



SARMC SUPPLEMENTARY TECHNICAL REGULATIONS 2021

These regulations are to be read in conjunction with the Global RMC Technical Regulations

Version 2 – 12.04.2021

The 2020 Global RMC Technical regulations (www.rotax-kart.com) apply with only the exceptions or additional regulations and clarifications being specified herein.

1. Chassis

Any CIK or Rotax DD2 approved chassis.

2. Engines

Global RMC Technical Specification of ROTAX engine type 125 MAX and DD2 for 2021 apply as published on www.kart.co.za or www.rotax-kart.com. Long periods between engine rebuilds allows an effective 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 in SARMC events. These engines are sealed after carefully checking the engine according to the ‘Global RMC Technical Regulations for the ROTAX 125 MAX’ engine which you can find on our homepage www.kart.co.za. Special ROTAX seals (black anodized aluminum seal with “ROTAX” logo and a 6-digit number/barcode) with a steel cable must be used. At scrutineering the driver must present the engine with an 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.

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

4. Older engine **crankcases** (Pre-EVO) natural aluminum colour may be used. **NB. Only black EVO 2015 onwards crankcases will be allowed in 2022 at SARMC events.**

5. Cylinders

5.1. New style 3D digitally printed core type cylinders (all classes)

Only cylinders stamped and registered by EMR are legal.

5.2. Older 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.

6. Squish measurements

Should any dispute over the accuracy of a minimum squish measurement as per International rules arise, the following method will be used to make a final decision: the squished solder is to be measured using a cylinder type micrometer after trimming the burr from the squished solder. This measurement is taken at a point between 1 and 2 mm from the trimmed end. The average of the two readings (left and right side)

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taken this way will be final and no tolerance will be allowed.

7. **Mini and Micro Max**

Rear track: The maximum overall width is 115cm measured to the outermost face of the rims or tyres, whichever is the greater.

The permitted width of rims shall be: - (maximum measurement to inside of rim flange, minimum measurements to inside of rim flange): Front Maximum 11.5 cm / Rear Maximum 15.0cm Minimum 13.0cm

8. **Gearing**

| | Micro Max | Mini Max |
|------------------------------|------------------|-----------------|
| EL / iDube / PE / Zwartkops | 14:74-76 | 13:79-81 |
| Cape Town / FK / Vereeniging | 14:69-71 | 13:74-76 |

9. **Master Max**

Engine EVO as per 2021 Rotax Global Technical Regulation published on www.kart.co.za website or Pre-2015 (non-EVO) engines are also allowed subject to them complying with the period regulations and being sealed by an authorized Rotax Service Centre. NB! If you use the EVO ignition system, it is compulsory to use the appropriate power valve. If an old type carburetor is used all the components must be the correct spec for that model of carburetor. If in doubt, please ask.

10. The use of a Rotax fuel filter is mandatory and may be fitted before or after the fuel pump.

11. The exhaust manifold on Micro and Mini Max engines is a restrictor and thus any escape of exhaust gas between the cylinder and the manifold will lead to exclusion from the race. No excuse for loose bolts, damaged gaskets, etc. will be entertained. A repeat offender will face a possible 3 event ban.