

# UNITED STATES RMC Challenge

**Supplemental Regulation 2023**

Version 1.1 US TROPHY FINAL EVENT



## GENERAL

The US RMC Supplemental Regulations are set to supersede both RMC Technical and Sporting Regulations. If a rule is not specified in the Supplementals then either the Technical or Sporting regulations are to be followed.

### 1.1 EQUIPMENT

Reminder that from qualifying onward the following materials are allowed

- 1 chassis
- 1 engine (Marked in scrutineering)
  - Driver May be asked to show the passport during scrutineering. A Passport that is not Officially Stamped and Signed by a current Service Center per the Technical Regulations outline will result in a Disqualification
- 2 new sets of slick tires (Marked in scrutineering) per official schedule
  - A competitor missing their scrutineering window will lose their fastest lap from qualifying
- 1 set of wet tires per regulation (Marked in scrutineering) per official schedule
  - A competitor missing their scrutineering window will lose their fastest lap from qualifying
  - Wet tires not scanned in during the scrutineering window will be allowed to be scanned in after the first official on track session of wet tire usage without a penalty

#### Equipment Clarification Note

\*\*Should a competitor have non-repairable failure inside the seal of the engine, 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 may only utilize engines of US origin and sealed by a US Service Center. It is forbidden for US residents to use non-US engines as well as sealing by non-US Service centers.

Non-US Residents are free to use engines per international regulations.

## 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 official 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).

### 2.2 FUEL REPLACEMENT

At any point the event Technical Director may demand the top starters in any category to report to scrutineering 15 mins early to the race start with their fuel tanks empty. The Technical Director will provide each driver free of charge, mixed fuel for said session(s).

## 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 a welded mount/tab. 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

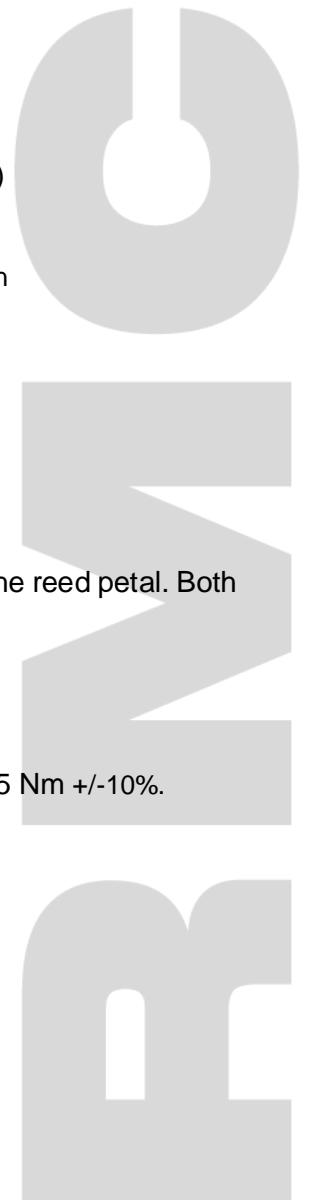
The maximum rear width for both Mini MAX and Micro Max will be **1100mm.**

