

**Central-European Rotax Max Challenge
Sporting Regulations 2016
Hungarian Gokart Association**

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Chapter 1

I/1. GENERAL CONDITIONS OF CEE GOKART RACES

I/1.1. Regulations to be applied at the races

- CIK-FIA INTERNATIONAL KARTING REGULATIONS General and Technical Rules 2016
- FIA INTERNATIONAL SPORTS CODE GENERAL REGULATIONS
- CEE CHAMPIONSHIP SUPPLEMENTARY REGULATIONS 2016
- *ROTAX MOJO MAX CHALLENGE (Hereinafter RMC) SPORTING REGULATIONS 2016. (www.mgsz.net)*
- *ROTAX MOJO MAX CHALLENGE TECHNICAL REGULATIONS 2016. (www.mgsz.net)*
- *Central-Eastern-European Rotax Max Challenge Sport Regulations 2016. (www.maxchallengecee.eu)*
- *Central-Eastern-European Rotax Max Challenge Technical Regulations 2016. (www.maxchallengecee.eu)*

The Supplementary Regulations and the implementation directives cannot be in conflict with the listed regulations.

I/1.2. Officials

The below-listed officials are regarded official persons and may use independent assistants in certain events:

- Supervisory Body (SB)
- Steward
- Clerk of the Course
- Starter
- Secretary of the Race
- Timekeeping officers,
- Chief Scrutineer,
- Technical Scrutineers
- Track marshals
- Head of track marshals
- Fact marshal

I/1.3. Rights and obligations of official persons

I/1.3.1. Sporting supervisors /Stewards /

These officials may not perform any other but supervising activity at the event. They are not responsible in any way for the organization and implementation of the races. Regarding their function they are only responsible to the Board of MNASZ (Hungarian Motor Sport Federation). Within 48 hours after the race the Stewards shall submit written report to which the official list of results of the race, the documents of submitted protests and disqualifications, of proposals for suspension and of the announced appeals should be attached. Of the report 1 copy shall be sent to the Head of Gokart Committee, 1 copy to the Secretariat of MNASZ and MGSZ. They have unlimited right for enforcing the keeping of the international and national sports regulations and the content of the notice of race. They make decision on every protest case submitted at the race.

The Stewards has the right:

- to make decision about the penalties,
- to change certain regulations of the notice of race (in exceptional cases),
- to impose cash fines,
- to announce disqualifications,
- to make changes as to the ranks,
- to prohibit the participation of a racer, or a racing machine,
- to postpone the race due to unavoidable obstacle or for security reasons,
- to change the position of start or finish lines.
- The Stewards of the race has all the rights not listed above, but contained in the FIA regulations.

I/1.3.2. Responsibilities of the Stewards

- In the course of his work the Steward is in continuous contact with the Clerk of the Course.
- Checking of practices and races, keeping the time plan and if necessary making proposal for the modification of the time plan.
- Stopping of practices any time and making proposal for the suspension of the race according to the sports rules, if the continuation is not regarded safe.

- Assisting the starting procedure.

I/1.3.3. Clerk of the Course:

Responsible: for the correct and regular implementation of the official program of the race.

Duties:

- To ensure order and security – together with the organizers – on the territory of the racecourse.
- To check if all the all track marshals have the qualification and certification needed to the performance of the activity.
- To make sure that all track marshals are on their place (to inform the sports scrutineer about any absence).
- To coordinate and direct the activities of the organizations taking part in the race.
- To have the drivers and race machines checked.
- To give permission to the starting of the races.
- To make proposal to the sporting scrutineer for the possible changes of the program, and to report offences committed by the competitors.
- To take over the protests and to forward them without delay to the sports scrutineer.
- To collect the documents and protocols of the race.
- To prepare written material about the content of the briefing, and to hand it over to the organizer before the administrative take-over. The organizer shall post it on the notice board, or shall hand it over to the entrants at the beginning of the briefing.
- At the first SB meeting to hand over the written briefing material to the Head of SB.
- To verify the non-official result of the race.

I/1.3.4. Starter

The starter is the general deputy of the Clerk of the Course.

Duties:

- To give guidance and set up the track scrutineers and to check their supplies.
- To check the security and other equipment of the course.

- Together with the clerk of the course to ensure the keeping of the timetable of the race.
- During the race to supervise the events on the course.
- To start and stop the practices and races.
- To report to the clerk of the course the offences made during the starting and the runs.
- To collect and forward the reports of the track scrutineers to the clerk of the course.
- During the starting procedure – until giving start signal - the starter exclusively exercises the rights of the clerk of the course.

I/1.3.5. Secretary of the Race

Duties:

- The Secretary of the Race is responsible for the organization of the race and for all related information and announcement. Furthermore, the Race Secretary is responsible for the checking and placing on the notice board of all documents of the competition and the competitors.
- The Secretary of the Race shall provide all means needed by the officials to the fulfillment of their task.
- To register the official documents of the race.
- If necessary the Secretary of the Race assists the Clerk of the Course in the preparation of the closing report of the race.

I/1.3.6. Timekeeping Officer

Duties:

- At the beginning of the race to check in at the Clerk of the Course, who coordinates and determines the tasks in connection with the race.
- Timekeeping can only be made by means approved by MGSZ (Hungarian Gokart Association).
- To measure the time of all drivers
- To prepare and certify the timekeeping documents. To hand them over to the Secretary of the Race.

I/1.3.7. Chief Technical Scrutineer

Chief Technical Scrutineer can be a person who has good professional background in motor sport, is morally beyond reproach and knows well the national technical and sports rules. The Chief Technical Scrutineer is a technical representative who is responsible for the technical scrutineers and has full authority in his function.

Qualification:

- a person with great experiences in motor sport and excellent technical knowledge and having technical qualification and valid scrutineer card.

Duties:

- to keep contact with the Organizer, with the Clerk of Course (Chief marshal) and with the Supervisory Body
- to organize during the race the execution of controls – after preliminary coordination with the Clerk of the Course,
- if during the race the technical staff considers a kart or a racer unfit for racing or accident dangerous, to make proposal to the Stewards for the withdrawal of the start permit, or to the Clerk of Course (Chief marshal) for denying further participation in the race,
- to coordinate the work of technical scrutineers at the races,
- to determine the kits used for measurements,
- to inform the Clerk of Course and the Stewards based on the technical protocols,
- to make professional proposal - in issues regarding the technical regulation – to the decisions of the Stewards,
- to determine together with the Stewards the conditions of marking and storage of parts in case of an appeal or protest – if further examination of the parts is required,
- after the finishing of the race to prepare summary report to the Stewards of the race. One copy of the report to be sent to the Secretariat of MGSZ within 7 days after the event.

I/1.3.8. Technical Scrutineers

Qualification:

- Technical scrutineer activity can be carried out by a morally impeccable person who avails of technical qualification and MNASZ technical scrutineer card, or
- who acted as technical scrutineer in the year preceding the current year, or worked as practicing technical scrutineer in min. five races.

Duties:

- to carry out regularly, correctly and in a professional way the scrutineer tasks during the races with observing the instructions of the Chief Technical Scrutineer,
- to give verbal, or if necessary written progress reports to the Chief Technical Scrutineer about the measurements or checkings.

I/1.3.9. Track marshals

Duties:

- The marshal shall stay on the designated part of the track section which was determined with the approval of the Steward and of the Clerk of the Course.
- From the beginning of the race all track marshals are under the guidance of the Clerk of the Course and the starter.
- The marshals shall report all accidents and important or extraordinary events of the race which occurred on their track sections using the available means (telephone, radio, signal, courier, etc.).
- The track marshals have the task to give warning signals with the signal-flags.
- The flag marshals, that is those giving the warning signals shall stay along the track in a way that they could be well seen by the drivers even if they do not signal with the flags.
- (It is advisable to mark the flag marshals with large-size striking mark on their dress.)
- The track marshals shall give written information to the Clerk of the Course or to the starter about all events observed by them.

I/1.4. General Conditions of Participation

The applicants of the Championship and of all of its races must hold valid international or national entrant's licence, in Junior, Max Senior, Max Masters, DD2 and DD2 Masters classes. In Micro and Mini classes, Infant or Kid licences, issued by the ASN of the said Country, or Club licence, issued by the Club in which the driver is racing, but every time, a sufficient Insurance is a must, in case of accident!

The pre-condition of the participation in the championship is that all those who intend to participate as entrants or competitors register at MGSZ prior to the given race of the championship. Accident and liability insurances are taken out according to the regulations of MGSZ. This rule is apply only for the Hungarian drivers and their Entrants!

I/1.5. Media rights

The media rights are regulated in a separate contract.

I/1.6. Advertising imposed by the Organizer

The organizer of the competition has the right to require the use of uniform advertisements. The size of specified advertisement cannot be bigger than 300 X 60 mm. Not bigger than 200 X 40 mm stickers can be placed on the start number board. The wearing of mandatory advertisement can be redeemed, which amount cannot be more than five times of the entry fee. The exact amount should be determined in the Supplementary Regulations.

I/2. SUPPLEMENTARY REGULATIONS

The organizer shall obtain permit for the Supplementary Regulations from the Gokart Committee by 45 days before the race.

I/2.1. Content of Supplementary Regulation

- name and data of the Organizer,
- data of the competition (status, location, date and time, etc.),
- listing of rules of to be applied at the competition,
- conditions of participation;
- insurance conditions;
- data of the race course,
- name of official persons,

- regulations concerning use of fuel,
- entry and implementation procedures,
- evaluation, awarding,
- possible clauses.
- the always valid time plan, deviation from which can only be allowed by the Head of Gokart Committee prior to administrative take over, and by the supervisory body of the race after that.

I/3. Licences

The applicants of the Championship and of all of its races must hold valid international or national entrant's licence, in Junior, Max Senior, Max Masters, DD2 and DD2 Masters classes. In Micro and Mini classes, Infant or Kid licences, issued by the ASN of the said Country, or Club licence, issued by the Club in which the driver is racing, but every time, a sufficient Insurance is a must, in case of accident!

I/4. TRACK RULES

I/4.1. General Safety Rules

- 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 dangerous situation.
- During non-qualifying practice, qualifying practice, the qualifying heats and the races of the final phase the drivers may use the track only and must at all times observe the dispositions of the FIA International Sporting Code relating to driving on circuits.
- During non-qualifying practice, qualifying practice, the qualifying heats and the races of the final phase all kart that stop must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or impede another driver. If a driver is unable to remove the kart from a dangerous position by driving it, it is the marshals' duty to help him; however, if the kart restarts as a result of this help, it will be excluded from the classification of the qualifying practice, or the race in which the help was provided. The driver must stay close to his kart until the end of non-qualifying practice, qualifying practice, the qualifying heat or the race. The site can only be left by him for medical and safety reasons.

- Any repairs with tools is strictly forbidden on the race track. It is forbidden to take any tools or spare part to the track. The driver can receive help only in the repairs area determined by the supplementary regulations or during the briefing.
- If fuel refilling is allowed this can only be made on the specially designated site.
- Except in cases expressly provided by the supplementary regulation, or by the FIA International Sports Code, no one except the driver is authorized to touch a stopped kart outside the service area (fast paddock).
- When the track is closed by the clerk of the course during and after practice and after finish, no one is allowed to stay on the track (except for the marshals carrying out their duties, the organizers and the drivers driving or pushing their karts), until all karts, whether they are mobile or not have arrived at the PARC-FERME (or the Paddock).
- During mandatory non-qualifying practice, qualifying practice, the qualifying heats and the races the kart may be restarted only by the driver himself, except if he restarts from the repairs (fast paddock) area. The driver may not receive any outside help on the track during the running of the race. Help may be given exclusively in the service area (fast paddock), which the racing karts must reach by their own means (by mechanical driving). The use of mechanics rightfully staying in the service area is allowed.
- If a driver is faced with technical problems during practice, the qualifying heats and the race, he must evacuate the track as fast as possible for safety reasons. If this is not done, the Clerk of the Course shall wave the driver out of the race with the flag used for the indication of technical problem.
- If the driver is involved in a collision, he must not leave the circuit without the stewards' agreement.
- The kart can only be taken out of the closed parking place with the permit of the technical scrutineer.

- The official instructions will be transmitted to the drivers by means of the flags determined in the FIA International Sports Code or by this Supplementary Regulations. Entrants must not use flags similar to these ones in any way whatever.
- Drivers, who intend to leave the track during the race shall demonstrate their intention by raising their hands. This action should not endanger the other drivers and should not bring them in disadvantageous situation.
- When they participate in mandatory non-qualifying practice, qualifying practice, the qualifying heats and the races the drivers must at all times wear the full equipment defined by the National Gokart Championship Rules.
- It is forbidden to circulate with motorbikes or with other motorized vehicles in the paddock.
- The organizer undertakes to have on the track all safety devices provided from the beginning of the non-qualifying practice until the end of the event.
- In the case of wet race the choice of tires is left to the appreciation of the drivers with the condition that the Clerk of the Course has the right to use the „technical defect” black flag in case of drivers, whose kart is fitted with the wrong set of tires, and whose slowness endangers the safety of the other drivers. These drivers cannot change tires until the checkered flag is shown.
- In order to make identification possible (accident, category, penalty, etc.) the first practice can be entered only with the start number issued for the championship season.
- In Micromax and Minimax categories the driver may use outside help, if this is clearly permitted by the track marshal. External help can only be given by the assigned marshals. In any other cases the instructions of the Clerk of the Course shall be followed.

