



SOUTH AFRICAN ROTAX MAX CHALLENGE 2018

Supplementary Technical Regulations 2018

Version 1 – 28.10.2017



1. Technical regulations

The 2018 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 D4: 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.

- Micro Max class: 110kg, (Yellow backing with black number) 601 to 699
- Maxterino class: 105 kg (Yellow backing with black numbers) 1 to 99
- Mini Max Max class: 120kg (Blue Backing with white number) 501 to 599
- Junior Max class: 145 kg (Green backing with white numbers) 401 to 499
- Senior Max class: 160 kg (Black backing with white numbers) 201 to 399
- DD2 class: 176 kg (Red backing with white numbers) 1 to 99
- DD2 Master class: 176 kg (White backing with black numbers) 101 to 199

4. Chassis and brakes

MSA approved chassis only as per 2018 regulations.

Front brakes are not allowed in any class except in the DD2.

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

Technical Specification of ROTAX engine type 125 MAX and DD2 for 2018 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. 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.kart.co.za. 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: the International rules will be respected with the exception ONLY of the old type of exhaust (type 2) which will be allowed.

6. 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.
7. Only engines imported by EMR and those registered by agreement with EMR before 1 January 2013 will be permitted.

8. Cylinders

8.1. **New style 3D digitally printed core type cylinders (all classes)** - Only cylinders stamped and registered by EMR are legal.

8.2. **Junior Max Cylinder.** Old Cylinders - only Rotax cylinders with alphabet lettered markings are permitted. Cylinders with markings showing the year of casting are no longer permitted. There will be no exceptions.

9. Squish measurements: should any dispute over the accuracy of a squish measurement as per International rules arise, the determining method will be measured using a 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.

10. 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 40:1 for all Rotax classes. Maxterino 20:1. 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.

It is incumbent on the competitor to ensure that they purchase the correct fuel and mix it in the correct ratio so that when a pre-race check is conducted on the pre-race grid that the fuel meets the Digatron reading for the day with a tolerance of plus or minus 2 points. NB! Using the correct fuel and oil in the specified mix is the only way to comply with the regulations in other words satisfying the Digatron spec alone by using other chemicals is an offense which will lead to exclusion.