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2012 SOUTH AFRICAN ROTAX MAX CHALLENGE

RACE CLASSES	STATUS	PRIZES
Maxterino 60 Minimum age: see 3.2 Minimum weight 110 Kg (including full race gear)	SA Champ	Junior Max Engine
FR 125 Junior Max Minimum age: see 3.2 Minimum weight 145 Kg (including full race gear)	SA Champ	World Final Invitation
FR 125 Senior Max Minimum age: see 3.2 Minimum weight 165 Kg (including full race gear)	SA Champ	World Final Invitation
DD2 Minimum age: see 3.2 Minimum weight 173 Kg (including full race gear)	SA Champ	World Final Invitation
DD2 Masters Minimum age: see 3.2 Minimum weight 180 Kg (including full race gear) (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.)	Challenge	World Final Invitation standalone Masters Category

Four (4) SARMC Regional races allocated per region

Four (4) National events

- 06th and 07th April 2012 - Killarney Raceway, Cape Town
- 29th and 30th June 2012 – Schoenmakerskop, Port Elizabeth
- 10th and 11th August 2012 - iDube Kart Raceway, Pietermaritzburg
- 5th and 6th October 2012 - Zwartkops International Kart Raceway

INFORMATION - THE CHAMPIONSHIP CO-ORDINATOR

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A) SOUTH AFRICAN ROTAX MOJO MAX CHALLENGE **Regulations 2012** **Version 3 2012.03.06**

1. General

BRP-POWERTRAIN GmbH & Co KG, Welser Strasse 32, 4623 Gunskirchen, Austria 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 (BRP-POWERTRAIN).

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 2012: 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 2012 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-POWERTRAIN 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 BRP-POWERTRAIN for the qualification of drivers to the RMCGF. Only the authorised BRP-POWERTRAIN 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 2012, subject to them meeting the criteria of MSA Karting Commission:

Maxterino 60
Junior Max
Max Challenge
DD2 Challenge

The following class(es) will run as a National Challenge Series at the same events:
DD2 Masters

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 Junior/Senior Max. These are the only permitted combinations.

3. Regulations

3.1 Licence

Drivers competing at the RMCGF 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 races. For National events in a competitor's home province a one day National License can be obtained from MSA for R 100. A National Licence is required for the National events out of a competitors domicile.

3.2 Age limits

SARMC 2012:

Maxterino:

Open to all drivers from the year of their 8th birthday, to the year in which their 13th birthday occurs.

Junior MAX Class:

To participate in any of the events in the SARMC the driver must have his/her 12th birthday before 31/12/2012. He/she may race until the end of his/her 16th year.

MAX Challenge and DD2 Classes:

To participate in any of the events in the SARMC the driver must have his/her 15th birthday before 31/12/2012.

DD2 Masters

To participate in any of the events in the SARMC the driver must have his/her 32nd birthday during 2012.

RMCGF 2012:

Junior Max drivers must have had their 13th Birthday during 2012 and he/she must have his/her 17th birthday after 31.12.2012. Max Challenge and DD2 drivers must have had their 15th birthday by 30/09/2012 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-POWERTRAIN.

Expenses for supplied karts, engines, tyres, petrol, entry fee for qualified drivers (see 3.7) of the RMCGF are covered by BRP-POWERTRAIN 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 (at SARMC regionals only) 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 at regionals and finishing positions determines the grid for the first final. Min. 10 km.
- Grid positions at SARMC national events: Final 1 determined by fastest lap in qualifying practise. Final 2 determined by fastest lap in final 1. Final 3 determined by fastest lap in final 2. Final 4 determined by fastest lap in final 3.
- Finals points: A starting grid of max. 34 drivers and the race of min. 15km or 15 minutes. 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 2nd place if 5 starters, 3rd place if four starters and so on.

3.3.3 Events counting towards the SARMC

Regional Events

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. 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.

National Events

There will be one event at Killarney (WP), one event at iDube (KZN), one at Port Elizabeth and one at Zwartkops (NR). All of these events are open to National license holders. Each of these events will have time trials and 4 (four) point scoring finals. For National events in a competitor's home province a one day National License can be obtained from MSA for R 100.

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.

Point accumulation from Regional events:

Points from finals scored according to 3.3.3 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 twelve (12) finals from any of the National events. Exclusions must be counted as a best score. Refer also Karting Circular 3 2012.

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).

Championship Results

The sum of points obtained in the best six (6) regional finals will be divided by six (6). The full score of the best twelve (12) finals at National events will then be added to this number.

