicates that the results of that session are under officials' investigation, and a final result is pending the Stewards decision.

9.3 Overtaking

- a. During a race, a single kart on the track may use the full width of the track. However, as soon as it is caught up by a kart which is either temporarily or constantly faster, the driver is not allowed to swing from one side to the other or make a move sideways to prevent a legal overtaking manoeuvre when the other competitor is already by his side. He shall give the other kart the right of way to allow for passing.
- b. If the driver who has been caught does not seem to notice that another driver wants to overtake him, the flag marshal(s) will give a warning by waving the blue flag to indicate that another driver wants to overtake. Any driver who does not take notice of the blue flag may be penalized by the race director. Repeated offences may result in the disqualification of the offender from the race.
- c. Curves, as well as the approach and exit zones thereof, may be negotiated by the drivers in any way they wish, within the limits of the track. Overtaking, according to the circumstances, may be done either on the right or on the left. However, manoeuvres liable to hinder other drivers such as premature or dangerous changes of direction, more than one change of direction, deliberate crowding of karts towards the inside or the outside of the curve are strictly prohibited and shall be penalized, according to the importance and repetition of the offences, by penalties ranging from a fine to the disqualification from the race. The repetition of dangerous driving, even involuntary, may result in the disqualification from the race.
- d. Any obstructive manoeuvre carried out by one or several drivers, either having common interests or not,

is prohibited. The persistent driving abreast of several karts, as well as fan-shaped arrangement, is authorised only if there is no other kart trying to overtake. Otherwise, the blue flag will be waved.

- e. The penalty inflicted for ignoring the blue flag will also be applied to the drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, thus ranging from a fine to the disqualification from the race. The same penalty shall be applied to drivers who swing from one side of the track to the other in order to prevent other competitors from overtaking.
- f. The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the disqualification of the drivers concerned.
- g. The racetrack alone shall be used by the drivers during the race.
- h. Contacts / collisions (during the race, deceleration lap included): sanctions may be imposed on a driver who abuses another driver.

9.4 Stopping of a Kart During the Race

- a. The driver of any kart leaving the race shall signal this intention in good time by raising his hand and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to the point of exit. Failure to raise a hand could result in time penalties.
- b. Apart from the driver – and, in exceptional cases (i.e. young drivers), the competent officials – nobody is allowed to touch a stopped kart under penalty of its disqualification from the race.
- c. Pushing a kart along the track or pushing it across the finishing line is not allowed and will entail immediate disqualification.
- d. Any kart abandoned on the circuit by its driver, even temporarily, shall be considered as withdrawn from the race. A kart left temporarily by its driver whilst a race is suspended will not be considered abandoned.

9.5 Entrance to the Pits (or Service Park)

- a. The so-called “deceleration zone” is a part of the pits area.
- b. Any driver intending to leave the track or to enter the pits or the Service Park shall signal his intention in good time by raising his hand and make sure that it is safe to do so. Any driver failing to raise his hand when leaving the track may be assessed time or position penalties.

9.6 Dangerous Driving

- a. The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the disqualification of the drivers' concerned.
- b. Contacts / collisions (during the race, deceleration lap included): sanctions may be imposed on a driver who abuses another driver.

9.7 Off-Track Driving / Cutting the Track

- a. The racetrack alone shall be used by the drivers during the race.
- b. If a kart leaves the racing surface (all four off) for any reason it is the drivers' responsibility to safely re-enter the track. Failure to make a substantial effort to do so may result in a minimum of position penalties.
- c. Any driver who, in the opinion of the officials, cuts the track with the intent to gain an advantage may be disqualified from the race-day, and will not be allowed to drop said disqualification from their Championship Points totals.

10. CODE OF CONDUCT FOR DRIVERS

- a. Participating in an RMC event or series is a privilege, not a right. All RMC participants, when participating in any RMC activity, agree to conduct themselves in accordance with the spirit of this code of conduct.
- b. Participants are always responsible for the conduct of their mechanics, parents/guardians, team members and guests. A violation of these Regulations committed by an entrant, driver, mechanic, parent/guardian, team member or guest may be directly chargeable to the entrant or driver and result in penalties that may ultimately affect the outcome of a competition.
- c. All participants must abide by the rules and regulations, and respect race officials and their decisions.
- d. All participants must respect the rights, dignity, and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.
- e. All participants must always encourage and take responsibility for their actions.
- f. All participants must ensure their equipment is safe and race worthy, prior to taking part in training, testing or race events. Only approved race wear (e.g.: helmet, gloves, race boots and suit) to be used by the driver, according to the regulations.
- g. It is the participant's own responsibility to identify and measure his/her own skill level against his/her

competitors, and take responsibility for the risks associated with training, testing and/or racing. It should be noted that a basic level of competence is required.