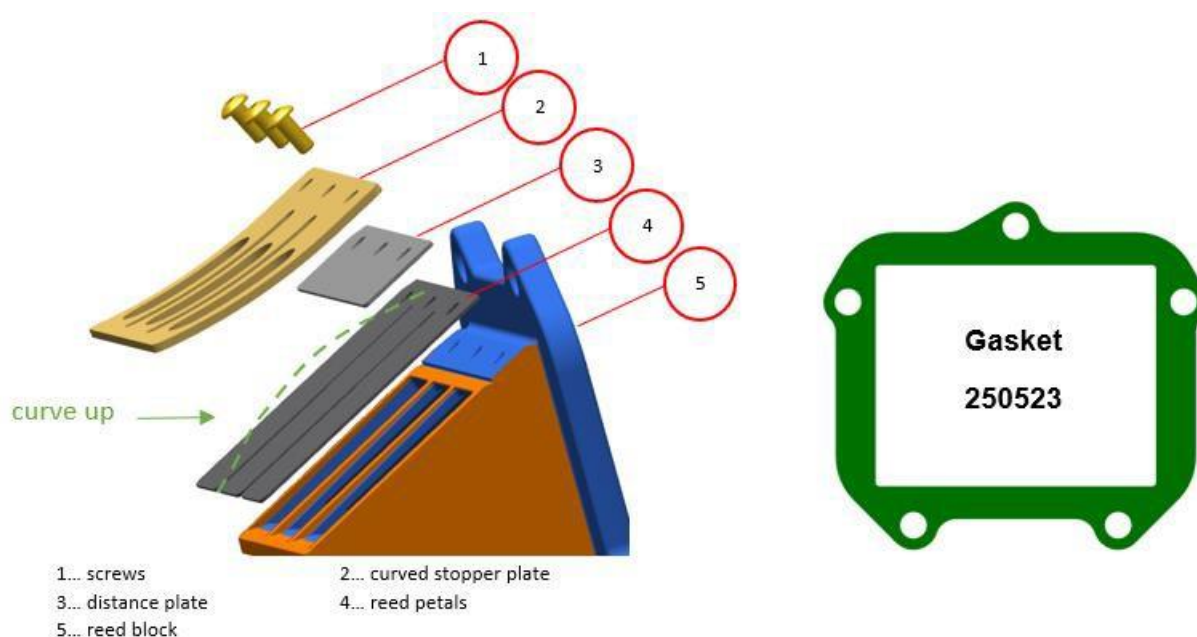
### 3.4 MINI MAX & MICRO MAX REED BLOCK DISTANCE PLATE MICRO & MICRO MAX

All **MICRO AND MINI MAX** competitor's ARE REQUIRED to utilize the Upgrade Kit Reed Valve Rotax Part Nr. 281551

#### INSTALLATION PROCEDURE:

1. REMOVE the pre-installed 3x Taptite screws (1).
2. REMOVE the curved stopper plate (2) and reed petals (4).
3. INSTALL the used 3x Taptite screws (1) in the threads of the reed block (5)
  - a. Pre-tighten by hand
  - b. Tighten with a torque wrench set to 1.5 Nm +/- 10% without lubrication
    - This ensures the thread is properly cut.
4. REMOVE the 3x Taptite screws (1) and **dispose of them.**
5. CLEAN the reed block from any metal particles.
6. INSTALL the parts in the following order on the reed block (5):
  - a. reed petals (4) with the curve as shown below in the illustration.
  - b. distance plate (3) included in the upgrade kit must be aligned with the reed petal. Both parts have a cut on one edge.
  - c. curved stopper plate (2).
7. INSTALL 3x M3x6 screws (1) from upgrade kit using a torque wrench to 1.5 Nm +/-10%.





## ATTENTION

If the reed block assembly touches the cylinder wall on the intake port, please fit the optional second gaskets 250523 to ensure proper sealing as per RMC Technical Regulations 2023, Bulletin no. 01 / 02.

## 4. MICRO MAX CATEGORY DEFINED

All MICRO MAX competitor's **MUST ADHERE** to the Global Technical Micro Max Regulations for the 2023 US Trophy Final. MICRO MAX will NOT run with the MINI MAX regulations at the US Trophy Final as it did in both the Trophy East and West series.

## 5. CHASSIS COMPLIANCE CATEGORY 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 during and after an official session for such items as but not limited to; (homologated bodywork, missing bodywork, chain guard, rear bumper protection) the competitor will be disqualified from said session. The Race Director will with enough time black flag or mechanical flag the competitor during the event and the competitor will receive **LAST PLACE POINTS** for said session.

### 5.1 CHASSIS PROTECTOR

For the US Trophy Final, chassis protectors / skid plates comprised of ferrous material(s) are permissible.

## 6. 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. Such instance could be, but not limited to, not appearing for heat races, qualifying and pre-final events.

### 6.1 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 within the allowable time set forth in the Sporting Regulation, which states competitors have three (3) minutes to leave the false grid. 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 for each instance occurred.

### 6.2 DROP DOWN BUMPER [PBB CLARIFICATION]

The following penalty format will be utilized in **RMC Trophy Final.**

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

## 7. PROTEST POLICY AND PROCESS

The following outlines the direct policy as it relates to a competitor's ability protest, technical or sporting calls.

Step 1. A driver will be notified either by paper copy or by virtual board of penalty with a time stamp after the official infraction has occurred.

Step 2. A competitor has the ability to protest as long as they obtain the official protest form from either; Clerk of the Course, Registration or Technical scrutineering. The form must be correctly filled out and presented with **\$250 USD CASH ONLY** to the Clerk of the Course within 30 minutes of the penalty being posted and or issued.

Step 3. Officials will receive the penalty, in the case of sporting infraction the competitor may show their video to the official, which must be on the competitors own digital device. Upon review a final decision will be made and the result will be made official at this point.

*Additional Information*

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. 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*
<b>OPEN</b>	0	2	1	1	1	1
<b>RESERVED</b>	1*	1	1	1	1	1
<b>TOTAL</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>

### 8.1 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.

**\*MICRO MAX** is open to ONLY American licensed competitors to compete for the RMC Grand Final Ticket.

## 9. GENERAL PERSCRIPTIONS SEE ONSITE EVENT POSTING BOARD

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

