



**CHILE
2024**



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REGULATION

SOUTH AMERICAN SPORTS 2024

IRMC ROTAX 2024 | SEPTEMBER 24 - 28
KARTODROMO LAS PERDICES

- MICRO MAX Category
- MINI MAX Category
- JUNIOR MAX Category
- SENIOR MAX Category
- MASTER MAX Category
- Category DD2 SENIOR
- Category DD2 MASTER
- Category DD2 SUPER MASTER

1. GENERALITIES

The IRMC ROTAX 2024 is a competition sponsored by the Chilean Sports Automobile Federation (FADECH) and the Karting Association of Chile (AKC), this event is endorsed by BRP HOLDINGS and its brand ROTAX and has as an organizing committee to RACING COMPONENTS SAS and the Club Rotax Rancing of Chile (CRRC). All participating pilots must be holders of an International Sports License issued by their country of origin and have the express authorization of the person issuing it.

These regulations apply to the SOUTH AMERICAN ROTAX MAX CHALLENGE 2024, which comes into effect from September 24 to 28, 2024.

2. GENERAL INFORMATION OF THE EVENT

EVENT NAME: IRMC ROTAX 2024

DATE: September 24 to 28, 2024

LOCATION: Kartódromo Las Perdices – Santiago – Chile

ORGANIZED: RACING COMPONENTS SAS and the Rotax Rancing Club of Chile

PRODUCE: MOTORDOO Chile

CONTACT EMAIL: club@rotaxchile.cl

3. CIRCUIT INFORMATION



KARTÓDROMO LAS PERDICES

Circuit: Kartódromo Las Perdices

Direction: Anti- Schedule

Length: 1,667 mts.

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4. SOUTH AMERICAN COMMUNICATION CHANNELS

All communication to participating pilots will be published through the rotaxchile.cl website, social networks, messaging via WhatsApp, the Rotax Global application and eventually, via email. This includes circulars, sports or technical clarifications, etc.

Notifications of sanctions, fines or rulings from the College of Stewards are communicated to the sanctioned person on the same day of the race, and are published on the board in view of the drivers (In a federated event the only judges are the College of Commissioners, the Court of Appeal and the Court of Honor).

5. SPORTS LICENSE

The South American is open to the participation of any driver who is in possession of a current international sports license, issued and validated by the ADN-FIA of his or her country of origin and a letter of authorization from the Federation that issues it and who complies with the South American administrative requirements such as registration, payments and others.

The international license required for pilots is the one issued by the SPORTS MOTORSPORTS FEDERATION of each participating country and which entails the contracting of personal accident insurance. The display of the license may be requested at any time by the authorities of a test.

The Micro Max and Mini Max categories will be registered as national categories with international participation and all underage pilots must have a representative with a competitor license (entrance).

In addition, all other pilots must have a representative with a competitor license (entrance).

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6. COMPETITION ROUTE

There will be two series or qualifying rounds, a Pre-Final and a Final, with a route per category of:

CATEGORY	Rating (qualifying) (minutes)	1st Heat (laps)	2nd Heat (laps)	Pre-Final (laps)	FINAL (laps)
MICRO MAX	5	8	8	10	12
MINI MAX	5	8	8	12	13
JUNIOR MAX	5	11	11	13	14
SENIOR MAX	5	11	11	13	14
MASTER MAX	5	11	11	13	14
DD2 SENIOR	5	11	11	13	15
DD2 MASTER	5	11	11	13	15
DD2 SUPER MASTER	5	11	11	12	14

For each category a 5 minute time classification will be made. The starting order of the 1st and 2nd Heat will be based on the best time in the classification. Points will be assigned to the drivers of each qualifying heat according to the following table:

POSITION IN THE QUALIFYING SERIES	1°	2°	3°	4°	5°	6°	And so on
LOST POINTS	0	2	3	4	5	6	

The starting order for the pre-final will be defined by the lowest sum of points lost in the qualifying heats.

The driver who is excluded or disqualified will receive the number of points equal to the number of participants in the series, plus 2 (two) points.

If a driver does not qualify because he has not participated in the heat, he will receive the number of points equal to the number of participants, plus 1 (one) point.

