

Race Rotax MAX Challenge



2026 RMC America's Trophy Supplemental Regulations

VERSION: March 1st, 2026

@KartingSolutionsGroup
@RaceRotax

Table of Contents

Table of Contents	2
1. Series Name	3
2. Promoter & Official Rotax Karting Distributor	3
3. Organizer	3
4. Event Dates and Venue	3
5. Sporting & Technical Regulation and Precedence of Regulation	3
6. Class Information	4
7. Driver, Team, and Parental Sportsmanship Theme	4
8. Registration	5
9. Entry fees	5
10. Event Format	5
11. If more than 36 entries are in a class	6
12. Officials	6
13. Drivers' Briefing	6
14. Fuel and Oil	6
15. Slick Tires	6
16. Driver safety equipment	7
17. Cameras	7
18. Quiet Rule	8
19. Hot Pit	8
20. Event Scoring and Prizes	8
21. Event Schedule	10
22. Self-Declaration Technical Inspection form	10
23. Official Posting Board	10
24. Payment of fines	10
25. Protests	10
26. Technical Specifications	11
27. FZ Shifter Technical Specifications	13

1. Series Name

ROTAX MAX CHALLENGE AMERICA'S TROPHY

2. Promoter & Official Rotax Karting Distributor

Karting Solutions Group. Official website of the Series: www.racerotax.com

3. Organizer

Karting Solutions Group

4. Event Dates and Venue

The series will be held over two double-header weekends.

Weekend 1 – March 20 – March 22 – Musselman Honda Circuit, Tucson, AZ

Weekend 2 – June 5 – June 7 - Motorsports Country Club of Cincinnati, Batavia, Ohio

5. Sporting & Technical Regulation and Precedence of Regulation

The events will run in accordance with:

- 2026 FIA international Sporting Code and its appendices
 - Available on FIA website www.fia.com
- 2026 FIA Karting Regulation
 - Available on FIA Karting website: www.fiakarting.com
- 2026 Rotax MAX Challenge Global Sporting Regulation & 2026 Rotax MAX Challenge Global Technical Regulation
 - Available on Rotax <https://www.rotax-racing.com/rmc-regulations>
- 2026 RMC America's Trophy Series
 - Regulation. <https://racerotax.com/rules-2/>
- Official Bulletins issued before or at events
- Instructions from approved Officials
 - The more specific regulation always takes precedence over the more general regulation.
 - Example: If a bulletin contradicts the 2026 RMC Global Sporting regulation, the bulletin takes precedence.

Any claim of lack of knowledge of the Regulations will not be entertained.

6. Class Information

Class	Age	Engine rules	Weight in lbs	Numbers
Rotax Micro MAX (1)	8 – 11 y.o. Driver must be born in 2015, 2016, 2017 or 2018.	2026 Race Rotax Technical	230	1-99
Rotax Mini MAX (2)	10 – 13 y.o. Driver must be born in 2013, 2014, 2015 or 2016.	2026 RMC Technical	255	100-199
Rotax MAX Junior (3)	12 – 14 (15*) y.o. Driver must be born in (2011*), 2012, 2013 or 2014.	2026 RMC Technical	320	200-299
Rotax MAX Senior (4)	(14*) 15 y.o. and over. Driver must be born in (2011*) 2012 or before	2026 RMC Technical	360	300-399
Rotax MAX Masters	32 y.o. and over. Driver must be born in 1994 or before.	2026 RMC Technical	385	600-699
FZ85 Junior	12-15 y.o.	2026 FZ Technical	340	500-599
FZ 125 Senior	15 y.o. and over	2026 FZ Technical	390	400-499

Notes:

- Mandatory Gear ratio for Micro/Mini MAX: Engine Sprocket 13 tooth/ Rear Sprocket 68-74 tooth.
- A driver who is 15 years old during the year of the event can participate in Junior MAX category ONLY if he/she is placed on the official CIK FIA list for special license cases to be eligible to hold a valid International G Karting License, according to Article 3.4.1 of the CIK INTERNATIONAL DRIVERS' LICENCES FOR KARTING DRIVERS & CODE OF DRIVING CONDUCT.
- If a driver is 14 years old during the year of the event, he/she must hold a valid international license grade F karting according to Article 3.4.2 of the CIK FIA INTERNATIONAL DRIVERS' LICENCES FOR KARTING DRIVERS & CODE OF DRIVING CONDUCT.

