



ROTAX MAX Challenge Regulations 2003

Version 02-2003 (27.02.2003)

1. Introduction

This class endeavours to provide, at club level, performance approaching that of conventional 100cc racing karts combined with low running costs and low noise levels. It is expected that the class will continue to evolve during its early life and the promoters reserve the right to alter the technical regulations at short notice to ensure safety of drivers, fairness of competition, economy and the wishes of competitors.

Any Changes or exemptions to national MAX Challenge regulations require the written approval of ROTAX Kart center.

2. Status of the Challenge

The ROTAX MAX Challenge (RMC) will be run as a national Clubsport event, sanctioned by the National Motor Sport Federation of the particular country.

Only 1 RMC per country will be sanctioned by ROTAX for the qualification at the ROTAX MAX GRAND FINALS (RMGF)

The RMC will be recognized by CIK-FIA according to 2003 recognition regulations dated 16.09.2002.

3. General rules

3.1 Everything not specified within these regulations will be covered by the CIK-FIA international karting regulations (IKR)

Anything which is not expressly allowed, is forbidden.

3.2 Licence

National Senior Kart Licence or Clubsport Licence. Drivers holding or ever held an international A- or B-grade licence must not have participated or registered at any international CIK-FIA-championship,-cup or –trophy in 2000, 2001, 2002 and 2003 and must a permanent resident of the country he is racing the RMC to be able to qualify for RMGF.

Any competitor wishing to take part in the ROTAX MAX CHALLENGE who held an international 'A' grade kart licence before 2000 may apply to ROTAX for a waiver. This application must be in writing stating relevant information including results and dates of CIK events participated in during the last 10 years. The application must be stamped by the ASN and the Distributor who will forward this to ROTAX. ROTAX's decision in such cases will be final and no correspondence will be entered into. To qualify for the RMGF the driver must have at least his 18th birthday before 01.01.2004

Drivers competing at the world finals must hold an „International C Licence“.

To qualify for the Junior-RMGF the driver must have at least his 13th birthday before 31.10.2003 and may not have his/her 18th birthday before 01.01.2004.

(in case a Junior-RMGF is organized)

3.3 Race event

Each race event consists of free practice, qualifying, heats (to qualify for prefinal and final, if necessary), prefinal and final. It is possible to have 2 race events on 1 day (ie.: prefinal A, B and final A, B).

- Free practice: certain time according to length of race track, determined by race organizer.
- Qualifying: certain time according to length of race track, determined by race organizer.
- Heats to qualify for prefinals: No. of heats and points according to national organizer of challenge. Min. 10 km or 15 mins,
- Pre-Final: A starting grid of max.40 drivers and the race of min. 15km or 15 mins. Scorepoints 34,33,32,31,30to last place finisher.
- Final(s)/ points: A starting grid of max.40 drivers and the race of min. 20km or 20 mins. Scorepoints 55, 52, 50, 49, 48, 47,... to last placed finisher. Non-finish: minus 5 points off last finisher.

For Junior RMC the distance or duration is depending on national regulations

3.4 Points

Only points achieved at prefinal(s) and final(s) of a race event count towards the overall score. (see also 3.3)

3.4.1 Overall score

All results of prefinals and finals will count for overall score. Date of last national RMC race events: 05.Oct..2003. Only national RMC results received by e-mail on "ROTAX race administration" software until 07.Oct..2003 will be respected. Basis for invitation of drivers are the results on the ROTAX homepage (www.maxchallenge-rotax.com).

Chassis of qualified drivers must be ready for shipping at the premises of authorised distributor until 19.Oct.2003. (qualified drivers will be informed about packing details)

3.4.2 Bonus points

1 bonus point for each start in a final race will count towards the overall score. Each competitor must compete in at least 4 race events to receive bonus points.

3.4.3 Half points

At races with less than 9 competitors participating in the prefinal and/or final

3.4.4 Minus points

If disqualified from a prefinal or final because of misbehaviour or cheating, the points received will be deducted from the overall score.

3.5 Starting procedure

2 grid; 1 warm up lap, followed by 1 formation lap (strictly no overtaking) and rolling start.

