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2011 SOUTH AFRICAN ROTAX MAX CHALLENGE

<u>RACE CLASSES</u>	<u>STATUS</u>	<u>PRIZES</u>
<b>Maxterino 60</b> Minimum age: see 3.2 Minimum weight 105 Kg (including full race gear)	<b>SA Champ</b>	<b>TBA</b>
<b>FR125 Mini Max</b> Minimum age: see 3.2 Minimum weight 135 Kg (including full race gear)	<b>SA Champ</b>	<b>TBA</b>
<b>FR 125 Junior Max</b> Minimum age: see 3.2 Minimum weight 145 Kg (including full race gear)	<b>SA Champ</b>	<b>World Final Invitation</b>
<b>FR 125 Senior Max</b> Minimum age: see 3.2 Minimum weight 165 Kg (including full race gear)	<b>SA Champ</b>	<b>World Final Invitation</b>
<b>DD2</b> Minimum age: year see 3.2 Minimum weight 173 Kg (including full race gear)	<b>SA Champ</b>	<b>World Final Invitation</b>
<b>DD2 Masters</b> Minimum age: year see 3.2 Minimum weight 180 Kg (including full race gear) <b>(This will race as a class within the DD2 class unless sufficient entries are received for both to stand alone - to be determined at close of entries for each event.)</b> <b>Four (4) SARMC Regional races allocated per region</b>	<b>Challenge</b>	<b>World Final Invitation</b> to stand alone Masters Category

<b>Three (3)</b> coastal National events	26th & 27th March 2011 Killarney Raceway, Cape Town
	18th & 19th June 2011 Port Elizabeth
	6th & 7th August 2011 iDube Kart Raceway Pietermaritzburg
<b>One (1)</b> inland National Final	1st & 2nd October 2010 Zwartkops International Kart Raceway

**INFORMATION - THE CHAMPIONSHIP CO-ORDINATOR**

**Max Challenge Promotions cc**

P.O. Box 70725

THE WILLOWS

0041

Tel: +27 12 374 0129

Fax: +27 86 509 4670

Email: [info@kart.co.za](mailto:info@kart.co.za)

[www.kart.co.za](http://www.kart.co.za)



## A) SOUTH AFRICAN ROTAX MAX CHALLENGE Regulations 2011

Version 1 2010.12.27

### 1. General

ROTAX Kart Centre (<< ROTAX >>) and its authorised distributors /partners organise the ROTAX MOJO MAX Challenge Grand Finals (<<RMCGF>>), international ROTAX MOJO MAX Challenge Events (IRMCE) and national ROTAX MOJO MAX Challenges (RMC).

"ROTAX MOJO MAX Challenge", "ROTAX MOJO MAX EURO Challenge", "ROTAX MOJO MAX ASIA Challenge" and "ROTAX MOJO MAX Challenge Grand Finals" are the property of BRP-ROTAX GmbH & Co. KG (ROTAX).

Regulations which mainly apply to the RMCGF are written in bigger letters (12 pt), whereas for regulations mainly for the national RMC, smaller letters (10pt) are used.

Chapter A) ROTAX MOJO MAX CHALLENGE Sporting Regulations 2010: Describes the concept of the ROTAX MOJO MAX Challenge program and specifying the regulations for the national RMC's in various countries which are the basis for the qualification for the RMCGF.

Chapter B) ROTAX MOJO MAX GRAND FINAL (RMCGF) Sporting Regulations describe the sporting regulations for those events.

Regulations in chapter A) which mainly apply to the RMCGF are written in bigger letters (size 12pt), where as for regulations mainly for the RMC, smaller letters are used (size 10pt)

All the parties concerned (FIA, CIK-FIA, ASN, Organisers, Entrants and circuits) undertake to apply and observe the rules governing the race events.

Any international ROTAX MAX Challenge event shall be run in accordance with the ROTAX MOJO MAX CHALLENGE 2011 Series Sporting Regulations, the ROTAX MOJO MAX Challenge Technical regulations and the International Sporting Code (<<ISC>>) and its appendices, with the Karting Technical Regulations and with any international regulations including these, with the general prescriptions applicable to CIK-FIA Karting international events, as well as with any supplementary regulations drawn up by the ASN concerned.

**Any changes or exemptions to SARMC Sporting regulations and RMC Technical regulations require the written approval of BRP-ROTAX following the agreement of Max Challenge Promotions cc (MCP) and Motorsport South Africa (MSA)**

**ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN.**

### 2. Status of the Challenge

The RMC, RMCGF are recognized by CIK-FIA according to the "2003 Karting Recognition regulations" dated 16.09.2002.