7. Driver, Team, and Parental Sportsmanship Theme

- All participants, including teams, drivers, crew members and parents/guardians shall conduct themselves according to the highest standards of behavior and sportsmanship, particularly in relations with other competitors, officials, sponsors and their products, and in a manner that shall not be prejudicial to the reputation of the Rotax MAX Challenge America's Trophy, promoters, sponsors, organizers, host tracks, or to kart sport in general.
- Sportsmanship refers to a person's conduct and behavior while participating in a sport. Examples are fairness, respect for one's opponent, and graciousness in winning or losing.
- Any abuse of officials or other participants will not be tolerated. Teams, drivers, and parents/guardians are responsible at all times for the conduct of their driver, crew members, and guests. Any violation of this regulation is directly chargeable to the driver and the person at fault.
- Yelling, shouting, physical altercations, bullying, and intimidation, whether at an event or on social media platforms, are considered violations of this regulation.

- Violation of this regulation may result in penalties, including loss of Series points, suspension of driving privileges, monetary fines, exclusion from a track session, and/or the event and/or the RMC America's Trophy Series.

8. Registration

- Regular registration begins on February 18th and will close on March 16th at 11:59 pm CST. After this date, you will be able to register as a walk-in, but a surcharge of two hundred fifty dollars (\$250) will apply.
- Registration will officially close on Thursday, March 19th at 5 pm CST.
- Registration is done online on:
<https://rmcusa.alphatiming.co.uk/register/events>

9. Entry fees

Entry fees below are valid from registration Opening Date until the official Cut-Off Date

- **The entry fee includes:**
 - Race registration fee for weekend
 - Passes for driver
 - Friday practice
 - Two sets of slick racing tires (see class details)
 - 5 gallons of Sunoco 95 Optima fuel
 - 1 liter of XPS oil

- **Class fee:**

Rotax 125 Micro & 125 Mini MAX

- Registration fee: \$1,450.00
- Slick tires included and allowed: 2 sets

Rotax 125 Junior MAX, 125 Senior MAX, MAX Masters

- Registration fee: \$1,550.00
- Slick tires included and allowed: 2 sets

FZ 85 Junior, 125 Senior:

- Registration fee: \$1,250.00
- Slick tires included and allowed: 1 set

10. Event Format

Each RMC America's Trophy weekend is held in a two-event format for Rotax Categories.

Friday: Practice

Saturday: Warm-up, Qualifying, Prefinals, Finals, and Podium.

Sunday: Warm-up, Qualifying, Prefinals, Finals, and Podium.

Each RMC America's Trophy weekend is held in a one-event format for FZ Categories

Friday: Practice

Saturday: Warm-up, Qualifying, Heat 1, Heat 2.

Sunday: Warm-up, Prefinals, Finals, and Podium.

11. If more than 36 entries are in a class

If the number of drivers in a class is 36 or less, it will be done in one group; otherwise, it will be divided into 2 groups (group 1 and group 2) for qualifying and prefinals. The groups will be determined by an electronic draw conducted by the timing system.

Ranking after qualifying: 1st place goes to the fastest time of the 1st series (fastest time overall), 2nd place to the fastest time of the 2nd series, 3rd place to the 2nd fastest time of the 1st series, 4th place to the 2nd fastest time of the 2nd series, 5th place to the 3rd fastest time of the 1st series, and so on.

Drivers on position 1 – 15 of each prefinal will move up to the final race. Others will have to race in the Last Chance Race (LCQ). The top 6 of the LCQ will move up to the final race.

Starting grid of the final race: Position 1-15 of Prefinal A will be on odd positions on the grid, positions 1 – 15 of Prefinal B will be on even positions on the grid. Grid will be completed with the top 6 of the LCQ according to their final position in the LCQ.

12. Officials

A complete list of the event officials will be published before the event.

13. Drivers' Briefing

Drivers' briefings are mandatory, and all drivers must attend. They will appear on the schedule or will be called during the event on the Public Announcement system. Presence will be controlled physically or electronically. For this reason, drivers must have their credentials with them at the briefing.

14. Fuel and Oil

Rotax Official Oil – XPS Synthetic | Fuel Sunoco Optima 95
FZ Official Oil – ELF | Fuel Sunoco 112

15. Slick Tires

Competitors will receive two sets of slicks. Saturday Slicks must be used for Saturday, and Sunday slicks must be used for Sunday.