I/4.2. Practice

- The track can only be accessed with a kart having all the starting numbers (4 pcs) on it.
- The regulations concerning the stay in the Parc Fermé and on the track, as well as the safety requirements are the same in case of all practices, qualifying practice or the race.
- Drivers cannot start at qualifying practice and at race without taking part in minimum one non-qualifying practice and without taking at least one lap, except if exemption is granted by the Clerk of the Course.
- The Clerk of the Course has the right to stop the practice as often and for such a long time that is required by the cleaning of the track or by the removal of one or more karts. Solely in case of non-qualifying practice the Clerk of the Course may decide with the consent of the scrutineers that the practice should not continue after such stoppage. Furthermore, if according to the Stewards the interruption was intentionally caused by a driver, his result achieved at that practice may be cancelled and his participation in other practices may be refused.
- If one or more practices should be stopped, protest in connection with the stoppages influencing the qualification of the drivers cannot be accepted.
- Every lap taken during the qualifying practice should be timed.
- Should the driver stop anywhere during the qualifying practice he cannot restart in any way.

I/4.3. Parc Fermé (closed parking)

The Parc Fermé is the part of the facility directly next to the track. Its area is protected by fence. The entrance and exit should be protected by gate and by guards.

The following rules should be observed in Parc Fermé:

- Only the officials charged with the checks may enter the Parc Fermé besides the driver and his authorized mechanic. No intervention whatsoever may be carried out therein without the authorization and supervision of these officials.
- As soon as the chequered flag is displayed (finish), the Parc Fermé regulations will apply for the drivers on the area between the finish line and the entrance to the Parc Fermé.
- The Parc Fermé shall be large and protected enough to ensure that no authorized persons may have access to it.
- The organizer shall ensure the integrity of Parc Fermé which means that only authorized persons may have access to it. The distinguishing of „authorized persons” (e.g. with entrance card) is the task of the organizer.
- After the display of the chequered flag the route from the finish line to the closed parking is also regarded Parc Fermé. On this route it is prohibited to use external help, to make repair or mounting.
- After displaying the chequered flag (even in case of giving up the race) the driver shall immediately park his vehicle in the Parc Fermé. Only the persons on duty may stay in the Parc Fermé. The only exception is if the driver cannot reach Parc Fermé or the scaling place by driving his own machine (by means of the power of the engine). In this case he shall place the kart (scale) in the Parc Fermé after the closing of the race, to which he can only use the help of his own mechanic or the help of the organizer’s staff. (The entrant of the driver is responsible for the behaviour of the mechanic.)
- Only the Stewards may give permit for the release of Parc Fermé. This permit can only be issued after the expiry of the protest period. The machines in Parc Fermé can only be left with the permit of the Supervisory Body. The machines under protest and examination should stay in the Parc Fermé until the expiry of deadline for the announcement of intention for submitting an appeal.

I/4.4. Access to the track

Only officials indicated on the list of officials of the Supplementary Regulations may have access to the track. The representatives of the accredited press may also get permit for access to the track. This permit is issued by the registration office. Prior to the issue of the permit the concerned persons should be informed about the banned parts of the race course, that is about the zone where they cannot enter due to risk of accident. The concerned persons shall acknowledge by their signature the acceptance of those mentioned at the briefing and shall wear the media vest provided by the organizer (against payment of deposit).

I/4.5. Environmental regulations

Materials harmful to the environment (petrol, oil, etc.) can only be stored in adequately strong and closed vessels. The drivers shall completely remove from the track all wastes and garbage produced by them during the race and dispose of them at the dump designated by the organizer. It is strictly forbidden to smoke on the territory of the paddock and the box or to perform any other fire hazard activity. For the violation of the above provisions the offender shall be sanctioned by a **fine**.

I/4.6. Driver's licence

See the relevant rules of MNASZ. Prior to the commencement of the race the Clerk of the Course shall check and verify to the Stewards the compliance of the track with the licence and its amendments. He shall inform the Stewards about any differences and shall make a statement about the eligibility of the course. The criteria of obtaining Driver's license can be found at the bottom of the document.

I/4.7. Technical and safety conditions

I/4.7.1. Technical conditions

In order to ensure the undisturbed running of the race the organizer shall ensure the following safety and technical conditions:

- track elements, protecting devices,
- safe placing of viewers,

- paddock area separated from the public,
- the necessary technical means (scale, time and noise keeping equipment, etc.),
- data supply and information means,
- covered and furnished room in the paddock area or in its direct closeness for the administrative and technical taking over,
- establishment of Parc-Fermé
- office, printer, copy machine and one person administrative staff for the Supervisory Body.

I/4.7.2. Access system

The organizer shall ensure that only the authorized persons stay on the track during the race. The only exception can be the fast paddock, where the mechanic may give help and may perform mechanical work for the driver.

I/5. ENTRANT'S APPLICATION

I/5.1. Individual entry

The karts can only be nominated to the race on regularly filled out entry forms in the way and for the time specified by the Supplementary regulations. The entry form shall be signed by the entrant, or by his representative and by the driver. The signers (the Driver) is taking responsibility for the kart's meeting the requirements and safety conditions of the supplementary regulations. The Organizer may determine the minimum number of entries in the Supplementary Regulations. Should the entries not reach this number, the Organizer may cancel the event.

- It is the Entrant's responsibility to ensure that all persons concerned by his entry observe all the provisions of FIA International Sports Code and the Technical and Sports Regulations. If an Entrant is unable to participate at the event in person he must nominate his representative in writing. All persons taking part in the event or being in any way in contact with the entered driver or doing activity on the kart nominated to the race are obliged to keep the rules and regulations of the FIA International Sports Code, of CIK-FIA and MGSZ together with the Entrant and individually, too.

- The Entrants must ensure that their karts comply with the technical and safety regulations during the practices and in the course of the whole race.
- Each person who is affected by an entered kart or is staying in any official capacity in the Start preparatory section, in the Paddock, in the Parc Fermé or on the track always has to wear the correct ID pass.

I/5.2 Entry fee

The organizer has the right to reduce or to release the entry fee. The entry fee shall be indicated in the Supplementary Regulations. The organizer is due to the total amount of the entry fee even if the nominated driver of the entrant cannot take part in the race.

I/6. SPORTS AND TECHNICAL SCRUTINEERING

I/6.1. Running of the event

The sports and technical scrutineering is mandatory for each participant, driver and kart. In case of races lasting for several days the administrative and technical scrutinizing should be allowed on the first and second racing days, too. This fact must be included in the uniform time plan. In extraordinary case machine scrutineering outside the time specified in the Supplementary Regulations may be allowed by the Supervisory Body.

Only technically eligible karts supplied with start numbers can take part in non-qualifying practices!

I/6.2. Documents to be checked during the administrative scrutineering:

- racing licence
- motor technical sheet (scrutineering sheet)
- documents proving identity
- completed entry form with proof of payment of fees due

At least one sport marshal should be used for scrutineering who is scrutinizing the compliance of the driver's documents with the sports rules and their validity. After scrutineering he may be sent to perform other function. His task is the compilation of the administrative scrutineering list per categories, coordination with

the technical scrutineering list and handing over to the Clerk of the Course after signature. The administrative scrutineering list belongs to the official documents of the race.

I/6.3 Technical Scrutineering, Technical and Administrative Scrutineering

- During the Technical Scrutineering and the Administrative Scrutineering – which will take place on the dates and at the locations specified in the supplementary regulations of the event – each entrant must have all required documents.
- Unless a waiver is granted by the steward in particular circumstances, entrants and drivers who do not keep the time limits imposed will not be allowed to take part in the event.
- The Clerk of the Course, or the chief medical officer may ask a driver to undergo medical examination at any time during the event. The driver must take part in the required examinations, otherwise he must be excluded from the race and his results achieved must be deleted.
- Only those karts may participate in the event which were checked by the scrutineers and were found eligible.
- At any time during the event the scrutineers may check the eligibility of the kart and the equipment of the driver,
- may require a kart to be dismantled by the entrant to make sure that the conditions of eligibility and conformity are fully satisfied,
- may require the entrant to supply them with such parts and samples as they may deem necessary.
- Any kart which, after being passed by the scrutineers is dismantled or modified in any way, or which was involved in an accident must be re-presented for scrutineering approval.
- A Clerk of the Course may require that any kart involved in an accident be stopped and checked.
- Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for giving

instructions to the entrants and the mechanics. The organizer is responsible for the establishment of PARC FERME.

- Submitting a kart to scrutineering shall be considered as an implicit statement of conformity.
- At the sporting checks each entrant will receive the technical passport, which should be handed over during scrutineering completely filled in.
- The racing numbers, the name of the driver and any other advertising sign shall be on the kart when the equipment is submitted for scrutineering.
- Until the starting of qualifying practices the driver may change the parts identified during scrutineering. All replacement parts should be of the same make as the one indicated on the entry form (chassis, motor), and the kart should be submitted again for scrutineering. In such cases the technical scrutineer may allow the replacement and can make a new scrutineering.
- The following devices and documents will be checked during scrutineering:
 - chassis that is indicated on the entry form and can be identified,
 - engines that are indicated on the entry form and can be identified,
 - the driver's equipment (helmet, gloves, shoes, clothes).
- During scrutineering the Technical Committee shall confirm all faults found in the scrutineering protocol. The faults can be repaired during the scrutineering. After the repair a re-scrutineering should be made so that the note could be deleted. If the note was not deleted for any reasons whatsoever, the complained kart cannot take part in the race. After scrutineering and during the mandatory non-qualifying practice the technical committee remains on duty in order to check the possible replacement of parts. Written report is given to the Clerk of the Course about the replacements found.

I/6.4. Technical scrutineering before and after the races

Before the start of the heat one of the officials checks the availability of the seal . After the finish the driver himself is obliged to keep the integrity of the seal. If it is damaged or lost, the driver should immediately inform the technical scrutineer, who will replace it with a new one.

The above-mentioned replacement can only be carried out in the Parc Fermé. If the damage or loss of the seal is detected before the qualifying practice, the qualifying heats, the final, or the start of the first or second race, the case should be reported to the Stewards. The Stewards. makes decision about the time of investigation. The kart of the concerned driver will be re-sealed by the Chief Scrutineer, the driver can take part in the next race only in this way. After the investigation the Stewards. makes a decision about the result of the concerned events. The entrant is entitled to submit an appeal against the decision.

In the case of being condemned the entrant and the driver are always subject to proceedings conducted by the Gokart Committee of MNASZ. (Hungarian ASN)

It is strictly prohibited to put any protective material (silicon, insulating material, etc.) around the wires or the seal.

After every qualifying practice and race the participants shall submit their karts for technical scrutineering. The first three drivers who achieved the best results and the best lap time shall draw a check-list containing three components to be checked from a closed vessel so that they could not see in any way whatsoever the list of components indicated on the paper. It is the duty of the technical scrutineer to make the checking. If the paper contains a check which cannot be carried out after the qualifying heat or the first race, the technical scrutineer writes down the engine and seal numbers and the checking will be made at the end of the races during the final checking. Besides this the technical scrutineers may carry out other checks, too. The technical scrutineers may select any other driver and may check him in similar way.

If technical irregularity is found the faulty driver must be excluded from the race, or if the event occurred at the qualifying practice, the offender shall be ranked to the last place.

I/7. RACES, NON-QUALIFYING AND QUALIFYING PRACTICES

I/7.1. Conditions of Participation

Only those drivers can participate in the mandatory non-qualifying and qualifying practices who were found eligible at the sports and technical scrutineering.

I/7.2. Mandatory non-qualifying practice

The mandatory non-qualifying practice contained in the official time plan of the event can only be started after the sports and technical scrutineering of the given category.

During the running of the event the geometrical characteristics (capacity) of the course should be taken into account. It is only allowed to drive on the track with the permit of the paddock officer and on the determined place. If possible separate practice sessions should be provided for the different classes, but the similar classes may be rallied. The child category cannot be merged with other classes.

I/7.3. Qualifying practice (timed practice)

The qualification should be made per race categories according to the order of kart classes contained in the supplementary regulations. The measuring of the time is made per kart categories. The assistants cannot push the kart through the start line at the starting of the kart. The qualification will be made with a rolling start. During the qualification the driver who was caught up shall assist the run of his mate. The driver hold back shall indicate with hand raise the fact of being hold back. The Qualifying is a 10 minutes section per classes. The time interval valid at the race shall be determined in the Supplementary Regulations. The starting of the Qualifying should be indicated for the driver by the national flag. The best time lap determines the starting position of the driver.

The starting grid order will be determined on the basis of the best times reached in the Qualifying in a way that the driver with the lowest time will get the 1st position, the next one the 2nd position and so on. In the case of those with equal times the second best lap time should also be taken into account. The driver, who for any reasons has not qualified time, may start from the last position at the race. The permit shall be given by the Clerk of the Course. During

qualification the **fast paddock** cannot be used. Those who still use it and are forced to leave cannot come back. The result achieved can be determined on the basis of the best lap time run by him. The only exception to the rule is if the Clerk of the Course orders the driver off e.g. due to the error of the timekeeping machine or of the transponder. If the transponder drops during the Qualifying there is no further possibility for having more Qualification.

