

UNITED STATES RMC Challenge

Supplemental Regulation 2023

Version 1



1. GENERAL

The US RMC Supplemental Regulations are set to supersede both RMC Technical and Sporting Regulations.

1.1 EQUIPMENT

Reminder that from qualifying onward the following materials are allowed

- 1 chassis
- 1 engine (Marked in scrutineering)
- 1 new set of slick tires (Marked in scrutineering) per round
- 1 set of wet tires per regulation are allowed per event per round

Note

**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 it 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, both engines are subject to full technical inspection per the Technical Director.

*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.

1.2 ENGINE SEALING

Engines may only be sealed by approved Service Centers located at either:

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

or

<https://www.rotax-kart.com/en/Find-a-Dealer>

Drivers with US residence must only utilize engines of US origin and sealed by a US Service Center. It is forbidden use non-US engines as well as sealing by non-US Service centers.

1.3 ENGINE ELIGIBILITY

Engines must be legal evo 125 Max models. Silver Evo/barcoded cases are only allowed in the following categories and MUST be of new style – Jr Max, Sr. Max, Masters Max

2. TECHNICAL DIRECTORS' DISCRETION

2.1 ANCILLARY REPLACEMENT

At any point during the official event which is defined as qualification onward, the Technical Director has the authority to provide a competitor with 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)

3. ENGINE MODIFICATIONS, REPAIRS AND ADDITIONS

3.1 BATTERY DEFINITIONS & MOUNTING

YUASA YT7B-BS (with and without Rotax branding) ROTAX RX7-12B or RX7-12L (lithium iron phosphate type) or YUASA lithium iron phosphate type), ANTI-Gravity Lithium or new style Rotax Lithium battery are permissible.

It is permissible to mount the OEM Rotax battery box to a suitable manufactures tab, which is fixed to the chassis by welded mount. The mounting must be a minimum of at least one (1) 8mm bolt with nylock nut.

3.2 MINI MAX & MICRO 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)

3.3 MINI MAX & MICRO MAX REAR WIDTH

The maximum rear width for both Mini MAX and Micro Max will be 1100mm.

4. CHASSIS COMPLIANCE DEFINED

All competitor's chassis must be in compliance with the technical regulations at the start of each official session and must remain in compliance through the final lap of the event and post-event inspection.

- If competitors are not compliant in such areas as but not limited to; (homologated bodywork, missing bodywork, chain guard, rear bumper protection) drivers will be disqualified from said session.

5. COMPETITION & PRESENTATION

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). A failure to do so will result in a disqualification from the next outlined event.

5.1 IMPEDING - QUALIFYING

Once the race track has been activated by the grid steward it is the competitor’s choice at which point, they chose to the 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

5.2 DROP DOWN BUMPER

The following penalty format will be utilized in RMC Trophy East or Trophy West events **ONLY**.

Description	Penalty
Partially Dislodged Front Fairing (Defined as One Side)	No Penalty
Fully Dislodged Front Fairing (Defined as Both Sides In)	5 Seconds

6. 2023 RMCGF TICKET HIERARCHY

Grand Finals Tickets are Only handed out at the US Trophy Final event. The event’s Open Ticket will supersede the Reserved Ticket held for qualified Trophy East or Trophy competitors.

The following outlines the 2023 RMC Grand Finals Ticket allocation at the US Trophy Final:

	Micro	Mini	Junior	Senior	Masters	DD2*
OPEN	1	2	1	1	1	1
RESERVED		1	1	1	1	1
TOTAL	1	3	2	2	2	2

6.1 QUALIFIED TROPHY WEST / TROPHY EAST COMPETITORS DEFINED

To Compete at the US Trophy Final for the ‘Reserved Ticket’ alongside the Open ticket; said competitor must have competed in either the full Trophy West or full Trophy East series.

A competitor who achieves either qualification will be verified to compete at the US Trophy Final. There are NO championship point(s) implications carried over to the US Trophy Final from either the Trophy West or Trophy East series. The US Trophy Final is a stand-alone event whereby the ‘Reserved Ticket’ is award to the highest finishing Trophy West or East driver at the conclusion of the events final.

6.2 LOCAL OPTION QUALIFIED TROPHY EAST / TROPHY WEST COMPETITORS DEFINED

The promoter has the option to add local option categories (i.e. Club Max or Other) at the Trophy East and Trophy West event series. In such instance the promoter may deem those competitors competing in the full series of a local option category eligible to compete at the US Trophy Finals for a ‘Reserved Ticket’ in said applicable category.

7. ROTAX OPTIONAL CLUB/REGIONAL CATEGORIES

RaceRotax and Rotax have the option to add a category or multiple categories to stimulate and provide a consistent platform for fair and competitive racing. The following Optional category is deemed valid for the 2023 racing season should United States clubs and or race promoters which to do so.

Club MAX

Suggested Min Weight	Min Age	Suggested Tires	Engine Regulations	Suggested Fuel	Oil
350 lbs.	14*	MoJo D2xx 4.5 x 7.10	Jr. MAX	91-98 Octane	XPS 2%

- *Drivers should turn 14 years old during the calendar year to be able to compete in the Club Max category
- General Engine guidelines will follow the Rotax Technical Regulations per evo 125 Jr Max requirements.

----- END OF SUPPLEMENTAL REGULATIONS -----

COMING