



UNITED STATES Rotax MAX Challenge Supplemental Regulation 2022

Version 1

Content

1. General Items
2. Equipment
3. Engine Sealing/Scrutineering
4. Engine Modifications
5. Chassis Compliance
6. Weight + Category Clarification
7. Camera Usage Clarification(s)
8. Drop-Down Bumper Clarification(s)



1. General

The RMC Supplemental Regulations 2022 are meant to underscore the RMC Technical / Sporting Regulations. **The Supplemental Regulations supersede both Technical and Sporting Regulations**

Anything which is not posted in either the Technical, Sporting and or Supplementals are expressly forbidden.

The English language is the authentic version.

2. Equipment

For each RMC race event (from qualifying practice to the final) the following maximum amount of equipment is allowed:

- 1 chassis
- 1 set of dry tires*
- 1 set of wet tires
- 1 engine**

Damaged Tire(s)

*In the event of a race tire being damaged (Slick or Wet), the technical scrutineer may allow the competitor to nominate a "USED" tire of similar wear. The damage must be reported to the scrutineer immediately after on-track action where the damage occurred, and prior to leaving the scale area.

Damaged Engine

Should a competitor have a failure non-repairable inside the seal, the competitor may with an approved Service Center fix the issue inside the technical inspection area and re-seal without any penalty. If the competitor cannot fix the issue, they are allowed to register a second engine which at said point they will have to start the **next** official event from 'last place' defined as the final starting grid position. The competitor will **NOT** lose their points from the previous finished race.



3. Engine Sealing, Scrutinizing

Engines utilized at USRMC events must be of American origin if the engine case is not of USA origin it is deemed illegal for localized competitions. If the competitor is a non-USA licensed driver, they are permitted to use a non-USA engine.

All seals must be utilized with accompanied passports from certified Service Centers. A full list of Service Centers can be found Here >

<https://www.racerotax.com/rotax-network/>

Engines utilized at the US Trophy events by non-USA residents are open to USA or their country of origin. All specifications must meet the technical regulations and be sealed by ONLY authorized service centres found here >

<https://www.rotax-kart.com/en/Find-a-Dealer> -- They MUST BE A SERVICE CENTER

All engines regardless of the event must always have an accompanied Passport signed and stamped by the SERVICE CENTER to match the engine credentials. **Passports that do not have an official stamp will not be accepted.**

3.1.1

Engine Case Legality:

Non-Barcoded cases are Not legal in any category or any competition. These cases WILL be allowed at the Rotax Winter Trophy 2022 (Orlando, FL)

[Barcoded and Silver] cases are legal in Jr. Max, Sr. Max, Masters Max and in NO other category. All legality of serial number origin still remains valid see section 3.

3.1.2

Engine Branding Defined:

One Sponsor Brand is allowed on the engine radiator and One on the radiator shield and in no other areas on the provided engine kit. The Sponsor brand must not be in competition with the following brands ROTAX, BRP, Mojo, XPS. It is forbidden to 'paint' or alter the original outward appearance(s) of any of the Rotax engine or any accessories including but not limited to: engine head, exhaust, accessory box, case half and inlet silencers. *Complete Compliance will be enacted by June 1, 2022 on all items mentioned above.*

3.2

Technical Director Discretion

At any point during the official event which is defined as qualification onward, the Technical Director has the authority to provide a competitor an OEM BRP-Rotax replacement ancillary item to utilize for any said session(s). Such items include but are not limited to; *(inlet silencer, ECU, exhaust, coil)*

4. Engine Modifications

4.1.1

125 Micro MAX and 125 Mini MAX:

Spark plug: NGK GR8DI or NGK GR9DI or IW27
Electrode gap (maximum): Filler gauge 1,20 mm must not fit in between the two electrodes.

125 Junior MAX, 125 Senior MAX:

Spark plug: NGK GR8DI or NGK GR9DI or IW27
Electrode gap (maximum): Filler gauge 1,00 mm must not fit in between the two electrodes.

For the 125 MAX DD2:

Spark plug: NGK GR8DI or NGK GR9D or IW27
Electrode gap (maximum): Filler gauge 1,00 mm must not fit in between the two electrodes.

4.1.2

Original batteries with following specification ONLY are legal to be used.



YUASA YT7B-BS (with and without Rotax branding)
ROTAX RX7-12B or RX7-12L (lithium iron phosphate type) or YUASA lithium iron phosphate type) *Image and Part Number coming.

Battery must be fitted with the original battery clamp and battery cover (according to illustration below) and must be fixed to the chassis with both clamps (all 4 screws). Additionally, battery can be mounted to the manufacture chassis tab if provided. Minimum bolt requirement is 8mm with locking nut.

← Example



4.1.3

Micro & Mini Max Sprocket Range

Micro Max engines are allowed ONLY 14z front drive sprocket. The rear Sprocket is open within the following range ONLY (68z – 75z)

Mini Max engines are allowed ONLY 13z front drive sprocket. The rear Sprocket is open within the following range ONLY (68z – 75z)

5. Chassis Compliance

- All competitors must take to the circuit with full technical compliance, if they are found at any point during the ‘race’ to not be compliant they will be automatically disqualified for said infraction. These infractions are not allowed to be protested or appealed against. Such compliance items include, but are not limited to:
 - Engine (per regulations), Tires (per regulation)
 - Homologated Bodywork and safety Inspection items (Nassau Panel, Nose Cone, Chain Guard, Rear Bumper protection.
 - Safety gear compliance
 - Maximum cadet rear width 1100mm

6. US Trophy East & West Points

General Category Point Structure

The points follow for each day of official racing, there are zero points for qualifying or entry participation. **[Maximum one round point total = 235 points.]** Total points from each series will determine the series champion (i.e West or East Champion).