I/7.4. Weighing procedure (Scale)

After the finishing the Qualification, the qualifying heat or the race the drivers shall immediately go with his kart to the scale for the weighing procedure. The rules of Parc Fermé are valid for the weighing procedure. The Technical Committee may mark certain machine parts during the weighing after the qualification. In case of the missing of the weighing procedure or having less than specified weight, the driver shall be ranked to the last position! There is no place for protest against confirmed weighing values, but **the driver may ask for a B test.**

I/7.5. Noise control

The use of proper exhaust is mandatory for the reduction of the noise level. In each kart category the top noise limit is 100 dBA which should be measured at 60% of the maximum revolution of the given engine (+/-500 revolutions) on the CIK-FIA frame. +3 dBA tolerance is allowed. Noise control should be made any time during the race. A measurement result different from the regular one may entail the disqualification of the driver. The environmental noise impacts should be included in the measurement methods. The measuring instrument shall be installed in a static way by 1 meter behind and at 45 degree to the exhaust of the kart. The instrument shall be set up in the Parc Fermé. Since the microphone is very close to the exhaust of the kart, the measured value is very precise and it should not be compared with the measurement result of a highway car. The data cannot be corrected. The measurement result shall be handed over to the Stewards who will announce the necessary sanctions. The driver whose result showed more than 103 dBA shall be excluded from the race event.

I/7.6. Briefing

- The entrants' and drivers' briefing is a meeting organized by the Clerk of the Course for all entrants and drivers entered in the event.

Aim of the briefing:

- To remind entrants and drivers of the specific points of the supplementary regulations concerning the organization of the event, to remind of the safety notions either general or specific to the given circuit. To discuss and give clarification of the interpretation of the Supplementary Regulations.
- The place and time of the briefing is mentioned in the supplementary regulations of the event. The specified time is considered as that of the beginning of the briefing and the entrance and exit doors of the room, and access to the briefing shall be closed until the end of the briefing. The meeting shall always be held before qualifying practice before the first qualifying heat. Extra meetings may be organized if this is deemed necessary.
- The presence of all concerned entrants and drivers is mandatory throughout the briefing under pain of a sanction. The extent of cash penalty is 50% of the entry fee which is due to the organizer. Two attendance sheets shall be signed, one by the entrants, the other by the drivers.
- In case of minors (under the age of 15) the representative of the driver shall also have to be present at the briefing!
- Those issued by the Clerk of the Course in writing for the briefing shall be observed mandatorily. The Stewards of the event may use this material for the investigation of the disputed cases.

1/7.7. Instructions and briefing of drivers

The results and evaluations of the official and qualifying practices, qualifying heats, as well as the decisions of the event's officials shall be posted on the official notice board. The place of the notice board shall be determined in the supplementary regulations.

The official documents shall be supplied with the signatures of the Clerk of the Course and his assistants, or the Secretary of the race and the date should be indicated.

I/7.8. Race

I/7.8.1. Contraction of races

If the number of drivers entered in a class is less than 10 drivers, the races of the given class can be contracted with the races of classes of similar performance (based on the time result), if after the contraction the total number of drivers does not exceed the maximum number that can be started together according to the Track licence. For the proposal of the Clerk of the Course the Stewards may allow the contraction of the categories on the site of the race. In the case of contraction of categories the Clerk of the Course shall organize briefing for the concerned drivers on the starting preparatory area prior to the first race. The Qualifying of the contracted classes shall be evaluated and announced separately.

Non-contractible categories:

Junior with other categories

Children or Cadet with other categories

I/7.8.2. Repechages

The racing system of the different kart categories shall be determined in the supplementary regulations. The number of drivers that can be started in one race is maximum 34 persons (on tracks shorter than 700 meter max. 26 persons). If the number of starters is bigger, repechages should be organized.

- Those drivers will take part in the repechage whose starting time is greater than the 28th position based on time-keeping.
- If the course licence determines the number of drivers in 26, the drivers with starting time after the 20th starter will take part in the repechage. The 1-6 positions of the repechage will get to the last six places of race 1.
- If the number of drivers entering in the different categories exceeds 150 % of the maximum number specified for the course, pre-qualifying heats should be organized according to the rules of CIK -FIA.

System of the race

1. Pre-final

Starting position is determined by the result of the Qualifying.

2. Final

The result of the previous heat determined the starting position.

3. Super final

The result of the previous race determined the starting position.

I/7.8.3. Starting Grids

- At the end of the qualifying practice session the list of qualified drivers as well as the starting grids will be officially published.
- Only the drivers on this list will be allowed to take the part in the other events of the race.
- The grids will be drawn up in accordance with the fastest time achieved by each driver, taking into account the qualifying practice session. The driver with the lowest time will start from the first position. Should one or several drivers achieve the same time, the tie will be settled on the basis of their second, third, etc. best time.
- The starting lineup will be determined by the result of pre-final for the final, and by the result of the final for the Super Final.
- The „pole position” driver can decide freely if he wants to start from the right or left side of the track, providing that he advises the Clerk of the Course within 10 minutes as soon as the result of pre-final is published. This choice will only modify the first row. If the concerned driver is not willing to avail of his right to choose the starting position, he will take the grid position according to the homologation of the track.
- Access to the assembly area will end by five minutes prior to the planned starting of the race. Any kart which has not

taken its position on the pre-grid shall not be allowed to do so, except under exceptional circumstances with the approval of the Stewards

- The driver who appears in the assembly area with his kart within the specified period shall be regarded and eligible for starting.

I/7.8.4. General starting rules

- The start signal – if possible – shall be given by means of lights. The starter switches on the start lamp consisting of 4 red lenses. The lenses will light one after the other. The start shall be regarded granted, as soon as the light of the last red lamps goes out, or if this is not made possible by the technical conditions of the track, the following can be used:
 - red/green light, or
 - national flag for the giving of start signal.
 - The way of giving the start signal shall be specified in the supplementary regulations.
- In the supplementary regulations the type of the starting must be indicated. Only rolling or standing starting is allowed where the grid consists of two rows.
- Prior to the giving of start signal it is forbidden to speed up and overtake before the yellow line painted at 25 meter ahead of the start line in case of rolling start. The yellow line is marked by traffic cones (1-1 cones on the two sides of the track). Overtaking and speeding up is also forbidden on the section between the yellow line and the so-called red line painted in front of it. The drivers will move one after the other in the starting corridor bordered by the two parallel white lines – uniformly behind the drivers starting from the first and second grid positions, keeping the speed determined by them. If a driver is crossing the starting corridor before giving the start signal the offender will get time penalty indicated in the Penalty Catalogue. The point from where the driver should be in the corridor with the 4 wheels of his kart should be marked by a beacon. If the first driver has passed the yellow line the starter may give the

start signal in any moment. This means the moment of start for the whole field. Overtaking is only allowed after the start signal.

- After leaving the red line, if the driver is at two karts distance from the one going ahead of him, or the first driver is driving at less than 5 km/h speed, the said kart should be regarded as technically defective, in which case this kart can be overtaken.
- As soon as the Clerk of the Course indicates with the green flag that the karts may take the start, the drivers are at the order of the Clerk of the Course. They may no longer receive any outside help. Any driver who has not placed himself at the orders of the Clerk of the Course will be allowed to leave the assembly area only at the orders of the Clerk of the Course or of the officer in charge of the assembly area. In the case of Micromax and Minimax categories the driver may receive outside help, if this was clearly authorized by the track marshal.
- The karts will cover up minimum 1 formation lap before the start may be given. Overtaking is forbidden after the red line during the warm up lap under the pain of penalty charged by the Supervisory Body.
- 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. The driver shall start again from the back of the formation. Should he try to start ahead of the field, he should be excluded from that race by showing the black flag and his start number.
- In case of rolling start the driver who is delayed before reaching the red line will have the possibility to regain his grid position only if this manoeuvre does not impede other drivers.
- In the case of stationary start the impeded driver may regain his grid position until the flaring up of the red start lamp. It is forbidden to leave the race track to regaining of grid position.

- If a driver has been immobilized as a result of another driver's mistake, the Clerk of the Course may stop the formation lap and start again the starting procedure on the basis of the original grid or allow the impeded driver to regain his grid position.
- The Clerk of the Course will give the start signal as soon as he is satisfied with the „formation”.
- In the case of repeated false starts the Clerk of the Course may stop the starting procedure by means of the red flag. The Supervisory Body (**Stewards**) may inflict 10 seconds penalty on the offending driver.
- After the formation of the grid the new start can be initiated immediately.
- In case of the impeding or delaying of the starting procedure 10 second time penalty may be inflicted on the offending driver.
- As soon as the start has been given racing conditions are applied and irrelevant of the position of the kart on the track outside help can only be given to parking the kart on a safe place.

I/7.8.5. Standing start

It is forbidden to practice in the formation lap. At the end of the formation lap the drivers take their grid positions. The Clerk of the Course (or his deputy) is standing on the start line with the red flag raised. No one of the lenses of the start lamp are lighting until the drivers take their grid positions. When all karts are standing on the start grid, the track marshal standing at the end of the field displays the green flag. The Clerk of the Course, or his deputy and the track marshal together leave the track. From this moment on the drivers must follow the instructions of the starter. If the starter is not satisfied with the starting procedure he turn on the orange lamps. This indicates the giving of one more formation lap. Should the engine of a driver stop during the formation lap, he may restart without using outside help but only after he was passed by the field. If the driver remains standing on the starting grid and cannot start, he must remain in his kart and indicate this situation for the other by raising his hand.

I/7.8.6. Starting procedure

- The assembly area will be closed by 5 minutes prior to the starting. The drivers must arrive at the assembly area before the closing.

By 5 minutes prior to the start, after the signal of the starting marshal and the holding up of the table showing the time left it is strictly forbidden to carry out any modification on the kart (tyre pressure setting).

By 3 minutes prior to the start after the signal of the starting marshal and the holding up of the table showing the time left the mechanics should leave the assembly area.

By 30 seconds prior to the start after the signal of the starting marshal and the holding up of the table showing the time left the engine of the kart can be started.

- The starter gives signal with the green flag for the initiation of the starting procedure. From this moment all drivers are under the control of the starter. During the whole starting procedure the race regulations are valid. It is strictly forbidden to use any outside help except for the case when it is necessary to remove the immobilized kart to a safe place.
- Before the start the field may take max. two (2) laps (the first one is the warm up lap, the second one the formation lap) at a moderate pace so that the field could prepare for the start. Each driver is responsible for maintaining his position until the start. The starter cannot be obliged for allowing a new formation lap due to the fact that any of the drivers has lost his position.
- Any offence of the starting procedure will entail the imposing a penalty.
- In the case of rolling start the driver who is delayed with the starting from the assembly area or is slowing down may regain his grid position until the red line, but this manoeuvre should not impede the other drivers.

- In the case of standing start the driver who is delayed with the starting from the assembly area or is slowing down may regain his grid position until the starting signal had not be given by the starter. This manoeuvre however should not impede the other drivers.
- If the starter considers that a driver has been immobilized as a result of another driver's mistake, or got into disadvantageous situation, the starter may stop the formation lap and start again the starting procedure on the basis of the original grid.
- Except for the track route it is forbidden to use any shortened route in order to regain the starting position.
- As soon as the starter is satisfied with the formation he may give the starting signal.
- Any attempts to jump the start or to delay it shall be sanctioned. In the case of false start the offender will be sanctioned with time penalty by the Supervisory Body without the stopping of the race, in more serious cases the driver may be excluded from the race.
- Should the formation be found unsatisfactory the starter may allow a new formation lap or may stop the field.

I/7.8.7. Finish

- The flag signal indicating the end of the race (black-and – white chequered flag) shall be given on the Line, that is the race shall be „thumbed” as soon as the leading kart has covered the lap number defined in the supplementary regulations.
- Should for any reasons the signal indicating the end of the race be given before the leading kart completes the scheduled number of laps, the race will be deemed to have been finished when the leading kart last crossed the Line before the signal was given. Should the signal be indicated for any reasons later than the race distance or the scheduled lap number specified by the supplementary regulations or more was fulfilled by the leading kart, the

race will be deemed to have been finished, when under normal circumstances the end of the race would have been decided.

- After having received the signal indicating the end of the race all karts shall immediately without stop and assistance (except if the help of the marshal is needed) go to the Parc Fermé. Any karts unable to reach the Parc Fermé by its own means will be placed under the exclusive control of marshals who will supervise the taking of the kart to the Parc Fermé.
- The driver must have crossed the finish line seated at the wheel of the kart with engine force, otherwise the said lap cannot be taken into account during the evaluation.

I/7.8.8. Incidents

Incident means a fact or a series of facts involving one or several drivers or other persons.

Those participants of the incident can be held liable for who:

- provoked the stopping of the race,
- violated these Sporting Regulations,
- have jumped the start,
- have not respected flag signals,
- have caused one or several karts to take a false start,
- have caused a collision,
- have forced one or more driver from the track,
- have illegally prevented a legitimate overtaking manoeuvre,
- have illegally impeded another driver during a passing manoeuvre.
- With reference to the report or request of the starter or the Clerk of the Course it will be the responsibility of the

steward to decide, if one or several driver(s) were involved in an incident. These drivers must not leave the site of the event without the steward's agreement.

- If a driver is involved in a collision or incident and if he was informed of this by the stewards within 30 minutes after the end of the race, he must not leave the circuit without their agreement.
- The stewards may inflict 10-second time penalty on a driver having caused an incident. If the incident was caused during the qualifying practice, they shall proceed to the cancellation of the 3 fastest times of the driver. However, considering the seriousness of the incident the stewards may decide instead of the 10-second time penalty to apply a sanction according to the FIA regulations.