In case of a tie in the sum of the points lost, the tiebreaker will occur according to the best position obtained at the time of the classification.



7. TEST AUTHORITIES

They are in charge of directing the event, applying the sporting, technical and international technical regulations of the ROTAX MAX CHALLENGE 2024 and organizing the entire South American event. The authorities of the event (to be defined) will be made up of:

- Sports and International Test Director
- Deputy Race Director
- International Technical Director
- Local Technical Commissioner
- Technical Assistant and Weighing
- Sports Commissioner 1
- Sports Commissioner 2
- Sports Commissioner 3
- Technical Reviewer
- Timing Judge
- Grid Judge
- Pre-grid Judge
- Track Judges
- Evant Registry

8. TIME KEEPING

Timing will be done through an electronic system with individual transponders. Access to the Pre-Grid will be closed 10 minutes before the scheduled start of the session. It is the responsibility of the pilot and his technical team to guarantee the full operation of the signal emission device (transponder), which must be installed in the back of the KART seat.

The use of transponder is mandatory from the first official practices, it is the obligation of each pilot to have their current transponder, if they do not have their transponder there will be the possibility of renting a limited amount, therefore, it is recommended to bring your own transponder. If a pilot does not set times because the transponder is unloaded, he will be absent from that session. Under no circumstances will it be the responsibility of the organization.

It is the pilot's responsibility to return the transponder at the end of the final of his category; the organization will not carry out the work of collecting this equipment.



9. PRACTICE TIMES, WARM-UP AND CLASSIFICATION (QUALIFYING)

The duration of each practice series is 10 minutes and the Warm Ups will be 8 minutes. The time will be counted from the moment the Pit/Grid Judge, at the signal of the Race Director, orders the start of the first kart with the green flag. In classification, only one exit per pilot is authorized; once the classification series is over, they must go directly to the weighing/scale area. If before the end of the qualifying series a driver decides to enter the pits, he must go to the weighing area and will not be able to re-enter the track again.

Classification: Pilots have a maximum period of waiting up to 2 minutes after the flag that begins classification has dropped.

10. FUEL

The organization of the event will provide the fuel (gasoline-oil mixture) for the track activities from Wednesday, September 25, 2024.

10.1 It is prohibited to adulterate the fuel provided by the organization in any way. The Technical Commissioner will take direct samples of the fuel tank of each kart during the development of the event for review. Any difference regarding the fuel register will be sanctioned with the exclusion of the pilot and his competitor from the competition.

10.2 After each departure, at the time after weighing, or after the technical inspection to whomever it may concern, the fuel manager must be informed to what extent he/she wants the tank to be filled in the place assigned for this purpose, after this The kart leaves parc ferme towards its box. The supply of fuel will only be carried out after weighing and under no circumstances will it be supplied once outside the closed park unless expressly authorized by the Technical Commissioner for an exceptional reason and paying a fine of \$100 USD.

11. EVENT CLASSIFICATION

PRIZES - Those pilots who obtain victory in the FINAL series, in the MICRO MAX, MINI MAX, JUNIOR MAX, SENIOR MAX, DD2 SENIOR and DD2 MASTER categories, will be declared winners of the event and will obtain a place for the RMC Grand Finals 2024. The pilots of the MASTER MAX and DD2 SUPER MARTE categories who win the event will obtain a special prize to be defined.

11.1 In the event that a pilot wins a place at the RMCGF 2024 in an international test other than the IRMC ROTAX CHILE 2024, that will have priority over the IRMC Chile 2024 test, only



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CHILE 2024



in this case the pilot who obtains 2nd place in the IRMC ROTAX CHILE 2024 will be the one that obtains the quota to the RMCGF 2024.

11.2 In the event that a pilot wins a place to the RMCGF 2024 in the IRMC ROTAX 2024, this prevails over the place won in any of the national ROTAX Max Challenge, therefore, that place obtained must be transferred to the 2nd best placed pilot in the national RMC.

12. OF THE CATEGORIES

To participate in any RMC event the pilot must meet the minimum age required during the year of the event (according to the new international regulations).