- h. It is the participant's responsibility to declare, prior to any participation in training, testing, or racing, of any medical condition or medication required that may be relevant in the event of an emergency.
- i. All participants are required to display courtesy and etiquette to other members and participants in training, testing and race events. Any disputes or problems that may arise during an event must be addressed in a respectful manner, to the correct person (official) at the event.
- j. The safety of children within the sport is a priority. Knowledge of the code of ethics surrounding care of children in sports will be promoted and encouraged. It is the participant's own responsibility to ensure the safety of children at training, testing, or racing events.
- k. When taking part in any event, it is the responsibility of the driver to take the time to read and fully understand the posted rules, regulations, and conditions for each event prior to start time, thus eliminating unnecessary delays at the beginning of the event. Requests for clarification of these rules, regulations, or conditions, should be asked in the drivers briefing held before each event.
- l. All participants must have respect for the environment and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas that are used as clean and pollution free as possible.
- m. All participants must understand that drugs and alcohol are strictly prohibited at training, testing and races. It is an offence and will not be tolerated. Offenders will be disqualified from the event and face further disciplinary action.
- n. The authors of any abusive comments on social media (Facebook, X etc.) regarding teams, competitors, officials, organisers, or any person associated with ROTAX, will be held responsible and liable for their actions.
- o. Failure to comply with any of the above provisions may lead to disciplinary action including, but not limited to, one or all the following:
 - Temporary or permanent loss of privilege to race in a Rotax Max Challenge activity.
 - Disqualification from an RMC competition.
 - Removal from the race premises for the duration of an event.
 - Any other restriction appropriate under the circumstances.

10.1 Other Provisions

10.1.1 Each entry will be given the following passes:

- a. 1 driver pass
- b. 2 mechanics passes
- c. 1 Team Manager pass (Team Managers must sign the Team Manager Authorisation Form at the offices of JMS upon Registration, and before entries closing date/time)

10.1.2 Tires

- a. Micro Max: C2
- b. Mini Max: C2
- c. Junior Max: Will be issued in the SR.
- d. Senior Max & Masters: Will be issued in the SR.
- e. DD2: Will be issued in the SR.
- f. Tires cost must be paid for in full during registration for each event.

11. APPENDIX B: TECHNICAL SPECIFICATIONS FOR THE ROTAX MICRO MAX & MINI MAX CLASSES

All karts in the Micro Max & Mini Max classes must comply with the official Rotax Max Challenge 2024 Technical regulations, except for the items detailed below that are specific to the Jordan RMC and that may differ from the international Rotax regulations.

11.1 Mini Max

- a. Weight limit: Minimum weight of kart + driver (in full race gear) is 115 kg
- b. Tyres: Mojo C2 (slick tires) or Mojo CW (wet tires) as determined by the race director.
- c. Engine:
 - o The 2024 revised Rotax Racing cylinder is currently not mandatory.
 - o Evo electrical system, with Dellorto (Evo) ignition. The ECU must be type 666818, Mini Max.
 - o "XS" carburettor (Evo type), sealed by Pit Stop Karting (jetting limitations may be posted for each race).
 - o MY2020 inlet restrictor part 267536 mandatory
 - o Squish gap minimum = 1,20mm
 - o 22mm exhaust socket (part 273196) must be used as defined by "Rotax MAX Challenge Technical Regulation 2022 (official Rotax regulations)", as well as the MY2020 exhaust system (part 273137), exhaust perforated tube (part 273211), exhaust isolating mat (part 273985).
- d. Chassis:
 - o Wheelbase-Chassis type: cadet-950mm (CIK-FIA approved).
 - o Maximum rear track width: 112 cm.
 - o Rear axle: 30 mm maximum diameter, with minimum wall thickness of 4.9 mm.
 - o CIK-FIA approved mechanical or hydraulic brake.
 - o CIK-FIA approved bodywork, including CIK front fairing mounts.
 - o Hubs, rims and axle should be regular commercial items from a chassis / spare parts manufacturer.
 - o Gear ratio limitations may be posted for each race.