I/8. Signification of Flags

The following flag signal shall be used during the races:

NATIONAL FLAG (60cm x 80cm)



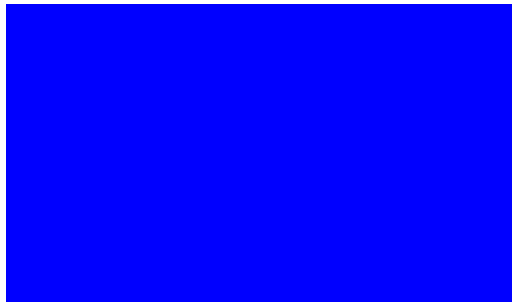
The flag signals the starting of the timing sessions or if necessary of the races. If possible starting signal should always be given by light signal.

GREEN FLAG WITH YELLOW „V” SIGN (60cm x 80cm)



False start. This flag signal shall be used in stationary position at the first track marshal point after the start line. After the displaying of the signal the drivers shall make a new formation lap. This signal can be replaced by a blinking yellow light.

BLUE FLAG (60cm x 80cm)



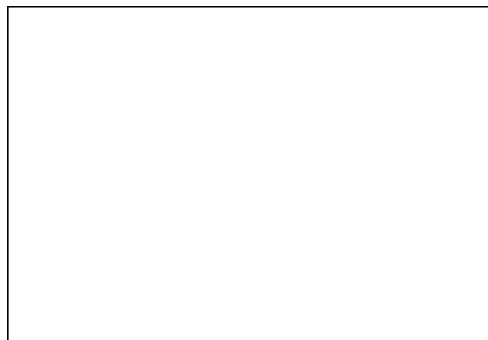
This flag is only waved to indicate to the driver that he are about to be lapped or is behind one lap. Keeping motionless: he will soon be lapped, keep the line. Waving: he is closely followed by one or more drivers, let them go. It is important that the driver being under lapping does not endanger the others with his behaviour and he can only be obliged to let pass those drivers who are actually overlapping him. This obligation does not apply to those who are in the same circle with him.

YELLOW FLAG (60cm x 80cm)



If shown motionless it gives signal of a coming hazard, while the waving of the flag calls the attention to a direct hazard. Under this signal the drivers may expect the passing of an obstacle, thus overtaking is not permitted. The ban is valid until the green signal line. All the track marshals use the yellow signal during the formation lap for the indication of prohibition of overtaking.

WHITE FLAG (60cm x 80cm)



It indicates to the driver that a slow moving vehicle (e.g. ambulance car) is passing on the track or directly close to it. The drivers must be prepared for letting the slow vehicle pass.

YELLOW FLAG WITH RED STRIPES (60cm x 80cm)



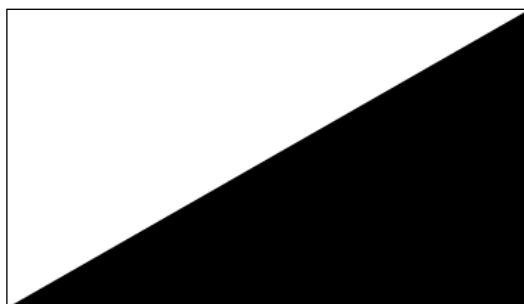
The adhesion of the track surface is deteriorated e.g. due to oil or water. The track marshal should show in the direction of the dangerous place with his free hand. The flag should be displayed for at least 4 laps, or until the surface is normal again. In case of sudden rain the marshal should show towards the sky.

GREEN FLAG (60cm x 80cm)



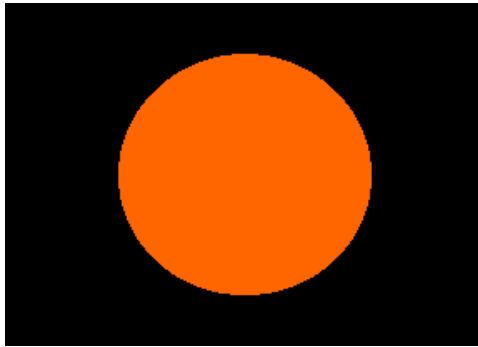
This flag serves for the release of yellow, or yellow-red signals or of the ban on overtaking. The flag is valid from the point where it is displayed by the marshal, or from the post of the track marshal at a line perpendicular to it. Depending on the decision of Clerk of the Course by displaying this flag permit can be given for the starting of the engines.

BLACK AND WHITE FLAG DIVIDED DIAGONALLY, WITH START NUMBER OF SUPPLEMENTARY BOARD (60cm x 80cm)



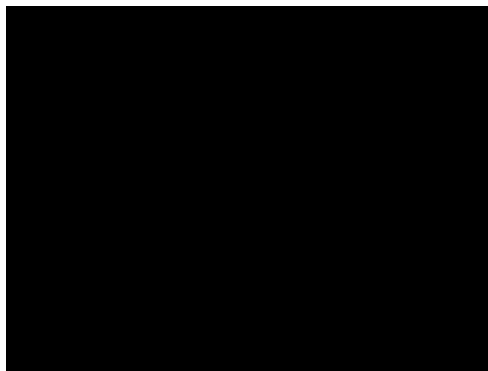
It serves for giving last warning to the driver behaving irregularly or unsportsmanlike. The warning is valid for the the heat in which this flag was shown to the driver only.

BLACK FLAG WITH AN ORANGE DISC, PLUS INDICATION OF THE START NUMBER (60cm x 80cm), orange disc of 40 cm diameter



This flag should be used to inform the driver concerned that his kart has mechanical problems, whose further participation is irregular or dangerous. The driver must go to the assembly area within three laps where the defect can be repaired. When the mechanical problem has been rectified, the kart may rejoin the race.

BLACK FLAG, WITH START NUMBER (60cm x 80cm)



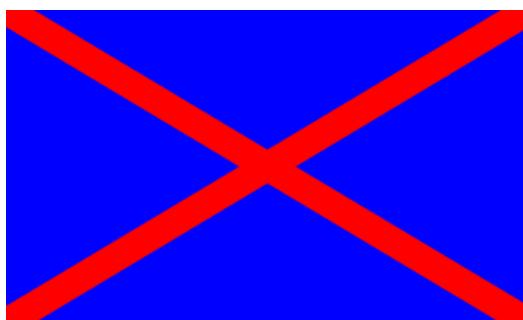
The driver should drive to the pit within three laps and immediately contact the Clerk of the Course, who will decide if the driver may continue the race. (If the driver fails to comply for any reasons, he may get fine.)

RED FLAG (60cm x 80cm)



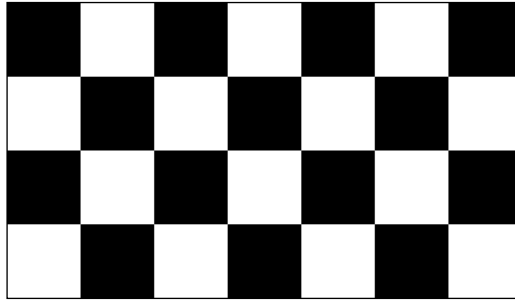
This flag is used for the immediate stoppage of the race. This signal can only be given by the Clerk of the Course. The signal of the Clerk of the Course shall be immediately applied by all the track marshals. The red signal means for the drivers the immediate taking off the gas, and slow moving in a way that he should be able to stop any time. After this the instructions of the track marshals shall be followed.

**BLUE-RED FLAG (DOUBLE DIAGONAL), WITH START NUMBER
(60cm x 80cm)**



This flag is displayed to a driver directly before being lapped or if actually has been lapped. The driver shall immediately stop racing and drive to the Parc Fermé. This flag may only be used if its use was announced at the briefing.

BLACK AND WHITE CHEQUERED FLAG (80cm x 100cm)

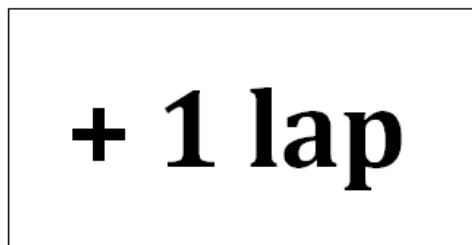


It signifies the end of practice sessions, timing sessions or of the race.

BOARDS:



When the „SLOW” board is displayed the speed of the kart should be slowed down, overtaking is forbidden.



The „+1 lap” board is shown in case of repeated start at the marshal posts after the start line. If the board is shown a new starting comes at the end of the lap.

I/9. Suspending a race or a practice

Should it become necessary to suspend the race or practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue the practice or the race, the Clerk of the Course shall order a red flag to be shown on the Line. Simultaneously, red flags will be shown at the marshals' posts, too. The

decision to suspend the race or practice may be only taken by the Clerk of the Course.

If the signal to stop racing is given:

- during practice: all karts shall immediately reduce speed and go back slowly to the servicing park. All karts abandoned on the track because they are immobilized shall be removed from the track according to the instruction of the track marshals,
- during qualifying heats: all karts shall immediately reduce speed and shall go to the Parc Fermé or to the grid according to the instruction of the track marshals.

Any repair can only be made on the kart in the Parc Fermé. The replacement of parts is also allowed in the Parc Fermé (only part identified by chassis or engine) as well as refueling **nem lehet tankolni a parc fermében!**. Different procedures can be used for the restarting of the race depending on the number of laps completed by the drivers prior to the suspending of the race.

Case A: If the number of laps is less than two new start will be ordered within 30 minutes after the display of the red flag. The lap number of the new races will be the same as the original lap number. Those drivers who were eligible for the original start may take part in the new start with their original kart. The starting grid will be the same as for the original race. Unoccupied places on the grid shall remain vacant.

Case B: If the completed number of laps is more than two, but less than 75% of the race distance a new start will be given within maximum 30 after the display of the red flag. The distance of the new race will be equal to the difference of the lap number of the planned race and of the number of completed laps. The number of completed laps means the number of the last lap completed before the giving of stop signal. The drivers who have passed the finish line of the lap preceding the one when the race was stopped, and those who were on the territory of the pit when the red flag was shown may take part in the new start. The grid positions will be determined on the order of the lap preceding the one when the race was stopped. The result of the race shall be determined by adding the time of the stopped race and of the restarted race. If for any reasons whatsoever the restart is not possible, the race shall be evaluated on the basis

of the travelled distance. The evaluation shall be made on the basis of the finishing order of the lap preceding the stoppage. In this case the championship scores granted are 50% of the original scores.

I/10. Documents and deadlines

On the place of the races the original race documents will be registered by the secretary of the event. A copy of the registration shall be handed over to the head of the Stewards who will attach it to his report. The official result of the event shall be published on the website of MGSZ.

I/11. Rules relating to the drivers

During the practices and races the drivers shall wear the specified race wear and helmet. Should the driver take off his helmet during the race this means the clear giving up of the race. Except for the elimination of an emergency case it is strictly forbidden for the driver to drive in a direction opposite to the direction of the race. The driver may not receive any outside help during the qualifying heat or the race, except in the repair area, which he may reach in regular conditions. In the case of Micromax and Minimax categories the driver may receive outside help, if this was clearly authorized by the track marshal. E.g. in case of dropping out, or rainy race, etc. It is forbidden to give tools or parts to the driver of the defective kart during the race. It is strictly forbidden to change kart during a race (from the closing of the assembly area until the release of Parc Fermé). The kart that became defective during the race shall be immediately removed by the driver at safe distance from the track line. If the driver is unable to move his kart from the dangerous spot, the track marshals should provide the necessary help.

The driver shall stay at his kart until the finish signal of the race is given, and must forward his kart to the weighing place or to the territory of the Parc Fermé. Only the designated route can be used for racing. It is strictly forbidden to intentionally shorten the track or to leave it for gaining advantage. The offender shall be penalized by last warning, or by exclusion. The leaving of track means when the whole kart (all the four wheels) are outside the track. The painting showing the borders of the track lane belongs to the track. Any deviation that do not give clear advantage to the driver or were made to avoid an accident are not regarded leaving of track. Both the right and left sides of the lane can be used for overtaking. It is strictly forbidden to impede the others in fast driving (moving in snaking line, or in bolt form). Pushing out of the track, violent pushing and collision are regarded serious offenses.

Any endangering of the other drivers is strictly forbidden. Drivers driving at slow pace during the race should be taken out of the race. Should a driver be forced to leave the race for any reasons, he should indicate this by the raising one of his hands. Care should be taken, however that he does not damage his driver mates. During the period of the race the drivers cannot push their karts except for the restarting of the kart or moving it to a safe place! It is strictly forbidden to go-kart outside the territory of the race or of the determined practice track. The driver cannot leave the pit without the permit of the pit marshal. The Stewards has the right to exclude the driver from the race if he violates the sport, technical or fair sportsmanship rules. The driver should be waved off the race if technical defect occurs during the race. In this case the driver may continue the race after the repair of the defect. The repair can be made in the repair area using the help of mechanics – where the driver must get with the help of the engine.

