

SOUTH AFRICAN ROTAX MAX CHALLENGE 2017

Supplementary Technical Regulations 2017

Version. 20.1.2017

1. Technical regulations

The 2017 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: 160 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 499, Mini Max Max Class: 120kg numbers 501 – 599 (White number on Blue Backing); Micro Max Class 110kg, numbers 601 to 699 (Black number on Yellow backing), DD2 class: 176 kg (Red backing with white numbers) numbers between 1 and 99 DD2 Master class: 176 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 only.

Micro and Mini Max classes:

- a. In order to accommodate the radiator on certain makes of chassis it is permitted that a hole large enough to clear the radiator, with ample clearance, may be cut out of the right-hand side plastic side-pod.
- b. In order to clear the radiator, a section may be cut out of the upper steel tube on the right-hand side side-bar on karts that have an upper bar. It is permitted (but not required) to reinforce this bar to compensate for the removal of this piece of tubing by adding two plates and welding the piece of tubing cut out between the two plates.

- c. It is permitted to space the right-hand side side-bar and pod assembly outwards by means of a suitable male – female bushes however the outer face of the pod must remain within a line drawn between the outer face of the right hand side tyres with the wheels positioned on the widest legal setting and steering pointing straight ahead.
- d. To prevent the rear bumper from being damaged by the exhaust it is permitted to space the rear bumper rearwards by means of an additional or extended spacer that adds no more than 50mm to the overall length of the kart.
- e. It is permitted to raise the engine by a maximum of 20mm by the addition of spacers between the mounting and the base of the motor.

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

Technical Specification of ROTAX engine type 125 MAX and DD2 for 2017 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”.

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 lettered 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 measurement taken at point between 1 and 2 mm from the end. The average of the two readings taken this way will be final and no tolerance will be allowed.

6. Petrol and Oil

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

Rear Bumpers must be a current CIK type for all CIK chassis, Italian ASN type for 95cm chassis and on DD2, only the Rotax specified model is permitted