

UNITED STATES Rotax MAX Challenge Supplemental Regulation 2020

Version 1

Content

1. General Items
2. Equipment
3. Engine Sealing/Scrutineering
4. Engine Modifications



1. General

The RMC Supplemental Regulations 2020 are meant to underscore the RMC Technical / Sporting Regulations.

Anything which is not posted in either the Technical, Sporting and or Supplementals are expressly forbidden.

The English language is the authentic version.

1.1. Categories for RMCGF Tickets

125 Micro MAX
125 Mini MAX
125 Junior MAX
125 Senior MAX via (Senior Max & DD2)
125 Senior MAX Masters via (DD2 Masters)

1.2. Amount of equipment

For each RMC race event (from qualifying practice to the final) the following maximum amount of equipment is allowed:

1 chassis

1 set of dry tires *

1 set of wet tires*

1 engine*

*In the event of a race tire being damaged (Slick or Wet), the technical scrutineer may allow the competitor to nominate a "USED" tire of similar wear from the drivers registered practice tires as a replacement. The damage must be reported to the scrutineer immediately after on-track action where the damage occurred, and prior to leaving the parc ferme / scale area.

Dependent on weather conditions, the Race Director defined in the event schedule will have the option to allow a second set of rain tires should they see fit for the safety of the competitor.

2. Equipment

2.1. Chassis 125 Micro MAX, 125 Mini MAX

- Chassis DO NOT have be homologated per FIA Cadet homologation
 - MUST Be 950mm Wheelbase
- All bodywork must be of FIA homologated CADET classification Only NO other options or modifications are allowed
- All axle material must be of magnetized steel metal(s) homologated and non-homologated axles are approved
- Wheel size is limited to 5 x 130 – 5 x 132 overall width measurement is per CIK regulations for "Front Tire Non-Cadet Categories"

2.2. Tires

At all Official RMC USA events it is required to use the following tire sizes and compounds.

		Front tyre	Rear tyre
125 Micro MAX			
Dry	Mojo D2XX CIK Micro	4.5/10.0-5	4.5/10.0-5
Wet	Mojo W3 CIK Micro	4.5/10.0-5	4.5/10.0-5
125 Mini MAX			
Dry	Mojo D2 CIK Mini	4.5/10.0-5	4.5/10.0-5
Wet	Mojo W3 CIK Mini	4.5/10.0-5	4.5/10.0-5
125 Junior MAX			
Dry	Mojo D2XX CIK Option	4,5/10.0-5	7.1/11.0-5
Wet	Mojo W3/W5 CIK	10x4,50-5	11x6,00-5
125 Senior MAX/Masters			
Dry	Mojo D5 CIK Prime	4,5/10.0-5	7.1/11.0-5
Wet	Mojo W3/W5 CIK	10x4,50-5	11x6,00-5
125 MAX DD2/Masters			
Dry	Mojo D5 CIK Prime	4,5/10.0-5	7.1/11.0-5
Wet	Mojo W3/W5 CIK	10x4,50-5	11x6,00-5

During the entire event including practice session 1 on Thursday's posted event schedule must utilize the correct Mojo tire per category in all dry/slick track conditions -There are absolutely **NO exceptions**. In the case the track condition is deemed "wet" by the Race Director "wet" tires are open only during practice. Once the official qualifying session takes place all drivers must utilize barcoded tires per the technical regulations.

2.2. Advertising on engines

One Sponsor Brand is allowed on the engine radiator and One on the radiator shield and in no other areas on the provided engine kit. The Sponsor brand must not be in competition with the following brands ROTAX, BRP, Mojo, XPS. It is forbidden to 'paint' or alter the original outward appearance(s) of any of the Rotax engine or any accessories including but not limited to: engine head, exhaust, accessory box, case half and inlet silencers.

3. Engine sealing, Scrutinizing

Engines utilized in the USRMC must be of American origin if the engine case is not of USA origin it is deemed illegal for localized competitions

All seals must be utilized with accompanied passports from certified Service Centers. A full list of Service Centers can be found Here >

<https://www.racerotax.com/rotax-network/>

Engines utilized at the US Rotax Grand Nationals origin is open to any country. All specifications must meet the technical regulations and be sealed by ONLY authorized service centres found here >

<https://www.rotax-kart.com/en/Find-a-Dealer> -- They MUST BE A
SERVICE CENTER

All engines regardless of event must always have an accompanied Passport signed and stamped by the SERVICE CENTER to match the engine credentials.
Passports that do not have an official stamp will not be accepted.

4. Engine Modifications

4.1.1

125 Micro MAX and 125 Mini MAX:

Spark plug: NGK GR8DI or NGK GR9DI or IW27
Electrode gap (maximum): Filler gauge 1,20 mm must not fit in between the two electrodes.