I/12. Penalties

I/12.1. General regulations

Depending on the seriousness of offenses the following penalties can be imposed for the infringement of the sports and technical rules:

- warning (steward),
- time-penalty (steward)
- cash penalty, (steward),
- exclusion (steward),
- suspension (MNASZ Gokart Committee)
- disqualification (MNASZ Gokart Committee),

The penalty shall be imposed after the proper investigation of the offense taking into account the supplementary regulations. Penalty may be imposed on every organizer, entrant, driver and supporting staff member. The penalty fee shall be paid to the account of the MGSZ without 15 days from the receipt of the final decision. All of the listed penalties shall be communicated in writing with the concerned driver and his entrant. The penalties imposed on the place of the race shall be published on the official notice board of the race.

Cash penalties may be imposed e.g. in case of the following offenses:

- karting outside the track,
- usage of track outside the time plan,
- violation of the rule concerning to use of race number,
- wearing different or faulty race clothing,
- violation of pit order (smoking, littering, etc.),
- missing from briefing,
- violation of mandatory silence, etc.
- driving motorcycle or quad or scooters on the whole territory of the pit.

Exclusion from the races or even from the whole competition can be imposed in case of the following offenses:

- leaving of track for gaining advantage,
- willful impeding, bumping or other endangering,
- change of machine during the race,
- use of foreign assistance,
- repeated flag disregard,
- non-sportsmanlike behaviour,
- offense committed after last warning,
- noise level exceeding tolerance limit,
- positive alcohol test,
- violation of fuel regulation,
- usage of track outside the time plan,

If any changes different from the allowed one, or intentionally misleading are performed on the kart, this will entail the exclusion from the event. The driver who received exclusion penalty because of gaining willfully undue advantage may be banned by the Gokart Committee from starting at one more championship round within 15 days from the imposed penalty becoming valid. This disqualification will be declared by a decision of the sports committee after the investigation of the case.

I/12.2. Application of sports penalties

Besides the penalties detailed in the sports regulations the MNASZ Gokart Committee is entitled to impose other penalties on the organizer, the entrant and the driver and on the accompanying personnel, if their activities and actions infringe the interests of the

MGSZ and MNASZ bodies, or other sports interests and influence negatively their prestige and image, or the offender infringes the ethical rules and those to be applied at the event. The penalties can only be imposed in the frame of committee procedure, to which the concerned parties shall be invited. The penalty can also be imposed in case of the absence of the concerned parties. The thus imposed penalties shall be communicated in writing with the concerned parties, who may submit an appeal against is to the Administrative Committee of MGSZ within 7 days from receipt. The penalties imposed should be made public.

I/12.3. Penalties imposable on the event's organizer

According to the Stewards

I/12.4. Penalties imposable on the drivers

According to the Stewards

I/13. PROTESTS AND APPEALS

I/13.1. System of protests

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. 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. There is no possibility to make protest against timing. The protest fees are contained in the MGSZ Table of fees. The fee of the accepted protest shall be repaid to the protesting party. The fee of refused protest is due to the organizer. The Stewards of the event is eligible to make decision about the protest submitted. The protest shall be investigated immediately. If possible the parties concerned by the protest should be listened to together with their possible witnesses. The absence of the concerned party or of his witness cannot prevent the Stewards from making the decision. Protests which cannot be decided on site, or in case of appeal the result of the concerned race cannot be announced. The Stewards of the event will suspend the result of the concerned race(s) until the end of the procedure and determines the further actions. This (decisions) shall be published in a resolution.

I/13.2. Special rules of technical protest

Only the entrant of the protested party and his mechanic, as well as the Stewards, the Clerk of the Course, the chief scrutineer and the technical scrutineers can be present at the opening of the kart under protest. At the end of the opening the entrant and mechanic of the protested party should leave the Parc Fermé area. The chief scrutineer of the race will put down the findings of the disassembly procedure in a protocol supplied with serial number and makes proposal for the Stewards for the continuation of the procedure. The decision will be made by the Stewards. The interested parties shall be informed immediately about the decision. Until the expiry of the time for appeal the kart shall remain on the territory of the Parc Fermé. The technical protest fee is contained in the Table of fees of MGSZ. If the disassembly of the different parts of the kart is necessary to the evaluation of the protest, the party submitting the protest shall pay a deposit in addition to the protest fee. The deposit amount will be determined by the Stewards on the proposal of the chief scrutineer.

If the technical supervision cannot be carried out on site – lack of time or equipment, or tool – the Stewards has the right to postpone it to a later date and to another location. In this case the transportation in a closed box of the parts to be examined shall be ensured. The box shall contain a list about the parts included, indicating their serial numbers and shall signed by the interested parties. After this the box shall be sealed in the presence of the parties and the witnesses with minimum 2 pcs of seals with serial number. The protocol should contain the number of seals, too. The Chief Scrutineer of the event is responsible for the transportation of the sealed boxes to the test laboratory. Any other locks which cannot be released without destruction can also be used instead of the seal. In case of unfounded protest the costs of the protested party and of the procedure shall be covered by the protesting party. If this is more than the deposit paid, the difference shall be paid by the protesting party. If the costs are less than the amount of deposit the difference will be returned. If the protest is considered justified the protest fee and the deposit will be paid back.

I/13.3. Appeal

In disputed sports professional matters arising at the CEE races and during the annual evaluation, or in cases of protests and appeals the organizations of MGSZ are acting at first and second instance by applying the regulations contained in this supplementary regulations.

I/13.4. Protest fees

According to the Table of Fees of MGSZ

Chapter II

II/1. Special rules of CEE Rotax Max Challenge Championship 2016

II/1.1. Regulations of the Championship

MGSZ announces 5 round (15 races) CEE Championship 2016 in the following categories:

- Rotax MicroMax,
- Rotax MiniMax,
- Rotax Max Junior,
- Rotax Max Senior,
- Rotax Max Masters,
- Rotax DD2,
- Rotax DD2 Masters,

One round of CEE consists of 3 races (pre-final, final and super final).

II/1.2. Races and categories:

II/1.2.1. Senior races

- Rotax Max Senior
- Rotax Max Masters
- Rotax Max DD2,
- Rotax DD2 Masters,

II/1.2.2. Junior, youth races:

Rotax MicroMax
Rotax MiniMax
Rotax Max Junior

II/1.3. Legal entrants at CEE individual races:

- Drivers with national or international licences issued by MNASZ
- Drivers having FIA membership and ASN licence
- Drivers having FIA membership and international ASN licence
- Drivers having licences issued by the ASNs of the members countries of the Central European Zone

II/1.5. Karts and equipment to be used at CEE races

II/1.5.1. Drivers' equipment

Each driver shall wear the following during the race:

- Helmet, closed clothing covering the arms and legs and corresponding to CIK-FIA specifications. Instead of FIA homologous helmet the use of helmet supplied by at least one E standard is allowed in the national categories. The name and blood type of the driver shall be indicated on the race wear.
- Shoes appropriate for racing and adequately strong gloves for the protection of hands.
- The CIK-FIA homologous race wear is mandatory in the International categories and is recommended in the other categories.

During technical scrutineering the equipment shall be presented without request.

II/1.5.2. Karts

II/1.5.2.1 General provisions

The International Karting Regulation contains the technical specifications relating to the karts. Any modification is forbidden except for those which are allowed by this regulations. Unless otherwise regulated by this supplementary regulations the chassis homologated by CIK since 2000 can be used even if their homologation has expired. These chassis should however meet the original homologation conditions.

II/1.5.2.2. Tires

The category regulations relate to the tires. Any difference from the dimensions specified in the regulations is strictly forbidden. The general tire rules shall be followed in all kart categories of the 15-race championship:

- During an event (one week-end three races) one set and one pc (front or rear) spare slick Mojo tire can be used. During the race it is compulsory for all categories to use the tires provided by the organizer and stored in Parc Fermé and marked!
The number of piece of rain tires is not limited.
When the Clerk of the Course declares the wet race, it is up to the driver to decide what tires to use during the race. In the MiniMax and Micromax categories the use of wet tires is mandatory in wet race. Should the weather conditions change during the race, the Clerk of the Course may declare the wet race if min. 30 minutes should be provided for the mounting of the wheel and for the setting of the running gear. If the race is declared wet already before the start, no additional time will be provided for the re-mounting.
- In no way can the mounting be made on the course.

- It is strictly prohibited to use both rainy and slick tires on the kart. In races or qualifications which are declared dry, only slick tires can be used.
- The other regulations of tyre using can be found at the definition of kart categories.

II/1.5.2.3 Fuel

- Unless regulated otherwise by the supplementary regulations of the given race only unleaded commercial quality RON (European Standardition) 95 fuel can used at the CEE races.
- The organizer has the right to determine in the supplementary regulations the service place of the fuel to be used. In case each participant shall obtain the fuel to be used during the race from the designated petrol station.
- The fuel lines shall be properly protected in order to avoid the risk of leakage. The ventilation of the fuel tank or any overflow can only be led into a closed vessel.
- With the permit of the Stewards the Clerk of the Course may order for any driver the use of petrol provided by the organizer.
- In this case the concerned drivers shall pay the fuel price to the organizer.
- It is strictly prohibited to take fuel in the assembly area!
- The rules relating to the fuel may change in the supplementary regulations, with special regard to storage in the assembly area.

II/1.5.2.4 Fuel sample taking

In every case minimum 1.5 L liter fuel should be stored in the tank. If the sample taking cannot be carried out because the amount of fuel specified by the regulation is not available, **the driver shall be excluded from the race.**

The chief scrutineer of the race has the right to take sample from the used fuel without giving a reason any time. The sample shall be taken directly from the fuel tank of the kart.

The refusal of sample taking may entail exclusion.

The sample taking shall take place in the presence of the technical scrutineer, of the driver or of his mechanic, or of the representative of the entrant.

The organizer provides for the storage vessels used for sample taking.

The label put on the storage vessel shall contain the title of the race, the date, name of the team and/or entrant, the start number of the kart and the number of the sample. The label put on the storage vessel of the samples shall be confirmed by the signature of the chief scrutineer of the race, by the driver or the mechanic, the representative of the entrant. The signing of the label means the acceptance of the sample taking.

The refusal of the signing of the label results the exclusion of the driver.

The certified samples shall be distributed according to the following:

- one sample to MGSZ
- one sample to the entrant against bail (bail=storage vessel)
- one sample to the laboratory.

In case of on-site fuel checking the sample taken from the fuel tank of the kart shall be checked by a certified instrument.

II/1.5.2.5 Chassis elements

It is mandatory for every kart category to use (short circuit) chassis element corresponding to CIK-FIA specifications.

The start number and name and blood type of the driver shall be indicated on the side panels.

The addition of the kart's mass with one or more ballasts is allowed supposing that they are made of strong and uniform

blocks and can be fixed to the chassis or to the seat with tools with two min. 6 mm diameter bolts.

The extra weight shall be checked during scrutineering.

II/1.5.3 Identification and checking

The engines and the chassis shall be marked in a way that during the whole race the identification of the entered machine can be ensured without any doubt (e.g. sealing). (It is strictly forbidden to use paint to the marking of the chassis or the engine.)

During scrutineering the identifying mark will be put on the race kart by the chief scrutineer. Its availability shall be checked by the technical scrutineers on the territory of the assembly area prior to the starting of the race. The technical scrutineer shall immediately report the damage or loss of the identifier.

The karts can be opened, checked, repaired but parts can only be replaced in the presence of the chief scrutineer on the territory of Parc Fermé! The technical committee shall immediately inform the Clerk of the Course about replacements supervised in this way.

During the race the Chief Scrutineer is entitled to check any kart or its parts. During the checking the driver is obliged to present his race kart or to open it with the nominated mechanic according to the instructions the Chief Scrutineer.

II/2. KART CATEGORIES AND THEIR DEFINITION

- Rotax MicroMax
- Rotax MiniMax
- Rotax Max Junior
- Rotax Max Senior
- Rotax Max Master
- Rotax DD2,
- Rotax DD2 Masters

In the Rotax categories the international „ROTAX MOJO MAX CHALLENGE SPORTS REGULATIONS 2016” and the „ROTAX MOJO MAX CHALLENGE TECHNICAL REGULATIONS 2016” as well as the relevant CIK-FIA regulations are valid, consequently

interpretations and keeping of the rules shall be made according to these regulations with the exception of the following:

Category	Age	min. weight	slick tyre	wet tyre
Rotax MicroMax	7-10 years	110 Kg	Mojo C2	Mojo W2 front
Rotax MiniMax	9-13 years	130 Kg	Mojo D1	Mojo W2
Rotax Max Junior	13-15 years	145 Kg	Mojo D1	Mojo W2
Rotax Max Senior	over 15 years	165 Kg	Mojo D2	Mojo W2
Rotax Max Master	over 30 years	175 Kg	Mojo D2	Mojo W2
Rotax DD2,	over 15 years	173 Kg	Mojo D3	Mojo W2
Rotax DD2 Masters	over 30 years	173 Kg	Mojo D3	Mojo W2

When defining the driver's category always the age should be taken into account what the given driver will reach in the current year. Each driver shall officially document his date of birth during nomination for the first race of the Championship.

In justified cases the Gokart Committee of MNASZ has the right to disregard from the strict classification according to age, if all the below-listed conditions are met.

- conditions of classification into lower category:
 - if the representative and entrant of the driver submits written request to the Gokart Committee of MNASZ,
 - if the lack of routine of the driver may endanger his competitors,
 - if the driver had not started at more than two races in the previous year,

- the age difference can be maximum 1 year compared to the defined age.
- conditions of classification into higher category:
 - if the representative and entrant of the driver submits written request to the Gokart Committee of MNASZ,
 - if it contributes to the development of the driver and does not threaten the physical safety of his competitors,
 - if it is justified by the results of the driver achieved in the previous year,
 - the driver can be regarded physically prepared,
 - the age difference can be maximum 1 year compared to the defined age.

