



UNITED STATES Rotax MAX Challenge Supplemental Regulations 2019

Version 1

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1. MICRO / MINI MAX

The RMC Technical Regulations 2019 replace the RMC Technical Regulations 2018.

Anything which is not expressly allowed in the technical regulations is forbidden.

The English language is the authentic version.

Both Micro and Mini Max will run under one category utilizing the exact same technical and sporting rules, while the position scoring will be based on 'age' and entered category.

1.1. Chassis

Chassis must be compliant as follows:

1.1.2 Only Cadet Chassis are authorized

1.1.3 950mm Wheelbase +/- 20mm

1.1.4 CIK Axle wall thickness rule does not apply

1.1.5 There are no front brakes allowed / Brakes do not need to be homologated

1.1.6 Rear Protection must capture at least 50% of the rear tire and should follow the CIK homologation of such known brands as (KG, Freeline, OTK, Parolin). Approved Metal rear bumpers are permissible as long as they pass the pre-post technical inspection.

1.1.7 Bodywork must be of cadet fitment in all areas and homologated per the CIK regulations, there are no modifications allowed to the bodywork.

1.1.7.1 Modification is allowable only to the right-side pod in order to accommodate the engine's radiator

1.1.7.2 Rear Bumper should never exceed the limit of the overall rear track width

1.1.7.3 Full size body work is not permissible in the cadet categories

1.2. Engine

Micro & Mini will run under the same category at both Stars & Stripes 'Ticket' events with the same engine regulations.

1.2 Engine Squish = 2.40mm |

To achieve the defined minimum squish gap, a spacer (ROTAX part no. 626 420, same shape as a cylinder base gasket) in combination with at least two cylinder base gaskets (one below the spacer and one above the spacer) must be used.

1.2.3 Spark Plug: NGK GR8DI

This is the only allowable spark plug for Micro and Mini

1.2.4 ECU Ignition: 125 MAX 666815

The ignition ECU is labeled with the number 666815 and must pass the ECU test. Complimentary tests are always available at the technical area.

1.2.5 Exhaust System:

The exhaust restrictor must be of original configuration and the inner diameter is not be reach any bigger than:

- 20.2mm

1.2.6 Gearing

The Front and Rear pinon gears are open allowing for any combination the competitor sees fit as long as the front pinon gear is ROTAX OEM.

2. Equipment Sealing / Scrutineering

2.1. Engine

Engines will be sealed at all Stars & Stripes Events and provided to the competitors through a non-biased lottery system.

2.1.1

Fuel - Will be available for purchase at each event and clearly marked for competitors to purchase. No other fuel is permissible during the Stars & Stripes Events.1.

2.1.2

Oil – Oil must be XPS synthetic – sold directly at the event or through Rotax Service Centers. Mix will be calculated between 2% – 3% and scrutinized through post-technical inspection as such.

2.2. Tires

Entry Tires (1 set of Practice Tires + 1 set of Race Slicks Tires) will be electronically controlled as well as each driver having to manually fill out a pre-tech form.

2.2.1

Drivers are allowed to use open tires in practice sessions 1, 2, 3 as long as they meet the category technical requirements

2.2.2

In the case of a 'rain race' competitors rain tires must meet the technical specifications per category and will be either scanned prior to the first official race session or at the end of the first official session during the post-session technical scale period.

2.2.3

One set of rain tires is allowed per category in such instance of a 'rain' race. In the instance rain appears to be consistent, the Race Director will hold the authority to allow a maximum of two sets of wet tires with driver safety being the utmost importance.

3. Push Back Bumpers

All categories will utilize CIK homologated push back bumpers, all materials including plastic bolt on bracket, bodywork and homologated metal bumper bars must be in compliance.

3.1.1 Penalties

1. Bumpers must appear at the entry of the grid 'off' the chassis and inspected prior to the competitor mounting their bumpers to the chassis within the 'false grid' prior to the event session.
 - a. Non-Compliance will result in the driver having time prior to track entry within the time regulations to fix any issue(s). Failure to do so may result in a disqualification due to non-compliance.
 - b. A Front Bumper dislodged (one-side) in will result in NO VIOLATION
 - c. A Front Bumper dislodged (Both-Sides) in will result in a THREE (3) POSITION PENALTY
 - d. Push Back Bumper penalties are not subject to protest and or appeals.

3.2 Technical Drawings & Further Definitions

3.2.1 Overview

It is only permitted to fix the front fairing onto the kart using the front fairing mounting kit. No other device is authorized. It must be possible for the front fairing to move freely back in the direction of the chassis without any obstruction from any part that may restrict movement.

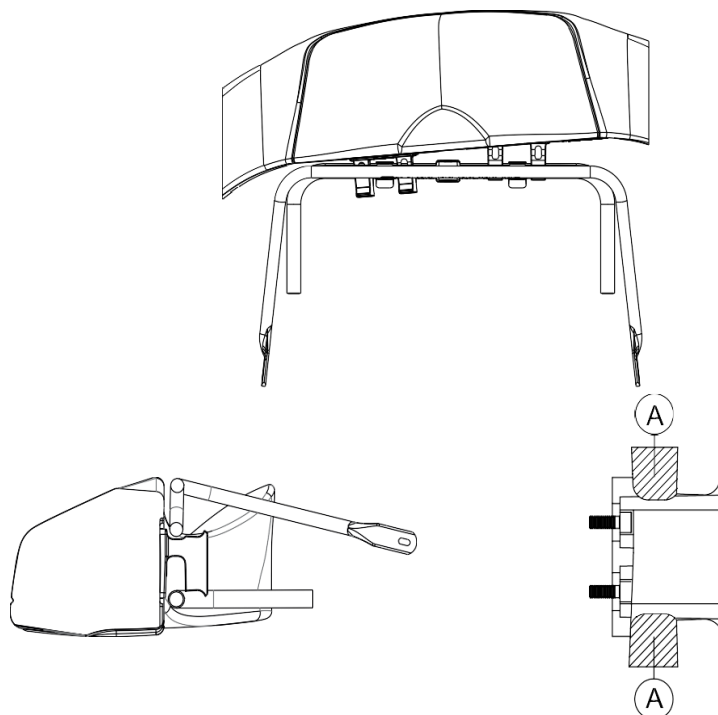
The front bumpers (lower and upper tube) must be rigidly connected with the chassis and must have a smooth surface. Any mechanical work or other intervention to maximize the friction of the front bumpers is strictly forbidden

3.2.2 Definitions

- ✓ Mounting bracket kit for front fairing (2 pieces + 8 screws in total).
- ✓ Front bumper support (2 half shells + 2 screws in total)
- ✓ Adjustable hook clamps (the 2 pieces, shall be made of metal)
- ✓ CIK Logo & Homologation number shall be embossed on each piece
- ✓ Mounting bracket kit for front fairing (the 2 pieces shall be made of plastic).
- ✓ Front bumper support (the 2 half shells shall be made of plastic).
- ✓ Homologated Equipment ONLY

3.2.2 Unacceptable Mounting (DWG Shown)

The image below depicts the INCORRECT installation of the Push Back front bumper.



3.2.2 Acceptable Mounting (DWG Shown)

The image below depicts the CORRECT installation of the Push Back front bumper.