125 MICRO MAX

The pilot must be 8 years old during the year of the event and must turn 11 years old after the year of the event. (To obtain the Ticket to the Grand Finals you must meet the age stipulated for the RMCGF event).

125 MINI MAX

The pilot must be 10 years old during the event year and must be 13 years old after the event year. (To obtain the Ticket to the Grand Finals you must meet the age stipulated for that event).

125 JUNIOR MAX

The pilot must be 12 years old during the year of the event and must turn 15 years old after the year of the event. The pilot who turns 15 during the year of the event can participate as long as he has a valid grade G International License (To obtain the Ticket to the Grand Finals he must meet the age stipulated for that event).

125 SENIOR MAX

The pilot must have turned 14 years old during the year of the event. (To obtain the Ticket to the Grand Finals you must meet the age stipulated for that event).

125 MASTER MAX

The pilot must have turned 32 years old during the year of the event.

125 MAX DD2 SENIOR

The pilot must have turned 15 years old during the year of the event (To obtain the Ticket to the Grand Finals he must meet the age stipulated for that event).



125 MAX DD2 MASTER

The driver must have turned 32 years old during the year of the event (To obtain the Ticket to the Grand Finals you must meet the age stipulated for that event).

125 MAX DD2 SUPER MASTER

The pilot must have turned 45 years old during the year of the event.

13. MINIMUM WEIGHT

The minimum weight for the kart, including the driver and all his safety equipment (helmet, overall, gloves, etc.) must be at all times:

MICRO MAX - 106 KG

MINI MAX - 115 KG

JUNIOR MAX - 145 KG

SENIOR MAX - 162 KG

MASTER MAX - 175 KG

DD2 SENIOR - 175 KG

DD2 MASTER - 175 KG

DD2 SUPER MASTER - 175 KG

14. IDENTIFICATION NUMBERS

The number for each participant will be chosen randomly by the Evonet system at the time of online registration, which cannot be changed for any reason. The organization will deliver the four (4) numbers with the registration to each pilot.

The numbers by category are:

MICRO MAX	1 to 99
MINI MAX	from 100 to 199
JUNIOR MAX	200 to 299
SENIOR MAX	300 to 399
MASTER MAX	400 to 499
DD2 SENIOR	500 to 599
DD2 MASTER	600 to 699
DD2 SUPER MASTER	700 to 799



15. STARTING PROCEDURE

The start will be in motion, the pilots must respect the acceleration line that is 25 meters from the starting line. Those pilots who do not respect the acceleration line, stay behind, overtake another competitor or approach with excess speed will be subject to a penalty ranging from 3 seconds to exclusion, as the case may be.

Pilots must respect the painted lanes when approaching the starting line and must not leave these until the start signal has been given. Those who do not do so will be penalized with sanctions ranging from 3 seconds to exclusion, depending on the case.

16. CLAIMS

Verbal claims or claims filed by third parties are unacceptable. Claims must be presented in writing and supported within 30 minutes after the publication of the provisional or unofficial result of the classification or the series, whatever these may be, by the registered delegate of the driver (concurrent), addressed to the College of Stewards accompanied by the corresponding bond. Outside this period, claims will not be admitted.

Any pilot who addresses the event authorities in an aggressive or disrespectful manner will be excluded from the event. Likewise, if the trainer, attendant or family member proceeds in the same way, he or she will be immediately removed from the sports venue and the driver will be excluded from the event.

The amount of the bond for sports claims is US \$500.00 five hundred American dollars, which will be returned if the claim is made.

Any case of indiscipline or decorum to the good name of the event, the organization and/or its participants, which is not found in these regulations, will be judged under the current disciplinary code of the Chilean Sports Automobile Federation (FADECH), as a maximum National Karting authority in Chile.

16.1 When the claim is against any component of the engine in general and the legality of the engine under protest is confirmed, the labor costs, as well as the necessary spare parts, will be covered by the claimant. The amount of the bond for technical claims is USD \$1,000 US dollars, which will be returned if the claim proceeds.



17. SPORTS CLOTHING AND CLOTHING

All the driver's clothing, uniform, helmet, gloves and boots must have current CIK-FIA approval. All clothing must be in good condition and show no obvious signs of deterioration. The use of a soft collar or LeatBrace is mandatory in the Micro Max and Mini Max categories.