Class	Type	Make	Model	Front	Rear
Micro MAX	Dry	Evinco	SK-H2	4.6 x 5-0	4.6 x 5-0
Mini MAX	Wet	MG	SW2		
Junior MAX	Dry	Evinco	SK-H2	4.6 x 5-0	7.10 - 5
FZ 85	Wet	MG	SW2		
Senior MAX	Dry	Evinco	SK-H2	4.6 x 5-0	7.10 - 5
MAX Masters	Wet	MG	SW2		
FZ 125					

Rain tires. Drivers must purchase rain tires from a reseller of their choice and comply with the specifications above. Tire marking/scanning will be done according to the event schedule. Only one set of rain tires is allowed per weekend. Further rain tires may be allowed by the event officials according to the weather or track conditions.

16. Driver safety equipment

Helmets

In addition of the CIK regulation, the following helmets are allowed:
SNELL M2014, SNELL M2020
SFI 24.1/2015 Youth, SFI 31.1 or 41.1/2015, SFI 24.1/2021 Youth

Racing suits

In addition to the CIK regulation, racing suits with valid SFI homologation are permitted.

Rib/body protection

Mandatory for all drivers. In addition to the CIK FIA Standard 8870-2018 body protection (recommended), rib/body protection designed for kart racing are allowed.

Chest protection

Mandatory for all drivers aged 13 or younger. If the driver doesn't use the body protection with FIA Standard 8870-2018, he must wear a chest protection with SFI valid homologation.

Neck protection

Neck protection designed for motorsport racing is mandatory for drivers of the Micro-MAX, Mini-MAX, and Junior MAX classes.

Hair

If hair extends appreciably from beneath helmet level to present a safety concern in the opinion of event race officials, participants must wear a balaclava or head-sock to prevent hair from extending outside the helmet

Drivers on the pre-grid who are visibly not wearing mandatory safety equipment will not be permitted to enter the track. Drivers on track who are visibly not wearing or who lose mandatory safety equipment will receive a black flag.

17. Cameras

A maximum of one camera may be installed on the competitor's kart. Cameras must be clearly marked with the driver's name and kart number. Any unidentified cameras found on the track will automatically become the property of the event organizer.

It is not permitted to mount a camera on a driver's helmet, plastic rear protection, side pods or front fairing at any time. Cameras cannot be mounted higher than the top of the steering wheel. No camera should block the view of the kart number.

Camera mounting must be by secure mechanical means only. All cameras must be tethered with a safety cable. It is not permitted to install a camera using any form of adhesive mounting material.

Images from the competitor's camera are for personal use and coaching purpose only and cannot be submitted to event officials to support an investigation or protest. Only the event cameras will be used by officials regarding officials' decisions.

18. Quiet Rule

Running of engines on the track property is prohibited at all times except for the following: engine may be started for one 5 second period in the area located just before the entry of the pre-grid prior to the driver on-track session.

Anyone needing to run their engine due to mechanical issues must take the kart to the Technical Inspection area and get permission from the Technical Inspector.

Any engine started under a tent, whether closed or not, automatically renders all participants whose karts are under the tent at that moment liable to a penalty for failure to comply with the Quiet Rule.

19. Hot Pit

There is no Hot Pit during this event.

20. Event Scoring and Prizes

The series is based on two rounds, presenting two racing events (4 events). For each event, points will be awarded as follows:

Bonus Points	
Pos	Pts
Fastest Qualifier	10
Fastest Lap in Final	10

(continued on pg. 9)

Event Scoring and Prizes (continued)

Pre-Final													
Pos	Pts		Pos	Pts		Pos	Pts		Pos	Pts		Pos	Pts
1	100		13	48		25	24		37	8		49	0
2	90		14	46		26	22		38	7		50	0
3	80		15	44		27	20		39	6		51	0
4	75		16	42		28	18		40	5		52	0
5	70		17	40		29	16		41	0		53	0
6	65		18	38		30	15		42	0		54	0
7	60		19	36		31	14		43	0		55	0
8	58		20	34		32	13		44	0		56	0
9	56		21	32		33	12		45	0		57	0
10	54		22	30		34	11		46	0		58	0
11	52		23	28		35	10		47	0		59	0
12	50		24	26		36	9		48	0		60	0