Pre-Final Event Points [East & West]			
<u>Position</u>	<u>Points</u>	<u>Position</u>	<u>Points</u>
1	35	11	20
2	33	12	19
3	31	13	18
4	30	14	17
5	28	15	16
6	27	16	15
7	25	17	14
8	24	18	13
9	23	19	12
10	22	20	11

SUPPLEMENTALS



Final Event Points [East & West]			
<u>Position</u>	<u>Points</u>	<u>Position</u>	<u>Points</u>
1	200	18	65
2	180	19	60
3	170	20	55
4	160	21	54
5	150	22	53
6	143	23	52
7	136	24	51
8	129	25	50
9	122	26	49
10	115	27	48
11	108	28	47
12	101	29	46
13	94	30	45
14	87	31	44
15	80	32	43
16	75	33	42
17	70	34	41

6.1 US Trophy Final Points

Series competitors who participated in either the East or West Championship will add their points total to the points they earn at the US Trophy Finals. The competitor with the highest overall point total (ie. West + Final or East + Final) be crowned the overall champion.

Pre-Final Event Points [FINAL]			
<u>Position</u>	<u>Points</u>	<u>Position</u>	<u>Points</u>
1	35	11	20
2	33	12	19
3	31	13	18
4	30	14	17
5	28	15	16
6	27	16	15
7	25	17	14
8	24	18	13
9	23	19	12
10	22	20	11



Final Event Points [FINAL]			
Position	Points	Position	Points
1	300	18	125
2	255	19	120
3	240	20	115
4	225	21	110
5	210	22	105
6	203	23	100
7	196	24	95
8	189	25	90
9	182	26	89
10	175	27	88
11	168	28	87
12	161	29	86
13	154	30	85
14	147	31	84
15	140	32	83
16	135	33	82
17	130	34	81

Tie Breaker

In the case of two separate competitors ending the series with the same points calculation the following tie breaker rule follows:

- Number of Final Victories (Per Competitor)
- Number of Pre-Final Race Victories (Per Competitor)
- Number of Pole Positions (Per Competitor)
- Pole Position is used for tie-breaker in post-pre final race calculations where competitors may have the same number of total points.
- Number of 2nd Place finishes (Per Competitor)
This logic is continued until the best final result is reached.



7. Weight Category Clarification

Minimum Weights

Below are the minimum weights required for all Rotax categories throughout United States RMC Events.

Category	125 Micro Max	125 Mini Max	125 Junior Max	125 Senior Max	125 Masters Max	125 DD2 Max
Lbs.	230	255	320	360	385	390

7.1

Rotax Masters / Heavy Clarification

Rotax Heavy category is designed for two types of competitors;

1. Masters aged competitors per the Rotax Sporting Regulations as defined as being at minimum of 32 years old.
2. Any driver who has a minimum bodyweight of 190 lbs whereby they will not be able to participate successfully in the Sr. Max category. Age requirement of such competitor is defined with in the Sr. Max Sporting Regulations.
3. Rotax Grand Finals Tickets offered in the Rotax Masters category will be awarded to the minimum international requirements with age requirement of 32+ years old at time of the Grand Finals.

8. Video Review Explained / Driving Standards

- The reviewing of a driver's onboard video is permissible in the case of the follow instances:
 - Call/Penalty was issued to a "Competitor" with the following process:
 - An Appeal form must be completed and handed into Technical Inspection no later than 30 minutes from the original penalty being issued
 - All Video will be reviewed at the conclusion for the present race cycle (i.e heat races, pre-finals, finals) if not prior to
 - Final decision(s) will be made by the Sporting Director or Race Director, both officers have authority prior to the said results being posted as **Final**.
- The Clerk of the Course defined in the event posting will take direction action from either the Race Director or Sporting Director. The Clerk of the Course will administer all penalties at the time of scaling and has the authority to confiscate any competitor's camera(s) for series use.



8.1

Competition Presentation for Competition

For a competitor to receive championship points for any said events the competitor must take the grid and to the track in following event(s):

1. Qualifying
2. Heat Race(s) / Pre-Final
3. Final Race(s)

8.2

Impeding During Qualifying

Once the race track has been activated by the grid steward it is the competitor's choice at which point, they chose to leave the false grid and take to the track during their qualifying session. It is strictly forbidden for a competitor to impede another driver at any point during qualifying, in the instance a race official penalizes a driver for impeding the said driver will lose their fastest lap in qualifying.

9. Drop Down Bumper

- Drop Down bumpers are mandatory in all categories at USRMC events. A dislodged front bumper per the regulations and confirmed by the event Scale/Technical Director will result in the following action(s).

DESCRIPTION	PENALTY
PARTIALLY DISLODGED FRONT FAIRING (DEFINED AS ONE SIDE IN)	NO PENALTY
FULLY DISLODGED FRONT FAIRING (DEFINED AS BOTH SIDES IN)	3 POSITIONS