Only 1 RMC per country will be sanctioned by ROTAX for the qualification of drivers to the RMCGF. Only the authorised ROTAX distributor has the exclusive right to organise a national RMC.

**The South African ROTAX MAX Challenge (SARMC) will be run as a SA National Championship Series, sanctioned by Motorsport South Africa.**

## 2.1 Classes at the SARMC

The following ROTAX Max classes will have National Championship status in 2011, subject to them meeting the criteria of MSA Karting Commission:

**Maxterino 60**

**Mini Max**

**Junior Max**

**Max Challenge**

**DD2 Challenge (including as a sub class DD2 Masters which has additional awards)**

The following class(s) will run as a National Challenge or club series at the same events:

**Max Heavy**

It is not allowed that 2 classes are racing together in the same race except if 2 classes are next to each other regarding age Micro/Mini, Mini/Junior, Junior/Senior Max or Senior Max/DD2

## 3. Regulations

### 3.1 Licence

Drivers competing at the RMCGF and/or IRMCE must hold at least an "International C Licence" and an "International Entrant Licence" delivered by an ASN which is member of the CIK-FIA. Drivers who are still under age and do not have full legal capacity cannot be their own Entrant (according to Art. 2.7 of the General Prescriptions to the CIK-FIA International Karting Regulations).

For SARMC classes a Regional Licence is required to participate in regional championship races. A National Licence is required for the National Championship events.

### 3.2 Age limits

**SARMC 2011:**

**Maxterino:**

Open to all drivers from the year of their 8<sup>th</sup> birthday, to the end of the year in which their 13<sup>th</sup> birthday occurs.

**Mini MAX Class:**

Open to competitors from the year of their 11<sup>th</sup> birthday to the end of their 15<sup>th</sup> year.

**Junior MAX Class:**

To participate in any of the events in the SARMC the driver must have his/her 12<sup>th</sup> birthday before 31/12/2011. He/she may race until the end of his/her 16<sup>th</sup> year.

**MAX Challenge and DD2 Classes:**

To participate in any of the events in the SARMC the driver must have his/her 15<sup>th</sup> birthday before 31/12/2011.

**DD2 Masters and MAX Heavy Class:**

To participate in any of the events in the SARMC the driver must have his/her 32<sup>nd</sup> birthday before 31.12.2011 or from the year of the 21<sup>st</sup> birthday **and** weigh more than 95kg in his/her shorts and tee shirt.

**RMCGF 2011:**

Junior Max drivers must have had their 13<sup>th</sup> Birthday by 30/09/2011 and Max Challenge and DD2 drivers must have had their 15<sup>th</sup> birthday by 30/09/2011 to qualify for the World Finals.

### 3.3 Race events

#### 3.3.1 RMCGF

The RMCGF is run over one single event.

The RMCGF is an international Restricted Event (according to Article 19 of the FIA International Sporting Code), by invitations controlled by BRP-ROTAX.

Expenses for supplied karts, engines, tyres, petrol, tools, entry fee etc. for qualified drivers (see 3.7) of the RMCGF are covered by BRP-ROTAX and its distributors, as long as these "SARMC Sporting regulations" and "SARMC Technical regulations" are followed in their national SARMC classes.

#### 3.3.2 SARMC

Each race event of the SARMC consists of non-qualifying practice, qualifying practice, one qualifying heat and a number of finals.

- Non-qualifying practice: certain time according to length of race track, determined by race organizer.
- Qualifying practice: certain time according to length of race track, determined by race organizer or the one warm up and two flying laps system.
- Heats to qualify: at least one heat and **finishing positions** determines the grid for the final 1. Minimum 10 km.

- Finals points: A starting grid of max. 34 drivers and the race of 20km recommended (minimum 15km and maximum of 25km) and minimum 12km and maximum 15km for Maxterino 60, Mini Max and Max Heavy. Score points 35, 32, 30, 29, 28, 27,... to last placed finisher. Non-finish: minus 5 points off last finisher.
- At regional events with less than 6(six) starters the points are to be scored as follows: from 2<sup>nd</sup> place if 5 starters, from 3<sup>rd</sup> place if only four starters and so on.

### 3.3.3 Events counting towards the SARMC

#### Regionals

A driver must nominate the region in which he/she wishes to score points regionally, - normally the region in which he/she lives.

**Points can be scored at the four SARMC regional races** in the designated region with two final races per event. The first race of the day only determines the starting grids of the finals. NB! It is permitted to race outside of this region but no points can be accumulated and regional scoring will exclude participants from outside their designated region for SARMC scoring purposes.