18. PODIUM

It is mandatory for the first 3 pilots of each category in the FINAL series to appear correctly uniformed with their competition clothing, diver and helmet. Failure to appear in appropriate clothing will be punished with a fine of USD \$300. The quota for the 2024 Grand Finals will not be delivered until said fine is paid.

19. REVIEWS DURING THE COMPETITION

At any time during the event, the authorities may carry out technical inspections on any vehicle in competition, with the driver having the obligation to accept under penalty of exclusion from the test. In the same way, draws may be ordered for any element that the Technical Director decides.

It is the responsibility of the driver or his representative to see that his team complies with the rules in all aspects that can be measured or seen outside the seal.

The fine for not having the appropriate tools for the job is USD \$50 dollars (established in the CIK regulations). The College of Stewards reserves the right to apply sanctions to those mechanics who, in its opinion, do not fully comply with what is established in the technical regulations of the category.

20. PITS OR BOXES.

Spaces will be assigned to all pilots, these will be distributed only by the organization of the event, said distribution cannot be modified by the pilots or their trainers, for which they are required to register and their quota is paid before August 1, 2024.

- a) The teams, at all times, must allow access to the stewards of the event.
- b) Failure to comply with this rule will result in a penalty for the pilot and a fine of US \$500.

The installation of awnings with advertising of brands that are competitors of ROTAX is not permitted. Failure to comply with this rule will imply expulsion from the event. Any advertising must be authorized by the event organization.

21. PILOTS MEETING

Presence at pilot meetings is MANDATORY. Any driver who does not attend will not be able to take part in the event before speaking with the Race Director and will be penalized with a fine of USD \$150.

22. REGISTRATION

The registration fee is USD \$1,300 for the Micro Max and Mini Max categories and USD \$1,500 for the other categories. This registration includes for each driver the race kit that refers to: 2 sets of tires (2 Slick), mixed fuel for the entire event, parking for 1 vehicle from Tuesday to Saturday and track rights.

Each extra parking has a value of USD \$10 per day.

At the time of verifying their registration, every pilot receives a credential for his mechanic assigned to the Pre-Grilla; only the pilot and this mechanic will be able to access this area. The assigned mechanic must appear at the Technical Inspection with his own work tools.

23. CIRCUIT ZONES

Paddock: It is the general area where you can circulate freely. It includes the places for preparing the karts, bathrooms, spare parts, food, etc. IN THIS AREA, IT IS PROHIBITED TO START THE ENGINES.

Supply Area: Area designated to receive the karts once they enter from the Paddock to participate in any session. This area is guarded by a doorman who limits entry ONLY TO THE PILOT WITH HIS MECHANIC. IT IS ALLOWED TO MAKE MODIFICATIONS TO THE KART.

In this area, the pilots receive their fuel tank, it is also the area where the elements are checked by Production personnel through the EVANET system.

Grid: Designated area - after passing through the supply area - to grid the karts for their exit to the track. AT THIS POINT, THE MECHANICS NOR THE DRIVERS ARE NOT ALLOWED TO TECHNICALLY MANIPULATE THE KARTS.

Pit Street: Street where karts stop for repairs. It has its entry prior to the finish line and its exit after it. Both at the entrance and the exit, the kart cannot step on or cross the white line that separates it from the track. To enter from the track, the kart driver must notify the driver what is happening by raising his hand, without disturbing his trajectory or speed. The speed of entry and transit **MUST BE MODERATE**.

Parc Fermé: Area that starts from the weighing area. Karts that are competing in an official test **MUST GO THROUGH THE CLOSED PARK AREA AFTER EACH SESSION**. Only the kart with its driver and mechanic can be in this area, and the Technical Inspector can ask the driver to inspect his kart.

24. CODE OF CONDUCT FOR PILOTS

24.1 All participants must play within the rules and respect the race officials and their decisions.

24.2 All participants must respect the rights, dignity and worth of their fellow participants regardless of their sex, ability, physical appearance, culture or religion.