3.6 Authorised racing equipment

For each race event: max. 1 chassis, max. 2 engines, 1 set of slick tires, 1 set of rain tires as well as 1 front and 1 rear spare tire are allowed. Material used in qualifying must be used at the races (exemption: tires).

Overall and helmets must comply with rules of national federation or CIK-FIA. (At RMGF the rules of CIK-FIA apply)

Data acquisition devices for recording and displaying of data limited to engine rpm, maximum rpm, coolant temperature, lap times and engine hours.

3.7 Entry fee

Fee will be determined by organizer of the national ROTAX MAX Challenge.

3.8 Registration fee

Each driver must apply for his/her personal ID-card with his/her name and ID-number at the national organizer of the MAX Challenge. Without an ID- card it is not possible to register for a race. This ID card does not replace an eventual required licence to participate at the ROTAX MAX Challenge. The reserved ID-numbers for each country pls find below.

Further ID- numbers on request at ROTAX Kart Center

LAND	Number
Australia	100.000 - 119.999
Austria	120.000 - 129.999
Hungary	130.000 - 134.999
Russia	135.000 - 139.999
Belgium/Luxembourg	140.000 - 159.999
Canada	160.000 - 179.999
Denmark	180.000 - 199.999
Finland	200.000 - 219.999
France	220.000 - 239.999
Germany	240.100 - 259.999
Great Britain	260.000 - 279.999
Greece	280.000 - 299.999
Iceland	300.000 - 319.999
Italy	320.000 - 339.999
Japan	340.000 - 359.999
Netherlands	360.000 - 379.999
New Zealand	380.000 - 399.999
Norway	400.000 - 419.999
Cyprus	420.000 - 439.999
Puerto Rico	440.000 - 449.999
China	450.000 - 459.999
S. Ireland	460.000 - 479.999
South Africa	480.000 - 499.999
Spain	500.000 - 519.999
Sweden	520.000 - 539.999
Switzerland	540.000 - 559.999
USA	560.000 - 579.999
Malaysia, Singapore, Indonesia	580.000 - 599.999
Brazil	600.000 - 619.999
Bahrain	620.000 - 639.999
Thailand	640.000 - 659.999
Colombia	660.000 - 669.999
Portugal	670.000 - 679.999
Philippinen	680.000 - 684.999
Argentina	685.000 - 689.999
Chile	690.000 - 694.999
Rep. of Korea	695.000 - 699.999
New Caledonia	700.000 - 704.999
Reunion, Madagaskar, Mauritius	705.000 - 709.999
Taiwan	710.000 - 714.999
Egypt	715.000 - 719.999
UAE	730.000 - 734.999

3.9 Number of race events

A min.of 5 raceevents must be organised, so that drivers are allowed to qualify for the RMGF. If national RMC is divided in regional RMC`s (i.e. North-South) or raced on the basis of Club races, 1 national final event with best drivers (No. of invited drivers determined by national RMC organizer) will decide which drivers will qualify for RMGF.

3.10 Number of invited drivers per country

The total number of invited drivers to the *RMC grand final* will be 68.

The defending champion of the RMC grand final is automatically qualified.

Depending on the total number of starts in all prefinals and finals in one country, the number of invited drivers per country will be as follows:

- Min. 1 driver per country where a RMC is organized.
- ROTAX Kart center reserves the right to change the number of drivers per country who will qualify for the RMGF.
- ROTAX will make a ranking of of countries according to the number of starters at prefinals and finals. Based on the results received until 7. Oct. 2003 additional drivers will be granted to countries as follows:

1st to 3rd country : additional 2 drivers

4th to 7th country: additional 1 drivers

The next ranked countries will be also granted 1 additional driver until the total number of qualified drivers of 68 is reached.

- The hosting country of the RMC Grand final will be granted 1 additional driver.
- Qualified for the RMC grand final are:
 - The winner of the national RMC
 - If a country is granted more than 1 driver a minimum of 1 driver over 35 years of age (35th birthday before 01.01.2003) is qualified.