#### Coastal National Championship Events

There will be one event at Killarney (WP), one at Port Elizabeth, and one event at iDube (KZN). All of these events are open to National license holders or regional licenses for non National Championship classes.

- Each of these events will have time trials, one qualifying heat and 3 (three) point scoring finals.
- The fastest times recorded in the **qualifying race** will determine the starting positions in **final 1**.
- The finishing positions of the **qualifying race** will determine the grid for the **final 2**.
- The finishing positions of **final 1** determines the starting grid for **final 3**.

#### South African ROTAX Max Challenge National Final

This event will be held on 1st & 2nd of October 2011 at Zwartkops International Kart Raceway. There will be 4 (four) point scoring finals. Qualifying will be 5 karts out at a time, with each competitor doing one warm-up lap, and 2 flying laps. Their fastest lap will determine the grid for the qualifying race.

- The fastest times recorded in the **qualifying race** will determine the starting positions in **final 1**.
- The finishing positions of the **qualifying race** will determine the grid for the **final 2**.
- The finishing positions of **final 1** will determine the starting grid for **final 3**.
- The finishing positions of **final 2** will determine the starting grid for **final 4**.

## 3.4 Classification

### 3.4.1 RMCGF

The classification of the RMCGF will be that of the final.

### 3.4.2 SARMC

#### 3.4.2.1 Points

Only the points achieved in finals of a race event count towards the overall score.(see also 3.3.2.2)

#### Point accumulation from Regional events:

Points from finals scored according to 3.2.2 above will be accumulated.

#### Number of Finals to be scored

Drivers will score their best 6 (six) finals from any of their SARMC Regional qualifier events and best six (6) finals from any of the Coastal National events.

#### Bonus Points awarded

Drivers who take part in Regional and National events will receive 1 (one) bonus point for each final started.(crossing the start line on the warm up lap)

#### Points carried forward to the National Final at Bridgestone Zwartkops International Kart Raceway

The sum of points obtained in the best six (6) regional finals will be divided by six (6). The full score of the best six (6) finals at Coastal National events will then be added to this number.

The accumulated bonus points will be added to the score above.

#### Final Classification

The sum of the points carried forward (from regional and coastal nationals as

calculated above) together with the best points obtained in three (3) finals at the SARMC National Final at Zwartkops will determine the

- South African Champions
- series winners in DD2 Masters
- series winners in Max Heavy.
- drivers qualifying for invitations to the RMCGF

The point standings in the SARMC will be published on the [www.kart.co.za](http://www.kart.co.za) web-site and the MSA website.

In case of 2 or more drivers finishing the season or event with same number of points, the higher place will be awarded to:

- the holder of the greatest number of first places in final races, if the number of first places is the same, the holder of the greatest number of second places in final races and so on until a winner emerges.
- If it is not possible to break a tie with results of the final races the holder of the highest finishing place in the qualifying heat at the final event will be the winner.
- If this procedure fails to produce a result BRP-ROTAX will nominate the winner according to such criteria as it deems fit.

### 3.5 Starting procedure

#### 3.5.1 RMCGF and RMCEC

For RMCGF and RMCEC the regulations for "Rolling starts for karts with clutches and without gearboxes" of the CIK-FIA general regulations apply for all RMC categories.

#### 3.5.2 SARMC

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

### 3.6 Entry fee

Entry fee for RMCGF is free of charge. Entry fee for SARMC events will be determined by the race organisers in their specific regions

**It is compulsory that all drivers participating in the SARMC register with Max Challenge Promotions cc. Class representatives in each region may assist with this process. The registration fee for 2011 is R 400.00 including VAT. Registration can also be done on [www.kart.co.za](http://www.kart.co.za) and needs to be done before the date of the last Regional Qualifier in the driver's domicile.**

### 3.7 Eligible drivers for RMCGF 2011

The total number of drivers, that can qualify for the RMCGF 2011 will be:

Junior MAX	72
MAX	72
DD2	72
DD2 Masters	36

The qualified drivers of RMCGF Junior MAX, MAX and DD2 class will run on one brand chassis per category, supplied by ROTAX and its partners.