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

Final Classification

The championship result as calculated above will determine the

- South African Champions
- Series winners in DD2 Masters.
- Drivers qualifying for invitations to the RMCGF

The point standings in the SARMC will be published on the www.kart.co.za web-site and the MSA website.

In case of 2 or more drivers finishing the season with same number of points, the higher place in the championship 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.

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 2012 is R 400.00 including VAT. Registration can also be done on 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 2012

The total number of drivers, that can qualify for the RMCGF 2012 will be:

Junior MAX	72
MAX	72
DD2	72
DD2 Masters	60

The qualified drivers of RMCGF Junior MAX, MAX DD2 and DD2 MASTERS class will run on one brand chassis per category, supplied by BRP-POWERTRAIN and its partner(s).

3.7.1 Qualification mode for RMCGF

Following drivers will be qualified:

Junior class:

- The overall winner of the SARMC 2012 Junior MAX class who is authorized in writing by BRP-POWERTRAIN.
- 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)

MAX class:

- The overall winner of the SARMC 2012 MAX class who is authorized in writing by BRP-POWERTRAIN.
- 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 2012 DD2 class who is authorized in writing by BRP-POWERTRAIN.
- 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 2012 DD2 masters class who is authorized in writing by BRP-POWERTRAIN.
- 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-POWERTRAIN 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 2012.

Prize giving

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

Race gear

Drivers must wear a race overall in the country colours (design to be defined by the ROTAX distributor of the nation they are participating for.)

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	110 kg
Junior MAX class:	145 kg
Senior MAX class:	165 kg
DD2 class:	173 kg
DD2 Master class:	180 kg

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.

BRP-POWERTRAIN 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 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 sponsors caps during prize giving and ceremonies.

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

All drivers agree that BRP-POWERTRAIN 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 2012
Version 1. 20120213

1. **Technical regulations**

The 2012 Rotax Technical regulations apply. Generally the use of composite materials (carbon fiber, etc) is banned (excepting for the seat) in instances where no component specification/definition by Rotax or CIK is evident (tie rods, steering wheel etc.)

2. **Numbers and Number plates**

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

Maxterino class:	110 kg (Yellow backing with black numbers)
MAX CHALLENGE class:	165 kg (Black backing with white numbers)
MAX Junior class:	145 kg (Green backing with white numbers)
DD2 class:	173 kg (Red backing with white numbers)
DD2 Master class:	180 kg (White backing with black numbers)

3. **Chassis**

All current and previously MSA homologated chassis are permitted. DD2 Chassis must be MSA homologated and conform to the Rotax technical regulations as well. 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 may use any MSA approved "junior" chassis.

4. **Engines, clutch, ignition, carburetor, intake silencer, exhaust pipe**

Technical Specification of ROTAX engine type FR 125 MAX and DD2 for 2012 apply as published on the website www.maxchallenge-rotax.com. Because of the long periods between engine rebuilds it was possible to introduce a new sealing system for FR 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.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.

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.

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 MOJO C2. Wet weather tyres only Mojo W2

Strictly no modifications or tyre treatment allowed.

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. Maxterino 25:1. Unless the organizers of an event stipulate otherwise, 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.

7. Rear Bumpers must be a current CIK or Rotax specified model where applicable.

DATES OF EVENTS COUNTING TOWARDS SARMC 2012

NORTHERN REGIONS

21 April 2012 - Zwartkops
19 May 2012 - Vereeniging
28 July 2012 - Zwartkops
25 August 2012 - Vereeniging

WESTERN PROVINCE – KILLARNEY

26 May 2012 - WPMC
21 July 2012 - WPMC
25 August 2012 - WPMC
15 September 2012 - WPMC

KWA-ZULU NATAL

22 April 2012 - iDube
17 June 2012 - iDube
22 July 2012 - iDube
26 August 2012 - iDube

EASTERN PROVINCE

31 March 2012 - Celso Scribante
12 May 2012 - Celso Scribante
9 June 2012 - Celso Scribante
25 Aug 2012 - Celso Scribante

COASTAL NATIONALS

06th and 07th April 2012 - Killarney Raceway, Cape Town
29th and 30th June 2012 – Schoenmakerskop, Port Elizabeth
10th and 11th August 2012 - iDube Kart Raceway, Pietermaritzburg

NATIONAL FINAL

5th and 6th October 2012

ZWARTKOPS INTERNATIONAL KART RACEWAY, Pretoria.

AN AFRICAN OPEN SERIES WILL ALSO QUALIFY 4 DRIVERS TO THE 2012 RMCGF