24.3 All participants must encourage and take responsibility for their actions at all times.

24.4 All participants must ensure that their equipment is safe and race worthy, before participating in training, testing or racing events.

24.5 All participants are absolutely prohibited from removing their helmets when they are on the track, even when they have left the session, in which case they can only remove their helmets once they have reached the weighing area or pits.

24.6 It is the participant's responsibility to identify and measure his or her own skill level against his or her competitors and take responsibility for any risks associated with training, testing or racing. It should be noted that a basic level of competence is required.

24.7 It is the responsibility of the participant to declare, prior to any participation in training, testing or racing, any medical condition or required medication that may be relevant in the event of an emergency.

24.8 All participants are required to show courtesy and etiquette to other members and participants in training, testing and racing events. Any disputes or issues that may arise during an event should be dealt with respectfully, with the correct person (official) at the event.



24.9 The safety of children in sport is a priority. Awareness of the code of ethics surrounding the care of children in sports will be promoted and encouraged. It is the responsibility of the competitor to ensure the safety of children (Micro Max and Mini Max) in training, testing or racing events.

24.10 When participating in any event, it is the driver's responsibility to take the time to read and fully understand the published rules, regulations and conditions for such event prior to the start time, thereby eliminating unnecessary delays at the start of the event. Requests for clarification of these rules, regulations or conditions must be requested at the drivers' meeting held before each event.

24.11 All participants must respect the environment and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas used as clean and free of contamination as possible.

24.12 All drivers, authorities, family members, companions and the public invited to the event must respect that in all sports facilities of the Kartódromo the use of tobacco, drugs and alcohol is strictly prohibited throughout the event (training, tests and races). This behavior is a crime and will not be tolerated. The offenders they will be excluded from the test and face any other disciplinary action determined by the authorities.

24.13 Any abusive comments on social media (Facebook, Instagram, Tik-Tok, Twitter, email, etc.) between teams, competitors, officials, organizers or anyone associated with ROTAX may bring disciplinary action and they will be responsible for their actions.

25. IT IS STRICTLY PROHIBITED

- a) Travel without personal accreditation within the Kartódromo facilities.
- b) Cross fenced or delimited zones and areas.
- c) The entry of any type of vehicle onto the track except those authorized by the organization.
- d) Turn on the engines inside the pit area, paddock or around the track; they can only be turned on in the gas tank assembly area before entering the grid and for a time of less than 5 seconds. If an authority witnesses this offense, the pilot who commits it will be fined USD \$150 for the first infraction, USD \$300 for the second, and for the third the pilot will not participate in the next track activity; If you need to do a test, you must have the approval of the technical commissioner and this will be carried out in the area designated for it.



- e) The alteration of public order and disrespect for morality and good customs in general.
- f) Washing engines and chassis outside the designated area in the paddock.
- g) The use of motorcycles, scooters, bicycles, mopeds and any other type of vehicle that is not specifically authorized by the paddock or pits. In the same way, the use of sports balls or balls within the kart track facilities is prohibited without exception, except in the mixed sports area.
- h) The circulation or permanence of unauthorized people in the access, weighing, parc fermé, pre-grid, grid and track areas, which will be removed by security personnel.
- i) It is strictly prohibited to circulate in the opposite direction or cut the track along intermediate routes both in practice, classification, and in any of the series. This Violation in practice will exclude the pilot from the next practice. In the series he will be disqualified from the series in which he committed the foul.
- j) Circulate on the track once it has been closed.
- k) The permanence of pets in the pit and grid area.
- l) The entry of the karts to the paddock with the engine on and running, can only be entered on the transport carts with the engine off.
- m) Smoking is strictly prohibited in the pit area, paddock, pre-grid, parc ferme, technical inspection, track, etc. The organization will have duly demarcated areas for smokers, which will be the only part authorized for this.

NOTE: The use of ROTAX competing trademarks on clothing, chassis, caps, pits, engines and others is totally prohibited. The organization will reserve the exclusion from the event of people who violate this rule; any advertising must be authorized by the event organization.

This is a "sports" regulation, at the time of its registration it is understood to be accepted and understood, therefore it will not give rise to legal interpretations or to allege "legal gaps" in it.

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