#### 3.7.1 Qualification mode for RMCGF

Following drivers will be qualified:

##### Junior class:

- The overall winner of the SARMC 2011 Junior MAX class who is authorized in writing by BRP-ROTAX.
- Additional drivers qualify via international or zone ROTAX MAX CHALLENGES (number of drivers to be mentioned in the sporting regulation of the respective race series)

##### Senior MAX class:

- The overall winner of the SARMC 2011 MAX class who is authorized in writing by BRP-ROTAX.
- Additional drivers qualify via international or zone ROTAX MAX CHALLENGES (number of drivers to be mentioned in the sporting regulation of the respective race series)

##### DD2 class:

- The overall winner of the SARMC 2011 DD2 class who is authorized in writing by BRP-ROTAX.
- Additional drivers qualify via international or zone ROTAX MAX CHALLENGES (number of drivers to be mentioned in the sporting regulation of the respective race series)

### **DD2 Masters class: This is now a 'standalone' formula at the World Final**

- The overall winner of the SARMC 2011 DD2 masters class who is authorized in writing by BRP-ROTAX.
- Additional drivers qualify via international or zone ROTAX MAX CHALLENGES (number of drivers to be mentioned in the sporting regulation of the respective race series).

#### **Other rules:**

If a **driver** is qualified from an international ROTAX MAX CHALLENGE series and from the SARMC at the same time, the qualification at international level has higher priority for the qualification to the RMCGF. In such a case the next placed driver of the SARMC will qualify for the RMCGF.

If a **driver** is qualified from 2 or more different national/zone ROTAX MAX CHALLENGE series or the SARMC at the same time,, BRP-ROTAX reserves the right to decide from what series or RMC he will qualify for the RMCGF.

If a driver is **qualified in 2 categories** he/she can participate at the finals in the higher ranked category only.

Ranking is as following: (DD2 / MAX Challenge / DD2 Masters / Junior Max)

ROTAX reserves the right to grant additional drivers from different classes to different countries under certain conditions to participate at the RMCGF 2011.

#### **Podium**

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

### **3.8 Minimum weight**

At all times, the minimum weight for the kart, including driver and all required safety equipment (helmet, overall, gloves, etc.) is:

Maxterino 60	<b>105 kg</b>	<b>May adjust weight to equalize. Black number on Yellow</b>
Mini Max	<b>135 kg</b>	<b>White number on Blue</b>
Junior MAX class:	<b>145 kg</b>	<b>White number on Green</b>
Senior MAX class:	<b>165 kg</b>	<b>White number on Black</b>
DD2 class:	<b>173 kg</b>	<b>White number on Red</b>
DD2 Masters class:	<b>180 kg</b>	<b>Black number on White</b>
Max Heavy	<b>180 kg</b>	<b>Black number on Yellow</b>

### **3.9 Advertising on karts**

#### **RMCGF**

Sponsor stickers supplied by the race organiser are optional to be placed on all karts participating in RMCGF events according to the supplementary regulations for each event.

ROTAX reserves the right to specify additional sponsor stickers. Additional stickers of other personal sponsors allowed, as long as those are not in conflict with existing sponsors stickers on the bodywork or covering those.

Sponsors regulations (voluntary scheme to be determined) must be in compliance with CIK-FIA sporting code and General Prescriptions.

#### **SARMC**

All drivers are required to have the following stickers on their karts at any SARMC events:  
The ROTAX MAX CHALLENGE SOUTH AFRICA stickers must be displayed on the side of each side pods in a visible position

- [www.kart.co.za](http://www.kart.co.za) stickers must be displayed on the front and rear number plates of all karts in a visible position
- Any additional sponsor stickers can be placed in a 10x25 cm area on the Front Nose Cone and 3 stickers up to 10x25 cm on the side pods

Drivers may be required to wear series sponsors caps during prize giving, television interviews and ceremonies.

Use of additional sponsor stickers (non-conflicting) is allowed on other areas.

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.

All vested rights in respect of the ROTAX MAX CHALLENGE in South Africa will be legally protected. Copy right subsists in this material.

## **B) SOUTH AFRICAN ROTAX MAX CHALLENGE Supplementary Technical Regulations 2011 Version 4. 2010.12.27**

### **1. Technical regulations**

The 2011 Rotax Technical regulations apply. Generally the use of composite materials (carbon fibre, etc) is banned (excepting for the seat). This only applies in instances where no component, material specification or definition by either Rotax or CIK is evident (tie rods, steering wheel etc.)

### **2. Numbers, Number plates and weights**

Competition numbers are issued by Maria Buys at Motorsport South Africa.

