



SOUTH AFRICAN ROTAX MAX CHALLENGE 2016

Supplementary Technical Regulations 2016

Version 1 - 20.1.2016

1. Technical regulations

The 2016 Rotax International Technical regulations (www.rotax-kart.com) apply with only the exceptions or additional regulations and clarifications specified herein.

2. Tyres

The only tyres permitted will be Mojo imported and distributed by Ed Murray racing cc. This, combined with the use of the unique Rotax Tyre Tracking System, ensures tyres of the same batch are used at race events and excludes the “fresh special import” advantage.

Maxterino: Mojo C2: F 4.0/10.0 – 5 R 5.00/11.0 -5

Micro and Mini Max: Mojo C2: F 4.0/10.0 – 5 R 5.00/11.0 -5

Junior Max: Mojo D2: F 4.5/10.0 – 5 R 7.1/11.0 -5

Senior Max and DD2 Mojo D3: F 4.5/10.0 – 5 R 7.10/11.0 -5

Strictly no modifications or tyre treatment allowed.

NB: Please remember to always fit the tyres / wheels in such a way the **direction of rotation** arrow is correct.

3. Weights, Numbers and Number plates

Competition numbers are issued by Alison at Motorsport South Africa. Maxterino class: 105 kg (Yellow backing with black numbers) numbers between 1 and 99 Senior Max class: 162 kg (Black backing with white numbers) numbers between 201 and 399 Junior Max class: 145 kg (Green backing with white numbers) numbers between 401 and 599 DD2 class: 173 kg (Red backing with white numbers) numbers between 1 and 99 DD2 Master class: 180 kg (White backing with black numbers) numbers between 1 and 99

4. Chassis and brakes

MSA approved chassis only as per 2016 regulations.

Front brakes are not allowed in any class except in the DD2. Maxterino, Micro and Mini Max may use any MSA approved 95cm chassis.

5. Engines, clutch, ignition, carburetor, intake silencer, exhaust pipe

Technical Specification of ROTAX engine type 125 MAX and DD2 for 2016 apply as published on the website www.rotax-kart.com. Because of the long periods between engine rebuilds it was possible to introduce a new sealing system for 125 MAX engines. Each engine is delivered with its own engine passport. Only engines sealed by the “Authorized Southern



African ROTAX Distributor” (Ed Murray Racing cc) and their Authorized “ROTAX Service Centers” are allowed to be used in SARMC events.

These engines are sealed after carefully checking the engine according to the ‘Technical Specification for the ROTAX FR 125 MAX’ engine which you can find on our homepage www.rotax-kart.com. Special ROTAX seals (black anodized aluminium seal with “ROTAX” logo and a 6 digit number/barcode) with a steel cable must be used. At scrutineering the driver has to present the engine with undamaged seal. This procedure helps to reduce scrutineering times at races. Nevertheless, it is possible to open and re-check 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 “Authorized ROTAX Service Centre or Distributor” according to the “Technical Specification”. Only the following spark plugs may be used Denso IW....

NB: Please note the combinations of old type or EVO upgrade components - the International rules will be respected with the exception ONLY of the old type of exhausts (type 1 and 2) which will be allowed in combination with the EVO DelOrto ignition and the XS Carb.

Maxterino 60 engines must be raced sealed by an EMR authorized service center in accordance with the MSA approved regulations as published on www.kart.co.za or available from MSA.

NB: Only engines imported by EMR and those registered by agreement with EMR before 1 January 2013 will be permitted.

NB: Junior Max Cylinder. Only Rotax cylinders with Alpha Numeric markings are permitted. Cylinders with markings showing the year of casting are no longer be permitted. There will be no exceptions.

Squish measurements: should any dispute over the accuracy of a squish measurement as per International rules arise, the determining method will be measured by cylinder type micrometer after trimming the squished solder and taken at point between 1 and 2 mm from the end.

6. Petrol and Oil

Commercial quality petrol from a roadside petrol station only, maximum 95 Octane, mixed with synthetic Rotax XPS Kart tech 2-stroke lubricant at 50:1. Maxterino 25:1. Rotax XPS Kart Tech Synthetic 2 Stroke oil mixed with 95 Octane unleaded fuel will be used to replace any competitors’ fuel as directed by the organizers at regional races.

Rear Bumpers must be a current CIK model and on DD2, only the Rotax specified model is permitted.