11.2 Micro Max

- a. Weight limit: Minimum weight of kart + driver (in full race gear) is **105 kg**
- b. Tyres: Mojo C2 (slick tires) or Mojo CW (wet tires) as determined by the race director.
- c. Engine:
 - o The 2024 revised Rotax Racing cylinder is currently not mandatory.
 - o Evo electrical system, with Dellorto (Evo) ignition. The ECU must be type 666815, 125 MAX evo.
 - o "XS" carburettor (Evo type), sealed by Pit Stop Karting (jetting limitations may be posted for each race).
 - o MY2020 inlet restrictor part 267536 mandatory
 - o Squish gap minimum = 2,40mm
 - o 18-20mm exhaust socket (part 273192) must be used as defined by "Rotax MAX Challenge Technical Regulation 2022 (official Rotax regulations)". MY2020 exhaust system (part 273136), exhaust perforated tube (part 273212), exhaust isolating mat (part 273982).
- d. Chassis:
 - o Wheelbase-Chassis type: cadet-950mm (CIK-FIA approved).
 - o Maximum rear track width: 112 cm.
 - o Rear axle: 30 mm maximum diameter, with minimum wall thickness of 4.9 mm.
 - o CIK-FIA approved mechanical or hydraulic brake.
 - o CIK-FIA approved bodywork, including CIK front fairing mounts.
 - o Hubs, rims and axle should be regular commercial items from a chassis / spare parts manufacturer.
 - o Gear ratio limitations may be posted for each race.

12. APPENDIX C: TECHNICAL SPECIFICATIONS FOR THE ROTAX JUNIOR MAX, MAX, DD2 & DD2 MASTER CLASSES

All karts in the Junior Max, Max & DD2 classes must comply with the official Rotax Max Challenge 2024 technical regulations, except for the items detailed below that are specific to Jordan RMC and that may differ from the international Rotax regulations.

All karts in the above-mentioned categories must be equipped with CIK-FIA approved bodywork, including CIK front fairing mounts.

The limitations regarding the engines that are admissible in Jordan RMC are detailed in the Jordan RMC regulations.

The use of the new type “XS” carburettor is mandatory for Junior Max, Max, DD2 & DD2 master.

12.1 Junior Max

- a. Weight limit: Minimum weight of kart + driver (in full race gear) is **145 kg**.
- b. Tyres: Tyres type will be issued in the SR.
- c. Front brakes are not allowed in the Junior Max class.
- d. Evo electrical system, with Dellorto (Evo) ignition. The ECU must be “666812 or 666813”.
- e. Exhaust system version 3 “Evo” or more recent.

12.2 Max

- a. Weight limit: Minimum weight of kart + driver (in full race gear) is **162 kg**.
- b. Tyres: Tyres type will be issued in the SR.
- c. Front brakes are not allowed in the Max class.
- d. Evo electrical system, with Dellorto (Evo) ignition. The ECU must be “666814 or 666815”.
- e. Exhaust system version 3 “Evo” or more recent.

12.3 DD2

- a. Weight limit: Minimum weight of kart + driver (in full race gear) is **170 kg**.
- b. Tyres: Tyres type will be issued in the SR.
- c. Both 4-wheel braking systems and independent manual front braking are permissible.
- d. Evo electrical system, with Dellorto (Evo) ignition. The ECU must be “666816”.
- e. Exhaust system version 3 “Evo” or more recent.

12.4 DD2 Master

- a. Weight limit: Minimum weight of kart + driver (in full race gear) is **175 kg**.
- b. Tyres: Tyres type will be issued in the SR.
- c. Both 4-wheel braking systems and independent manual front braking are permissible.
- d. Evo electrical system, with Dellorto (Evo) ignition. The ECU must be “666816”.
- e. Exhaust system version 3 “Evo” or more recent.

13. APPENDIX D: 2024 JORDAN RMC PENALTIES

Participants, who commit an irregularity, will be sanctioned with a penalty according to the recommended tables below. The Stewards have the final decision regarding the type of penalty, and they may decide to exclude a participant from an upcoming race in case of repeated penalties.