Maxterino class:	105 kg May adjust to equalize (Yellow backing with black number)
Mini MAX class:	135 kg (Blue backing with white number) <b>kart maximum 105kg</b>
MAX Junior class:	145 kg (Green backing with white number) <b>kart maximum 110kg</b>
Senior MAX class:	165 kg (Black backing with white number)
DD2 class:	173 kg (Red backing with white number)
DD2 Master class:	180 kg (White backing with black number)
Max Heavy class:	180 kg (Yellow backing with black number)

### **3. Chassis**

All current and previously MSA homologated chassis (CIK models and Rotax authorised DD2 chassis only) are permitted. Rear axle diameter maximum 50mm and wall thickness according to CIK-FIA rules as from 01 May 2003. Front brakes are not allowed in any class except in the DD2.

Maxterino 60 may use the 2011 Hero H1 Kart, the 2010 (or older) SA Wild Kart, the original 2007 (or older) All Kart Mini Kart and the 2007 CRG NA1 chassis. All chassis must be used in accordance with their original individual MSA homologations only without modification.

### **4. Engines, clutch, ignition, carburettor, intake silencer, exhaust pipe**

Technical Specification of ROTAX engine type FR 125 MAX and DD2 for 2011 apply as published on the website [www.maxchallenge-rotax.com](http://www.maxchallenge-rotax.com). Because of the long periods between engine rebuilds and to ensure accountability the sealing system for FR 125 MAX engines is enforced. 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 Centres" 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.maxchallenge-rotax.com](http://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 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..... Only one carburettor combination will be permitted in 2011 in South Africa and this will be confirmed in an official bulletin.

Maxterino 60 engines must be raced sealed by an EMR authorized Maxterino Service Centre in accordance with the MSA approved regulations as published on [www.kart.co.za](http://www.kart.co.za) or available from MSA.

### **5. Tyres**

The only tyres permitted will be Mojo distributed by Ed Murray racing cc.

Mini and Junior Mojo D2, Senior and DD2 on D3 and Maxterino 60 Bridgestone YJL

Strictly no modifications or tyre treatment allowed.

Wet Weather tyres will be as per the 2011 karting regulations.

### **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 40:1 for all Rotax classes and Maxterino 60

at 30:1. Unless the organizers of an event stipulate otherwise, Rotax XPS kart tech synthetic 2 stroke oil mixed with any brand of 95 Octane unleaded fuel obtained from a roadside filling station will be used to replace any competitors' fuel as directed by the organizers.

7. Rear Bumpers must be a current CIK (or Rotax specified model in DD2). Regional and club events may allow the use of wide steel bumpers (UK style with 'ears'). Maxterino 60 karts must have the original wide CRG plastic bumper as supplied on the 2011 karts and all the older chassis may use this 2011 bumper or a 'wide' bumper with ears or as defined by the GP Junior or FIK rules.

## **DATES OF EVENTS COUNTING TOWARDS SARMC 2011**

### **NORTHERN REGIONS**

12th March 2011	- Vereeniging
16th April 2011	- Zwartkops
16th July 2011	- Zwartkops
20th August 2011	- Vereeniging

### **WESTERN PROVINCE – KILLARNEY**

11 June 2011	- WPMC
16 July 2011	- WPMC
20 August 2011	- WPMC
September date TBA	- WPMC

### **KWA-ZULU NATAL**

- iDube
- iDube

### **EASTERN PROVINCE**

14 <sup>th</sup> May 2011	- Knysna Street Race
4 <sup>th</sup> June 2011	- Celso Scribante
23 <sup>rd</sup> July 2011	- Celso Scribante
20 <sup>th</sup> August 2011	- Celso Scribante

### **COASTAL NATIONALS**

26th & 27th March 2011	- Cape Town
18th & 19th June 2010	- Port Elizabeth
6th & 7th August 2010	- iDube

### **NATIONAL FINAL**

**1st and 2nd October 2011**

**ZWARTKOPS INTERNATIONAL KART RACEWAY, Pretoria.**





#### **DATES OF OPEN INTERNATIONAL EVENTS IN 2011**

- Asian Cup – Malaysia - 9<sup>th</sup> January 2011
- Florida Winter Tour – United States of America – 23 Jan, 27 Feb and 27 March 2011
- Winter Cup – Spain - 13 February 2011
- Euro Challenge round 1 – Belgium - 3 April 2011
- Euro Challenge round 2 – Germany – 29 May 2011
- Euro Challenge round 3 – Denmark – 31 July 2011
- Euro Challenge round 4 – France – 11 September 2011
- Rotax Open World Final – Spain – 30 October 2011
- Middle East Kart Cup – Egypt – TBC
- Central European Trophy – Hungary – TBC

All of the above mentioned super-competitive events have respected awards as well as qualifying seats to the all important Rotax Max Challenge Grand Finals to be held in Al Ain in the UAE in November 2011