125 Junior MAX, 125 Senior MAX:

Spark plug: NGK GR8DI or NGK GR9DI or IW27
Electrode gap (maximum): Filler gauge 1,00 mm must not fit in between the two electrodes.

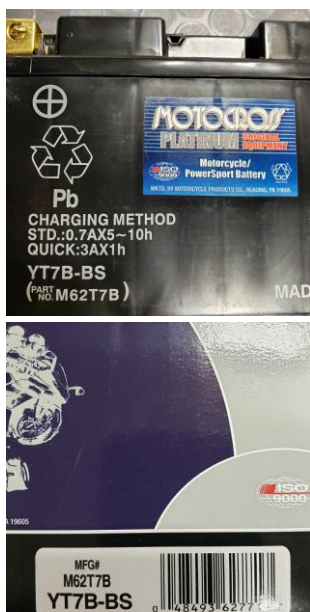
For the 125 MAX DD2:

Spark plug: NGK GR8DI or NGK GR9D or IW27
Electrode gap (maximum): Filler gauge 1,00 mm must not fit in between the two electrodes.

4.1.2

Battery

Original batteries with following specification ONLY are legal to be used.



YUASA YT7B-BS (with and without Rotax branding)

ROTAX RX7-12B or RX7-12L (lithium iron phosphate type)

Battery must be fitted with the original battery clamp and battery cover (according to illustration below) and must be fixed to the chassis with both clamps (all 4 screws). Additionally, battery can be mounted to the manufacture chassis tab if provided. Minimum bolt requirement is 8mm with locking nut.

Battery clamp must be mounted on the left side of the Chassis, next to the seat.



4.1.3 MY20 Category Details

Sprocket Ration per Mini Max & Micro Max

The mandatory front drive sprocket as mounted to the clutch drum shall be **13z for both dry and wet conditions.**

Rear Sprockets Allowed are **ONLY: 68, 69, 70, 71, 72, 73, 74.**

5.1.1 Drop Down Bumper Regulations

All categories will utilize CIK homologated push back bumpers, all materials including plastic bolt on bracket, bodywork and homologated metal bumper bars must be in compliance.

5.1.2 Push Back Bumper (PBB) Penalties

1. Bumpers must appear at the entry of the grid 'off' the chassis and inspected prior to the competitor mounting their bumpers to the chassis within the 'false grid' prior to the event session.
 - a. Non-Compliance will result in the driver having time prior to track entry within the time regulations to fix any issue(s). Failure to do so may result in a disqualification due to non-compliance.
 - b. A Front Bumper dislodged (one-side) in will result in **NO VIOLATION**
 - c. **A Front Bumper dislodged (Both-Sides) in will result in a THREE (3) POSITION PENALTY**
 - d. Push Back Bumper penalties are **ONLY** subject to protest with valid video evidence to the event. Video will be accepted by the competitors GoPro or other onboard camera. **Evidence must be given at the time of protest to the Race Steward.**
2. All Bumper regulations defining such items as – Homologations, placement and the identification of a misaligned bumper will be per the latests CIK-FIA regulations.
3. **Push Back Bumpers are NOT** mandatory in Pro Briggs 206. They maybe utilized by competitors but a Push Back Bumper is not an enforceable penalty on its own.

6.1.1 Pro Briggs 206 Category

1. Tires utilized for all dry sessions will be MoJo D2 (4.5 x 7.10). New Tires are **NOT** mandatory for qualifying. If a competitor chose to only purchase one Set of tires form practice through to the final they can do so.

1.1 For the Pro 206 Briggs Category ONLY competitors are allowed to use any Applicable 5" slick tire for practice sessions 1-6 on Thursday as well as Friday morning warmup. All other sessions are deemed as "Official" and competitors must use the require MoJo tire.

2. The official wet tire for Pro Briggs 206 is MoJo W3

3. During ALL dry track conditions, the appropriate tire must be utilized MoJo D2. In the case of wet conditions declared by the Race Director, competitors are allowed to use OPEN wet tires. During all official sessions indicated from qualifying onward only MoJo dry or Wet tires are to be utilized.
4. Category Weight is 370 lbs as indicated by driver and chassis.
5. Spec Fuel:
Shell Station
5945 Concord Parkway South
Concord, NC 28027
704-455-5686
Pump #1 – Sticker on front left side

7.1.1 Sportsmanship / Sporting

1. All competitors are required to present to the starting grid and take the start of every session defined as qualifying through the final. In the case a driver does not present themselves and take the green flag the are subject to further penalty from the Race Director.

8.1.1 Rotax Event Fuel

All Rotax categories will utilize VP MS93 Fuel which will be available on site for sale as well as online at RaceRotax.com.