<p>FALSE START (Type A) means Kart 2 leaves the marked corridor during launch phase with at least two tires before the start has been released. Leaving the tires are completely on or outside the corridor line.</p>		<p>General:</p>
<p>FALSE START (Type B) means Kart 2 leaves the marked corridor during launch phase with at least four tires before the start has been released. Leaving the tires are completely on or outside the corridor line.</p>		<p>A: 3 seconds B: 5 seconds</p>
		<p>Without advantage:</p>
		<p>Not relevant</p>
		<p>With advantage:</p>
		<p>Not relevant</p>

<p>JUMP-START means that Kart 2 accelerates during launch phase leaving Kart 1 behind before start has been released. It is irrelevant if the start will be repeated afterwards.</p>		<p>General:</p>
		<p>5 seconds</p>
		<p>Without advantage:</p>
		<p>Not relevant</p>
		<p>With advantage:</p>
		<p>Not relevant</p>

<p>CUT-IN means that Kart 1 constricts the driveable section towards the curve centre forcing Kart 2 to leave the driveable section either partial or completely for passing the curve. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 must be at least 1/3 (front tires next to rear tires) next to Kart 1.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 suffers a position loss or drop-out. - Kart 2 suffers a damage leading in a position loss or drop-out within the same lap. 		General:
		Not relevant
		Without advantage:
		5 seconds
		With advantage:
3 positions		

<p>EDGE-INTO means that Kart 2 drives next to Kart 1 (e.g. in order to start an overtaking action) without possessing enough driveable section (including kerbs). It is irrelevant if Kart 2 is completely or partial next to Kart 1 or if Kart 2 is completely or partial off the track.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position. - Kart 1 suffers a position loss or drop-out - Kart 1 suffers a damage leading in a position loss or drop-out within the same lap. 		General:
		Not relevant
		Without advantage:
		5 seconds
		With advantage:
3 positions		

<p>PUSH-OUT means if Kart 1 constricts the driveable section towards the outside line forcing Kart 2 to leave the driveable section either partial or completely. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 must be at least 1/3 (front tires next to rear tires) next to Kart 1.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 1 wins a position. - Kart 2 suffers a position loss or drop-out. - Kart 2 suffers a damage leading in a position loss or drop-out. 		General:
		Not relevant
		Without advantage:
		5 seconds
		With advantage:
3 positions		

<p>BUMP means that the front of Kart 2 touches the rear of Kart 1. Neither the reason nor the intensity of the contact is relevant. Only the consequences of the impact are relevant to judge an advantage, not the impact itself.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position, and the previous order cannot be restored within the same lap. - Kart 1 suffers a position loss or drop-out. - Kart 1 suffers a damage leading in a position loss or drop-out within the same lap. 		General:
		Not relevant
		Without advantage:
		Warning only
		With advantage:
3 positions		

<p>SHORT-CUT means that Kart 2 leaves the track completely and returns to the track at a different section. It is irrelevant why Kart 2 has left the track.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position or gains time which cannot be balanced within the same lap. - Kart 1 or any other is handicapped by the return of Kart 2. - Kart 1 or any other suffers a position loss or drop-out by the return of Kart 2. 		General:
		Not relevant
		Without advantage:
		Warning only
		With advantage:
3 positions		

<p>ZIG-ZAG means that Kart 1 changes the driving line more than 1 time on a straight track section for more than a kart width. It is irrelevant how far Kart 1 is ahead of Kart 2 or if Kart 2 would have been able to overtake.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 1 acts more than once a time this way within the same race. 		General:
		Not relevant
		Without advantage:
		Warning only
		With advantage:
3 positions		

<p>TECHNICAL LACK is at hand, if the Kart is not fulfilling the technical regulations in all parts. It is irrelevant, if the technical lack arises before, during or after the race. It is also irrelevant, if the technical lack would have led to an advantage or not. The only relevant thing is the technical condition at the time of examination.</p> <p>Typical examples for a technical lack are:</p> <ul style="list-style-type: none"> - Lack of weight - Wrong setup - Wrong fuel, oil, coolant, ... - Modified parts etc. 		General:
		Exclusion
		Without advantage:
		Not relevant
		With advantage:
		Not relevant

<p>FORMATION FAULT is at hand, if Kart 2 improves its starting position unforced during the formation lap after having crossed the "red line" (and before the start has been released).</p>		General:
		Exclusion
		Without advantage:
		Not relevant
		With advantage:
		Not relevant

<p>FLAG DISREGARD is at hand, if the driver does not carry out the flag instructions given by either the track personal or race director. It is irrelevant which flag is in question, why the flag has been disregarded or if the violation would have led to an advantage or not.</p> <p>Typical examples of a flag disregard are:</p> <ul style="list-style-type: none"> - Overtaking under yellow flag. - Continuing the race after receipt of black/orange flag. - etc. 		General:
		Exclusion
		Without advantage:
		Not relevant
		With advantage:
Not relevant		