For Junior RMC: the best driver per country - where a RMC Junior is organized - is qualified for the Junior-RMGF (see age requirements point 3.2)
(in case a Junior-RMGF is organized)

3.11 Prize giving

The first 3 competitors must wear their overalls zipped up at prize giving ceremonies.

4. Technical regulations

Composite materials (carbonfibre etc) are banned, except for the seat.

4.1 Minimum weight:

160 kg including driver at all times with all required safety equipment (helmet, overall, gloves, etc.)

For Junior RMC: 143 kg including driver at all times with all required safety equipment (helmet, overall, gloves, etc.)

For RMC DD2 : 165 kg including driver at all times with all required safety equipment (helmet, overall, gloves, etc.)

4.2 Chassis

Any chassis sanctioned by an authorized ROTAX distributor. Max diameter for chassis tubing 32,0 mm. Round tubing only.

Rear axle diameter maximum 50,0 mm, wall thickness according to CIK-FIA rules

At the RMC Grand finals only chassis are allowed which are built according to CIK rules .

No front brakes allowed (except RMC DD2)

For RMC DD2 : Any chassis built according to CIK-FIA 2003 regulations and sanctioned by Bombardier-Rotax. Max diameter for chassis tubing 32,0 mm. Round tubing only

4.3 Bodywork:

In accordance with regulations of national Federation or CIK-FIA. For RMGF the regulations for international races of CIK-FIA apply.

At the RMC-Grand finals only bodywork is allowed which is built according to CIK-FIA.

For RMC DD2 : Only CIK-FIA 2003 homologated bodywork is allowed. Additionally the ROTAX rear fender system (with integrated rear tyre protection) must be used.

4.4 Engines, clutch, ignition, carburetor, intake silencer, exhaust pipe

FR 125 MAX / 125 MAX DD2 engine, not to be modified in any way – see ‘Technical Specification of ROTAX engine type FR 125 MAX’ / ‘Technical Specification of ROTAX engine type 125 MAX DD2’ . Because of the long periods between engine rebuilds it was possible to introduce a new sealing system for FR 125 MAX / 125 MAX DD2 engines.

Each engine is delivered with its own engine passport.

Only “Authorized ROTAX Distributors” and “Authorized ROTAX Service Centers” are allowed to seal engines after carefully checking the engine according to the „Technical Specification for the ROTAX FR 125 MAX“ / ‘Technical Specification of ROTAX engine type 125 MAX DD2’ engine which you can find on our homepage www.maxchallenge-rotax.com . Special ROTAX seals (black anodized aluminium seal with „ROTAX“ logo and a 6 digit number) with a steel cable must be used.

At scrutineering the driver has to present the engine with undamaged seal and the engine passport, showing the matching engine serial number, seal number, stamp and signature of the company which sealed the engine.

This procedure helps to reduce scrutineering times at races. Nevertheless it is possible to open and recheck the engines by scrutineers before or after the race

in case of a protest and reseal the engine after checking it step by step by staff of the “Authorised ROTAX Service Center or Distributor” according to the „Technical Specification“.

4.5 Tires

The only tires allowed in races of a national or regional RMC are:

Slick tires: Bridgestone Type: YGK
Front: 4.5 x 10.0 -5 Rear: 7.1 x 11.0 –5

Wet tires: Bridgestone Type: YGR
Front: 4.0 x 10.0 -5 Rear: 6.0 x 11.0 –5

Strictly no modifications or tire treatment allowed.

4.6 Petrol

Unleaded commercial quality from petrol station, max. 98 octane.

4.7 Advertising on Karts



Promotion stickers must be placed on Kart according to enclosed picture .
Stickerset (ROTAX part no. 580 765 are available at your nearest ROTAX
dealer) Use of personal stickers on other areas is allowed .

For RMC DD2 : original ROTAX RM1 bodywork (without additional stickers)
or according to above picture.

4.8 Promotions

The price winners have to wear Bridgestone caps during the commendation ceremonies after the RMC races.

All drivers agree that Rotax and its sponsors may use photographs of RMC races (including names and photographs of drivers) for advertising, publicity and public relations purposes.