In the changing of the category the following cannot be accepted as reasons:

- the body shape, height and weight of the driver
- physical preparedness and incapacity of the driver
- mental condition and incapacity of the drive.

Use of tire:

At the CEE races max. 5 pcs of tires can be used during a race week-end. At the CEE races it is mandatory to start with new tires.

II/2.1. MICROMAX category

According to the valid Rotax regulations and CIK-FIA specifications with the following additions

Chassis: Should satisfy the CIK-FIA regulations. The use of chassis elements corresponding to CIK-FIA specifications is mandatory. The use of broadened rear bumper is mandatory.

ONLY homologue MINI 950, or 850 chassis can be used.

Gauge: max 110cm rear, max 106 cm front,

Micromax engine rules in MGSZ(Hungarian Gokart Association) events
2016

-Handover, lottery:

To participate on the CEE events in the MicroMax class is only possible with the Rental engine system. The Rental Fee is: 150,00.- EUR/driver/event.

The handover of the engines starts with the lottery on Friday, prior to the actual event at the Parc Ferme or at a designated area between 18 and 18.30 o'clock.

Only two person per start number can be presented at the lottery (the Entrant (e.g. Team Coach) or his authorized person and the driver, and the Chief of Technical Scrutineers from the organization side can be presented).

At the lottery, one take a number from a „non see through box” . Each number is connected to one engine and one exhaust. After the lottery, the engine can be taken to the driver's tent for mounting on the chassis.

The engines' pack contains everything except the following: Spark plug, jet needle, carburator slide, the nut on the main shaft, the clutch (659 907), the clutch drum (659 930), the front sprocket (236 874), the wiring harness (666 830) and the battery (265 030).

Teams must provide the parts, listed above. These parts will not be supplied with the engines from the organization side.

PLEASE NOTE: For completing the engines, every official rotax part is allowed to use generally, which can be purchased at authorised service centers, but in some cases there are some parts which are strictly regulated. Allowed sizes of parts will be priorly published by the organizer, and they must be obeyed by teams. (see: Modification and adjustment point)

-Seals:

There will be 5 seals on the rented engines:

- on the usual place as ever before
- on the exhaust system
- on the carburetor, so it cannot be opened
- on the bottom of the engines
- on the coil

It is the driver's discretion if any of the seals are broken once it has been taken from the lottery! We ask every driver and entrant to check the seals on their engine and exhaust before taking it.

In the case if any of the seals are broken after the Heats, the driver must be excluded from that Heat, if this happens after the Qualification/Time Trial the driver will be put on the last position for the 1st Heat (Prefinal).

In any other cases, the decision is in the technical staffs' accountability, and the stewards will make the decision.

-Modification and adjustment:

It is absolutely forbidden to open, **modify** or **change** the parts of the engines, except the following:

- Size of main jet (among the allowed sizes previously published by the organizer)
- Position (height) of needle jet
- gear ratio (previously published by the organizer)

ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IN THIS REGULATION IS STRICTLY FORBIDDEN AND WILL BE PENALIZED.

On the engines, only Spark Plug type DENSO IW 27 (297 838) can be used at any circumstances.

It is also forbidden to modify the exhaust or put anything into it.

-Instructions, inspection:

Instructions which must be obeyed by teams:

- If the organization says, the flip/windshield on the radiator must be opened and must stay opened during the race! The organizer can unmount the windshield at any time from the radiator, and it is forbidden to mount it back without the permission of the organizer.
- If the organization says that no cover or coating (eg. Duct Tape) is allowed around the radiator, it must be obeyed!
- The radiator must be totally filled with water!

- Only water is legal to use in the radiator and in the cooling system. No other liquid is allowed.

The Technicians can inspect any driver at any time for any reason. Problems will be handled the same way as in other categories where engines are owned by racers. If the seal is not broken, the driver is not responsible what is inside it!

All engines are given with the same performance by means of the break stand at the very first event just as prior to the other events, and will be handed over to the representative of the Organization in the Parc Ferme! Every Team with any technical issue must turn to the designated Rotax personel or to the scrutineers only!

-Returning:

If any of the drivers/teams, trying to give back the engines with parts that were not on the engines at the lottery, or damaging the engine on purpose in any way, will be disqualified from the event, from the whole season and will be penalized by financial penalty!

The engines must be returned clean, with all the parts that were given to the driver 1 hour after the super final to the designated Rotax Representative.

Cleaning with water is strictly forbidden!

-Changing, joker oppurtunity:

In one event total of 5 engines can be changed in the „first come firts serve” base, meaning that only the first 5 drivers whom reported this wish to the designated Rotax representative until Saturday 18 o'clock, will be able to do that change, but every wish will be controled, studied and carefully conducted.

Asking for engine change is allowed maximum 2 times per season as a „Joker” possibility. If a driver wants more changes in a season, can do it by getting a 15 place penalty, but only if there are any engine left- from the 5 changeable engines (5 designated engines for this purpose)

Using the „joker” oppurtunity is only available for drivers who participated in at least two CEE races in micromax category in 2016.

Please, feel free to ask the organisation/srutineers if any point of this regulation is not absolulutely clear.

Safety equipment: The use of neck, spine and rib protectors is mandatory!

II/2.2. Rotax MiniMax

Safety equipment: The use of neck, spine and rib protectors is mandatory!

II/2.3 Rotax Max Junior

According to the valid Rotax regulations and CIK-FIA specifications with the following additions:

Safety equipment: The use of spine and rib protectors is mandatory!

II/2.4. Rotax Max Senior

According to the valid Rotax regulations and CIK-FIA specifications.

II/2.5. Rotax Max Masters

According to the valid Rotax regulations and CIK-FIA specifications.

The use of front brake is allowed!

II/2.6. Rotax DD2

According to the valid Rotax regulations and CIK-FIA specifications.

II/2.7. Rotax DD2 Masters

According to the valid Rotax regulations and CIK-FIA specifications.

II/4. Max. distance of races

- In cadet and children category 12 km (ACC. TO ROTAX RULES)
- In Junior category 17 km (ACC. TO ROTAX RULES)
- In Senior categories 22 km (ACC. TO ROTAX RULES)
- In Senior categories 25 km (ACC. TO CIK RULES)

The number of circles of the pre-final, final and super final shall be determined in the supplementary regulations of the current race.

II/5. Evaluation

II/5.1. Results of races

In a race the results of all drivers shall be regarded recognizable who had normally started in the given race irrespective of the nationality of his licence.

The final ranking of a hope and competition race of a round is determined by the ascending order of the scores based on the following table:

Classification scores:

1. rank	0 score
2. rank	2 scores
3. rank	3 scores
.....	
34. rank	34 scores

Should the driver receive penalty points they should be added to his classification points and the score thus received shows his ranking in the race. In case of equal points that driver has advantage who does not have penalty score.

If during the evaluation of the race the exact order between two or more drivers cannot be determined (e.g. dropping out at the same time), the ranks shall be decided by timekeeping.

II/5.2. Dropped races:

The final ranking shall be decided according to the table below during the annual evaluations and at the serial races:

Number of evaluated races: 15 races

Number of races that can be dropped

- 1 any pre-final,
- 1 any final
- 1 any super final.

The final order of CEE is determined so that from the result of the three dropped races shall be deducted from the result of the 15 evaluated race and the received order gives the final ranking of the Championship. The result always means the number of points achieved.

In case of dropped races the best result shall be taken into account for the driver.

Exception: if the driver was excluded from a race, his result shall

mandatorily be taken into account with zero (0) point. Within 3 days

after the race the driver may ask from the Hungarian Gokart Federation an exemption from this rule, if it is likely that the penalty was imposed not because of intentional offense. Concerning the drops the pre-finals, finals and super finals are considered separate races in the CEE competitions. Thus of the 15 pre-final- final-super final any 3 races, two worst pre-final, two worst final and two worst super final can be dropped!

II/5.3. Determination of championship points in Rotax categories:

Pre-final:

1st place: 34 points

2nd place: 33 points

3rd place: 32 points

4th place: 31 points

Final:

1st place: 34 points
2nd place: 33 points
3rd place: 32 points
4th place: 31 points

Super final:

1st place: 55 points
2nd place: 52 points
3rd place: 50 points
4th place: 49 points

all other places receive by one point less until the last one in the rank.

The driver who started but did not get to the finish will receive by 5 points less than the last person ranked.

II/5.4. Other finishers:

- All drivers who started in the race but did not get to the finish will get by 5 points less than the driver who crossed the finish line last.
- The driver who was entered but had not started will get 0 points.
- The driver who during the race loses his transponder cannot be evaluated.
- The result of the race can only be determined by manual counting if the computerized counting cannot be used in case of the whole field (power cut, virus, freezing, etc.).
- The names and results of all drivers who have started shall be indicated on the result list whether they have finished the specified distance or not.

II/5.5. Individual evaluation

- In the CEE Championship the performance of all drivers having a license must be evaluated.

Extract from the ROTAX MOJO MAX CHALLENGE Sporting Regulations 2016:

„3.1 Licence

RMC drivers must be a permanent resident of the country he is racing the RMC to be able to qualify for RMCGF.

II/5.6. Awards of races

- The awards and the number of awarded is determined by the organizer in the supplementary regulations. The basic principle is that the first 3 drivers achieving the most points on three races will get a cup per categories. All drivers taking part in MicroMax and MiniMax races will be awarded a medal. It is mandatory for the awarded drivers to appear in race gear, zipped to the neck at the podium ceremony. Exemption from this can only be given by the organizer. Cash penalty will be imposed on drivers violating this rule. The penalty shall be min. the half of the entry fee of the race per occasions.

II/5.7. Awarding of annual championship

- the 1-3 positions of the individual championship will get a bowl in MicroMax and MiniMax categories, all participants of the championship will be awarded a medal.

CHAPTER III

III/1. GENERAL PRESCRIPTIONS

The kart and the modifications carried out on it shall correspond to the specifications of the category in which the kart was entered, and to the General Prescriptions.

III/1.1. Application of general prescriptions

The general prescriptions must be taken into account except when there are stricter specifications for the given category.

III/1.2. Responsibility of the entrant

It is the sole responsibility of every entrant to prove to the technical scrutineers and stewards that his kart completely meets the provisions of the rules during the whole race.

III/1.3. Modification

In general any modification is forbidden. By modifications are meant any operations likely to change the initial dimensions, aspect, **surface** of the homologated part and the operation of the part.

III/1.4. Adjunction of materials and parts

Any adjunction or fixation of materials and parts is forbidden, if it is not expressly authorized by these regulations. Removed parts cannot be used again. Rebuilding of the frame geometry, following an accident, is authorised by the adjunction of the necessary parts (use of additional metal for welding, etc.); other parts which may be worn out or damaged may not be repaired by addition or fixation of material, unless an article of these Regulations authorizes it exceptionally.

III/2. COMPOSITION OF THE KART

III/2.1. General requirements

A kart is composed of the chassis-frame (with or without bodywork), the tires and the engine. It must comply with the following general conditions.

Driving position: on the seat, the feet to the front.

Number of wheels with tires: 4

Equipment: the use of titanium on the chassis is forbidden.

III/3. CHASSIS

All chassis-frames must meet the regulations of the given category.

Every chassis shall have a homologation document.

The homologation extensions shall be permitted according to the Homologation Rules.

III/3.1. Description of the chassis' parts

The chassis is composed of:

- a) chassis frame
- b) chassis main parts
- c) chassis auxiliary parts: in order to make the kart more solid special auxiliary parts may be mounted. However they must not present a risk for the safety of the driver and of the competitors.

III/3.2. Modifications and identifications

Any modification to the homologated chassis is forbidden, except if it is not against the indications of the Homologation Form, or the indications of the Technical Regulations.

III/3.3. Chassis frame

III/3.3.1. Functions

- It is the main supporting element of the kart
- It serves as the rigid connection of the corresponding main parts of the chassis and for the incorporation of the auxiliary parts
- It gives kart the necessary solidity for possible forces occurring when it is in motion.

III/3.3.2. Description

The chassis frame is the central and supporting part of the whole kart. It must be sufficiently resistant to be able to absorb the charges produced one the kart is in motion. (See Annex 5)

III/3.3.3. Requirements

- „Magnetized steel tubular construction with a cylindrical section. One piece with welded parts that cannot be dismantled.
- without connections (mobile in 1, 2 or 3 axes).
- The flexibility of the chassis frame corresponds to the elasticity limits of the tubular construction.

III/3.3.4. Material

Magnetisable structural steel or structural steel alloy.

III/3.4. Chassis main parts

III/3.4.1. Functions

Transmission of the track forces to the chassis frame only through the tires.

III/3.4.2. Description

All the parts which transmit the track forces to the chassis frame only through the tires:

- rims with support
- rear axle
- steering knuckle
- king pin
- front and rear axles support
- if possible front and rear connecting parts (if they exist).

III/3.4.3. Requirements

- All the chassis main parts must be solidly attached to one another or to the chassis frame.
- A rigid construction is necessary, articulations cannot be used.
- Articulated connections are only authorized for the conventional support of the steering and the steering knuckle.
- Any other device with the function of articulation in 1, 2 or 3 axes is forbidden.
- Any hydraulic or pneumatic absorbing device against oscillations is forbidden.

III/ 3.5. Chassis auxiliary parts

III/3.5.1. Function

All elements contributing to the proper functioning of the kart, being in conformity with the regulations, with the exception of the chassis main parts.

Auxiliary parts must not have the function of transmitting forces from the track to the chassis.

III/3.5.2. The fixings

Attachment of the brakes, engine, exhaust, steering, seats, pedals, bumper and inlet silencer.

- attachment of ballast
- all devices and connections
- all plates and springs
- other attachment points
- reinforcing tubing and sections
- brakes, brake discs
- etc.

III/3.5.3. Requirements

Auxiliary parts must be solidly fixed. Flexible connections are authorised. All the elements contributing to the normal functioning of the kart must comply with the Regulations.

These parts must be mounted in order not to fall off while the kart is in motion.

III/3.5.4. Dimensions and masses

III/3.5.4.1. Technical specifications

Wheelbase: minimum 101 cm, maximum 127 cm.

Track: minimum 2/3 of wheelbase used.

a. Overall length: maximum 182 cm

b. Overall width: maximum 140 cm

Height: maximum 65 cm from the ground, seat excluded.

No part of the kart may project beyond the quadrilateral formed by the tires and the bumpers.

III/3.5.4.2. Mass

The masses given are absolute minima and it must be possible to check them at any moment of the competition, the driver being normally equipped for the race (helmet, eye-glasses, gloves and shoes).

Any infringement found during the random checks shall result in the driver and/or entrant exclusion from that particular heat, qualifying practice or race.

III/3.5.4.3. Ballast

It is authorized to adjust the mass of the kart with one or several ballasts subject to their being solid blocks, fixed to the chassis or to the seat by means of tools with at least to bolts of minimum 6mm diameter.

III/3.5.5. Bumper

They are front, rear and side protection elements. The side protection cannot extend beyond the external lateral plane determined by the front and rear wheels in a way that the front wheel are standing straight.

The bumpers must be made of magnetic steel.

Front bumper:

Distance from the ground: minimum 20 cm. It should be attached above the front chassis element parallelly. The bumper must consists of one or more welded tubes of 15 mm diameter. The bumper shall make possible the attachment of the mandatory and homologated front fairing.

Rear bumper:

The use of this bumper is mandatory and is composed of as a minimum of 15 mm diameter anti-interlocking bar, or of an identical piece, and of a minimum 19 mm diameter top protecting bar or of an identical piece, which shall be mounted at minimum 20 mm from the ground.

The whole unit must be fastened to the frame on minimum 2 points, possibly by means of a flexible system.

Side bumper:

The distance from the ground cannot be more that that of the rear axle.

The minimum diameter of the bumpers is 15mm.

III/3.5.6. Floor tray

The floor tray must be made of rigid material that stretches from the central strut to the front of the chassis frame.

It must be laterally edged – by a tube or a rim – preventing the driver's feet from sliding off the platform. If the floor tray is perforated, the holes must not have a diameter of more than 1 cm. They must be apart by four times their diameter as a minimum.

III/3.5.7. Bodywork

III/3.5.7.1. Definition

The bodywork is made up of all part of the kart that are in contact with air. The bodywork must be impeccably finished, in no way of a make-shift nature and without any sharp angles. The minimum radius of any angles and corners is 5mm.

III/3.5.7.2. Bodywork

The bodywork consists of two side panels, of one front fairing and of one front panel. The bodywork must be homologated by CIK-FIA, as well as mandatory in all categories. (See Annex 4.)

No elements of the bodywork may be used as fuel tank or for the attachment of ballast.

III/3.5.7.3. Material

Non-metallic, Kevlar, glass fibre and carbon fibre materials are forbidden. In all categories if plastic is used it must not be possible to splinter it.

III/3.5.7.4. Side panels

They must under no circumstances be located either above the plane through the top of the front and rear tires, or beyond the plane through the external part of the front and rear wheels (with the front wheels in the straight ahead position). In this latter case the attachment of a part preventing the inlet of water into the side panels is allowed. The maximum distance of the side panels from the ground must be minimum 2.5 cm.

The surface of the side panels must be uniform and smooth, it must not comprise holes or cuttings other than those necessary for their attachment, as well as in ICA-Junior category a place for the outside starter.

Gap between the front of the side bodyworks and the front wheels at least 2 cm, irrespective of the position of the wheels. No part of the side panel of the bodyworks may cover any part of the driver seated in his normal driving position. The minimum panel width in the front is 12, in the rear 18 cm.

The side panels must not be placed by 4 cm inward from the vertical plane cutting the outer edges of the tires.

See: www.mgsz.net Regulations, Annex 2.

III/3.5.7.5. Front panel

It must be homologated by CIK-FIA. It must not be located higher than the horizontal plane through the top of the steering wheel, and it must allow a gap of minimum 5 cm between the panel and the steering wheel. It must not protrude beyond the front bumper, it may not impede the normal functioning of the pedals, and may not cover any part of the feet in the normal driving position. Its width can be 25cm +/- 5 %.

III/3.5.7.6. Fixing

The side panels must be homologated by CIK-FIA. The panels shall be safely attached to the chassis frame. The front panel shall be attached to the bottom part of front bumper with solid fixing or to the front part of the chassis frame. The attachment shall be made on the top by an independent rod, or it must be attached to the steering column of the steering wheel.

III/3.5.7.7. Racing numbers

A suitable surface shall be ensured for the race numbers on the side panels, on the front pane and on the rear racing number plate. It shall be close to the rear wheel on the side panel on the external vertical side.

III/3.5.7.8. Front fairing

The use of front fairing homologated by CIK-FIA is mandatory.

Front bumper: shall be fixed on maximum 2 points. It is forbidden to use stiffening and support in the chassis. Fast fixing shall be applied.

Dimensions: They can in no circumstances be above the plane crossing the top of the first wheels or cannot protrude through the external part of the front wheels with the front wheels in the straight ahead position.

7

III/3.5.7.9 Cuts

Cutting out of the side panels is allowed in cases when this serves the mounting of the radiator and/or the suction noise silencer with the following conditions:

the size and shape of the cut can be the size of the part to be installed plus maximum 25 mm.

the panel cannot be cut on more than two sides.

The cutting out of the front part of the bodywork is mandatory to the cooling of the front brakes.

III/5. TRANSMISSION

Shall always be to the rear wheels. The method is free, but any type of differential is prohibited.

III/6. CHAIN GUARD

It is compulsory and must be an effective protection over the exposed chain and the sprockets until the center of the axle. Furthermore it must ensure proper side protection.

III/7. SUSPENSION

All suspension devices – either elastic, or hinged – is prohibited.

III/8. BRAKES

The brake system must be efficient and must work on at least both rear wheels simultaneously.

The link (between the pedal and main brake cylinder) must be doubled (if a cable is used it must have minimum 1,8 mm diameter with safe fixing). In case of kart in Intercontinental C category the brakes must work on all the four wheels and must have independent front and rear operating systems. Should one of the systems fail the other must guarantee braking on two front or rear wheels. Brakes must be hydraulic.

III/9. STEERING

The steering must be controlled by a closed, possibly round shape steering wheel. The steering wheel of different geometry should in no way endanger the physical integrity of the competitor. Any device mounted on the steering wheel must not protrude by more than 20 mm from the plane forward of the steering wheel and must not have sharp edges. Flexible steering controls by cable and chain are forbidden.

All parts of the steering must have a method of attachment offering maximum safety (split pins, self-locking nuts and burred bolts).

III/10. SEAT

The driver's seat must be so designed that it is located to prevent the sliding of the driver in the seat when cornering or braking.

III/11. PEDALS

Whatever the position of the pedals they must never protrude forward of the chassis including the bumper. The pedals must be placed in front of the master cylinder.

III/12. ACCELERATOR

The accelerator must be triggered off by a pedal equipped with a return spring. A mechanical link is compulsory between the pedal and the carburetor.

III/13. FUEL TANK

It must be securely fixed to the chassis. It must be designed in such a way that neither it, nor the fuel pipes (which must be flexible) present any danger of leakage during the competition. A quick attachment to the

chassis is strongly recommended. The tank shall in no way be shaped to act as an aerodynamic device. The tank must supply the engine only under normal atmospheric pressure.

The normal capacity of the tank must be minimum 5 liter, - in children categories 3 liter. The exit aperture must not be more than 5mm. The fuel tank of children categories can be of less capacity.

III/14. FUEL

The requirements specified in this point of the regulations are intended to ensure the use of fuels predominantly composed of compounds normally found in commercial fuel and to prohibit the use of specific power-boosting chemical compounds.

III/14.1. Fuel to be used

The fuel must comply with the characteristics of the supplementary regulations.

III/14.1.1. Fuel composition

Modification of the basic fuel composition by the addition of any compound is strictly forbidden. This restriction also applies to the lubricant, which must not change the composition of the fuel fraction when added to the fuel.

III/14.1.2. Mixtures used in 2-strokes engines

The fuel may only be mixed with CIK approved XPS Kart Tec (Part, no:297461) lubricant.

III/14.2. Lubricant

III/14.2.1 Lubricant characteristics

The lubricant must in no way improve the following fuel components:

- octane number (compression tolerance)
- MTBE
- content of aromatic substances.

III/14.3. Air

Only ambient air may be mixed with the fuel as a combustive.

III/15. WHEEL: RIMS + TYRES

The rims must be fitted with pneumatic tires (with or without tubes). The number of wheels is set at four.

Only the tires may come in contact with the ground when the Driver is on board. By set of tires is meant 2 front tires and 2 rear tires. All other combinations are forbidden. The simultaneous use of tires of different makes or of “slick” and “wet weather” tires on a kart is forbidden in all circumstances. The attachment of the wheels to the axles must incorporate a safety locking system (such as split pins, self-locking nuts or circlips, etc.).

III/15.1. Rims

The use of rims complying with the technical specifications of CIK-FIA is mandatory.

- Coupling diameter of the tyre:
for 5 inch rims: 126.2 mm with +/- 1.2 mm tolerance for hump rim diameters, for screw type rim diameters - 1mm.
- Width of the tyre housing: minimum 10 mm.
- External diameter for 5 inch rims: minimum 136.2 mm.
- Radius to facilitate the balance of the tyre in its housing can be 8 mm.
- Maximum pressure for assembly can be 4 bars.
- The tyre burst resistance test with fluid at an 8 bar pressure.
- The rim diameter can be maximum 5 inch.

III/15.2. Tires

Any modification on the tires determined by the regulations related to the category is forbidden. In all categories the heating and cooling of tires by any method, and the remoulding or treating the tires with any

chemical substance are forbidden. Tires of radial and asymmetric type are forbidden.

The maximum exterior diameter of the front wheel is 280 mm, of the rear wheel is maximum 300 mm. The maximum width of the rear wheel is 215 mm, of the front wheel is 135 mm. In the Intercontinental A-junior category the maximum width of front wheel can be 185 mm.

III/15.3. Bead retention

The front and rear wheels must have some form of bead retention with 3 pegs minimum in the outside rim.

III/16. RACING NUMBERS

The numbers shall be black on a yellow back-ground and they shall be at least 15 cm high and have a 2 cm thick and represented with an **Arial** type font. The competition number shall be bordered by a yellow background of 1 cm minimum. They must be fitted before Scrutineering, on both front and rear and on both sides towards the rear of the bodywork.

The number plates fitted at the back of the kart shall be plane and the corners of the 22 cm sides shall be rounded (the diameter of the rounded corners is 15-25 mm).

The plates shall be flexible made of opaque plastic and they shall always be visible (fixation without a possible displacement shall be used).

In the Hungarian Gokart Championship the driver's name as well as the flag of his nationality and blood type shall be in the front part of the lateral bodywork. The height of the flag and the letters of the name shall be 4cm. MGSZ may place advertising on the front panel and on the front fairing of the kart taking part in the races of the Hungarian Gokart Championship mandatorily. For all other events only the organizer's uniform advertising is permitted; in that case the organizer must supply the stickers. The advertising must not be more than 5 cm in height and may only be affixed to the lower part of the plate.

The driver is responsible at all times for ensuring that the required numbers are clearly visible to timekeepers and officials.

III/17. IDENTIFICATION AND CONTROLS

- a. Engine

It must be possible to identify the engine and accessories by the technical descriptions (photos, drawings, dimensions, etc.) on the homologation form.

b. Chassis frame

It must be possible to identify the homologated chassis by the technical descriptions (photos, drawings, dimensions, etc.) on the homologation form.

c. Plastic chassis elements

Compared to the homologated dimensions +/- 5% tolerance is allowed.

d. Tires

It must be possible to identify the homologated tires by the technical descriptions (photos, drawings, dimensions, etc.) on the homologation form.

III/18. TIMING EQUIPMENT AND TELEMETRY

III/18.1. Electronic timing and lap scoring

In the CEE Championship AMB type or identical electronic timing system and lap scoring is compulsory. The traditional manual system must also be maintained to lap scoring. In case of the failure of the electronic system the evaluation shall be made with manual lap scoring. The use of timing equipment must not bring any cost to the entrants. Possible deposits for this equipment (transponder + attachment) must be reimbursed in full when it is returned in working condition.

III/18.2. Telemetry (two-way contact)

All telemetric systems are strictly forbidden that are established between the kart in race and the technical staff.

III/18.3. Data logging

The system, with or without memory may permit only the reading of the following:

- engine revs
- 2 indications of temperature
- the speed of one wheel
- Z/Y accelerometer
- accelerator sensor
- brake pedal sensor
- brake pressure sensor
- steering wheel turning angle sensor
- lap time
- GPS data.

III/18.4. Radio

Any radio communication system between any driver on the track and any other body is strictly forbidden.

III/18.5. Camera

The camera and its suspension approved by the technical scrutineers is allowed. Should the MGSZ be willing to place camera or telemetry device (GPS sensor, Micron, etc.) on the driver's kart for marketing purposes at warm ups, qualifying races or finals, the driver may not refuse it. MGSZ may freely use the recording. Should the driver refuse this, he cannot take part in the given race.

The first three places of the race shall give an interview after the race to the press requested by MGSZ.

III/19. BATTERY

The use of dry and jelly batteries is allowed to starter engines (the use of acid battery is forbidden).

Each kart may use only one battery. If it is required by the other systems, telemetry, camera, etc. to use one more battery, this battery shall be connected with a separate cable strand well visibly into the cables of the engine. In every case only one battery can be used.

III/20. SAFETY REGULATIONS

III/20.1. Kart safety

Karts are only allowed to race if they in a condition which meets the safety standards and the sporting regulations.

The karts must be designed and maintained in such a way as to allow the respect of regulations and as not to represent any danger for the driver and other participants.

III/20.2. Safety equipment

In the international categories the driver must wear:

- A helmet with an efficient and unbreakable protection for eyes in compliance with FIA-CIK standards. In all international categories the helmets must comply with the CIK-FIA regulations.
- Snell Foundation, 1995-SA, K-98 and SA2000 (USA),
- British Standards Institution A-type and A/FR-Type BS 6658-85, including amendments (Great Britain),
- SFI Foundation Inc., Spec. SFI 31.1 and 31.2 (USA).
- Any modifications to the above list will be published in the CIK-FIA Bulletin.
- The weight of the helmets that cannot be more than 1800 g, in case of juniors 1550 g may be checked any time during the race.
- It must be noted that certain types of helmets cannot be painted in the traditional way, or cannot carry any adhesive stickers.
- A pair of gloves covering the hands completely.
- On the overall homologated by CIK-FIA the homologation number shall be indicated well visibly. Overalls shall cover the whole body, including legs and arms.
- Boots must cover and protect the ankles.

III/20.3 The homologation document of the course shall contain the following:

It concerns only the Hungarian Championships.

III/20.4. CLOSING PROVISIONS

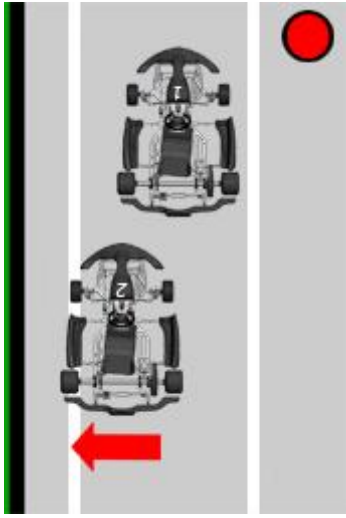
The above regulations are in force until December 31, 2016 and are valid including the amendments which are possibly issued during the year on serial numbers by MNASZ Gokart Committee.

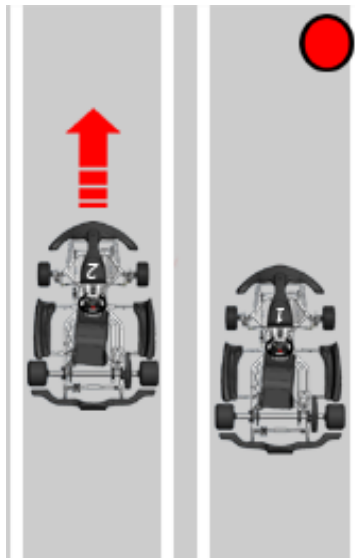
In case of any other matters which are not regulated by these regulations the general rules of CIK-FIA, the FIA Sports Code and of MNASZ shall be applied.

Regulations and annexes marked by * can be found on the following website: www.mgsz.net

CHAPTER IV

IV/1. Penalties and Offences

A	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.		Generali:
			A: 3 sec B: 10 sec
		Without gaining an advantage:	
		Unworthy	
		Benefit Treaty:	
		Unworthy	

<p>JUSEC-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>		Generali:	
		10 sec	
		Without gaining an advantage:	
		Unworthy	
		Benefit Treaty:	
		Unworthy	

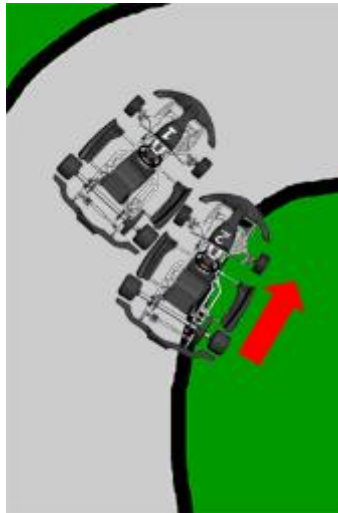
CUT-IN means that Kart 1 constricts the driveable section towards the curve centre forcing Kart 2 to leave the driveable section either partial or completely for passing the curve. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tires next to rear tires) next to Kart 1. An advantage is at hand, if (either/or):
 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.



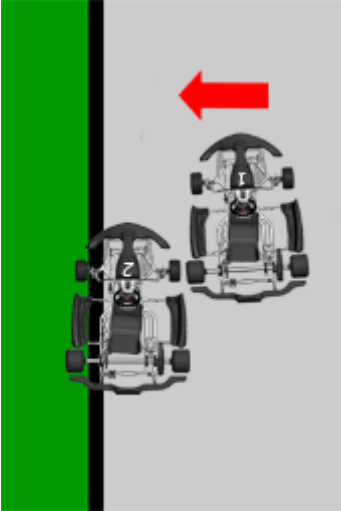
Generali:
Unworthy
Without gaining an advantage:
3 sec
Benefit Treaty:
10 pozíció

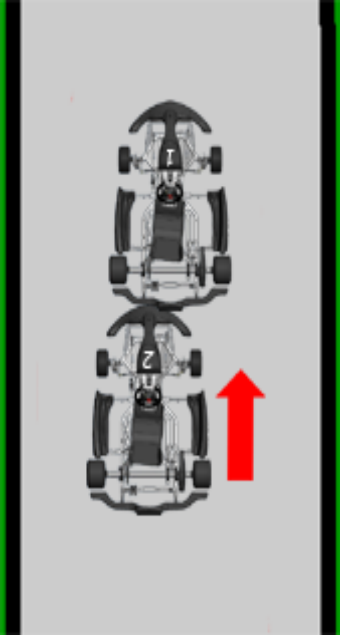
EDGE-INTO means that Kart 2 drives next to Kart 1 (e.g. in order to start an overtaking action) without possessing enough driveable section (including kerbs). It is irrelevant if Kart 2 is completely or partial next to Kart 1 or if Kart 2 is completely or partial off the track. An advantage is at hand, if (either/or):

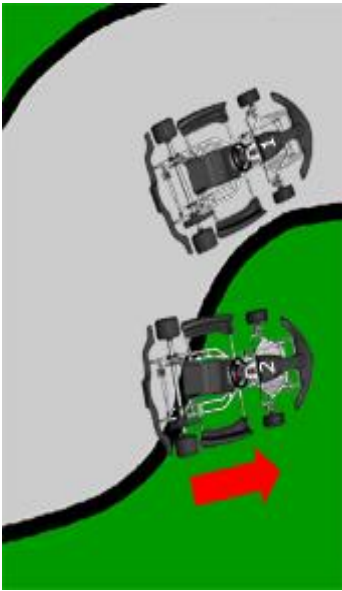
- Kart 2 wins a position.
- Kart 1 suffers a position loss or drop-out
- Kart 1 suffers a damage leading in a position loss or drop-out within the same lap.

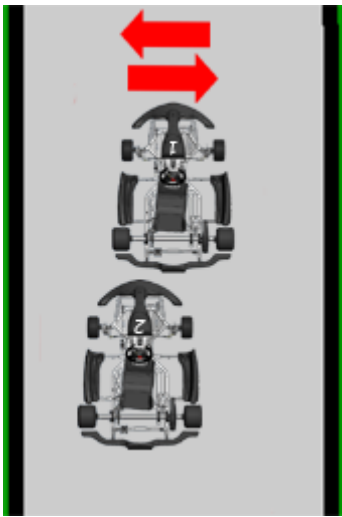



Generali:
Unworthy
Without gaining an advantage:
3 sec
Benefit Treaty:
10 position


<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 has to be at least 1/3 (front tires next to rear tires) next to Kart 1.</p>		Generali:
		Unworthy
		Without gaining an advantage:
		Benefit Treaty:
		from 3 sec to 10 position

<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. 		Generali:
		Unworthy
		Without gaining an advantage:
		Warning
		Benefit Treaty:
		10 position

<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. 		Generali:
		Unworthy
		Without gaining an advantage:
		Warning
		Benefit Treaty:
10 position		

<p>ZIG-ZAG means that Kart 1 changes the driving line more than two times 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. 		Generali:
		Unworthy
		Without gaining an advantage:
		Warning
		Benefit Treaty:
10 position		

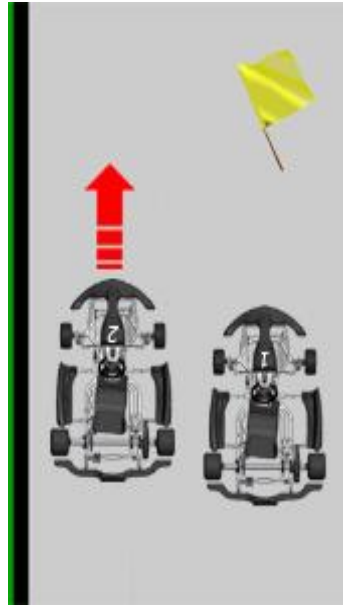
<p>TECHNICAL LACK is at hand, if the Kart is not fulfilling the technical regulations in all parts. It is irrelevant, if the technical lack arises before, during or after the race. It is also irrelevant, if the technical lack would have led to an advantage or not. The only relevant thing is the technical 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 (last position) - Wrong fuel, oil, coolant, ... - Modified parts - stb. - etc. 		<p>Generali:</p> <p>Disqualifying</p> <p>Without gaining an advantage:</p> <p>Unworthy</p> <p>Benefit Treaty:</p> <p>Unworthy</p>
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<p>FORMATION FAULT is at hand, if Kart 2 improves it's starting position unforced during the formation lap after having crossed the „red line“ (and before the start has been released).</p>		<p>Generali:</p> <p>from 10 position</p> <p>Without gaining an advantage:</p> <p>Unworthy</p> <p>Benefit Treaty:</p> <p>Unworthy</p>
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FLAG DISREGARD is at hand, if the driver does not carry out the flag instructions given by either the track personal or clerk of the course. 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.

Typical examples of a flag disregard are:

- Overtaking under yellow flag.
- Continuing the race after receipt of black/orange flag.
- stb.
- etc.



Generali:
yellow flag 5 sec, red flag, black/orange flag, green flag, black flag, Blue flag, blue/red, Disqualifying
Without gaining an advantage:
5 sec
Benefit Treaty:
10 sec

CHAPTER V

V/1. APPENDIX

V/1.1. CODE OF CONDUCT FOR THE DRIVERS:

1. All participants must play with the rules and respect race officials and their decisions.
2. All participants must respect the rights, dignity and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.
3. All participants must take responsibility for their actions at all times.
4. All participants must ensure that their equipment is safe and race worthy and complies with the regulations prior to taking part in trainings, testing or races. Only approved race wear (e.g. helmet, gloves, race boots and suit) shall be used by the driver.
5. It is the participants own responsibility to identify and measure his own skill level against the competitors and take responsibility for the risks associated with training, testing and racing. It should be noted that a basic level of competence is required.
6. It is the participant's responsibility to determine prior to any training, testing or racing if he is need of any medical treatment, or if his conditions is relevant in the event of emergency.
7. All participants are required to display courtesy and to comply with the human rules of etiquette towards the other participants during trainings, testing and the races. 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.
8. The safety of children is a priority in this sport, too. Knowledge of the code of ethics in a sport surrounded by children is of high priority and should be promoted and encouraged. It is the participant's own responsibility to ensure the safety of children at trainings, testing or racing events.
9. When taking part in any event, it is the responsibility of the driver to take the time to read and fully understand the posted rules, regulations and conditions for said event prior to start time, thus

eliminating unnecessary delays at the beginning of the event. Requests for clarification of these rules, regulations or conditions, should be asked in the drivers meeting held before each event.

10. All participants must have respect for the environment and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas that are used as clean and pollution free as possible.
11. All participants must respect that drugs and alcohol are strictly prohibited at training, testing and races. It is an offence and will not be tolerated. Offenders will be excluded from the event and face further disciplinary action.
12. Any abusive comments on social media (Facebook, Twitter etc) between teams, competitors, officials, organizers, or any person associated with ROTAX, will be held responsible and liable for their actions.

V/2. APPENDIX

V/2.1. Ethical Code of MNASZ

**FIA Sports Code
ROTAX Technical and Sports Regulations
MNASZ Disciplinary Regulations**