Final													
Pos	Pts		Pos	Pts		Pos	Pts		Pos	Pts		Pos	Pts
1	200		13	90		25	38		37	22		49	10
2	180		14	84		26	36		38	21		50	9
3	170		15	78		27	34		39	20		51	8
4	160		16	72		28	32		40	19		52	7
5	150		17	66		29	30		41	18		53	6
6	142		18	62		30	29		42	17		54	5
7	134		19	58		31	28		43	16		55	4
8	126		20	54		32	27		44	15		56	3
9	118		21	50		33	26		45	14		57	2
10	110		22	46		34	25		46	13		58	1
11	102		23	42		35	24		47	12		59	0
12	96		24	40		36	23		48	11		60	0

The Series is best 3 out of 4 rounds. Competitor's Drop consists of a complete day of racing (qualifying, prefinal, final), you are not able to take your worst finish across different race days.

In case two or more drivers finish the championship with the same number of points, the higher place in the championship will be awarded to:

- The holder of the greatest number of first places in final races. If the number of first places is the same, the holder of the greatest number of second places in the final races, and so on, until a winner emerges.
- If it is not possible to break a tie with results of the final races, the holder of the greatest number of first places in prefinal races, if the number of first places is the same, the holder of the greatest number of second places in prefinal races, and so on until a winner emerges.
- If it is not possible to break a tie with the results of the prefinal races, the driver with the best position in the last final race of the Series will be declare the winner.

Podiums: Drivers finishing in position 1, 2 and 3 of the final races will receive a trophy.

Class prizes:

One invitation to race at the 2026 Rotax MAX Challenge Grand Finals in the Mini-MAX, Junior MAX, Senior MAX, and MAX DD2 (Senior Vice Champion) will be awarded (4 events). The champion of the Micro Max, Max Masters, FZ85 Junior, and FZ125 Senior classes will win a free entry for the RMC

Trophy Final excluding the products which may be included in the entry fee.

21. Event Schedule

The schedule for each round will be posted on the Series website www.racerotax.com

22. Self-Declaration Technical Inspection form

All competitors will be required to complete a Self-Declaration Technical Inspection form provided in the registration packet. This completed form must be presented to Technical officials before the time set in the Event Schedule.

23. Official Posting Board

To be announced prior the event, Discord will be the official virtual posting board. The necessary information will be included in your registration kit.

24. Payment of fines

All fines imposed on a driver must be paid in cash before the next session in which the driver must go on track. If the penalty is imposed just before the next session, the driver may ask the stewards to defer payment after that session. If permission is granted, payment must be made within thirty minutes of the end of the session, failing which the driver will be placed last in the results of their last session. If a fine is imposed after the final race, the driver must pay the fine within 30 minutes after they are noticed of the fine penalty. Failure to pay the fine on time will result in the driver's disqualification from the event.

25. Protests

The Protest must be received by the Stewards within 30 minutes of the publication of the provisional results on the Official Posting Board for a Sporting infraction and within 30 minutes of the publication of the official results for a Technical infraction.

The Protest fee is \$500 and must be submitted in cash with the Protest application. Failure to pay this fee will result in the protest application not being accepted.

Competitors receive one (1) protest throughout the weekend. In the event that the competitor wins the protest, they will retain the right to use it again if needed. If a competitor's protest is denied, they will no longer have the ability to protest.

The decision from the officials on the protest is final.

26. Technical Specifications

26.1 Micro-MAX & Mini-MAX exhaust pipe seal

All participants in the Micro-MAX & Mini-MAX classes must present themselves at the technical inspection area at the time specified in the event schedule with their exhaust system completely dismantled and with a new exhaust mat. The exhaust will be checked, reassembled, and sealed for the duration of the event. A 4th hole must be drilled on the exhaust to accommodate the seal. The competitor must use the same sealed exhaust pipe for every session of the weekend. After round one, the competitor must keep the seal on his exhaust pipe if he is racing in the second round.

26.2 Technical Self-Declaration

The Technical Self-Declaration must be filed in the technical area by the specified time in the event schedule.

26.3 Chassis

Micro MAX & Mini MAX

Any chassis sanctioned by KSG or with a valid CIK-FIA homologation is allowed with a wheelbase of 950 mm. Front brakes are not allowed. Axle mandatory is 30mm x 5mm. The brake system, bodywork, and front bumper must have a valid CIK-FIA homologation.

Junior MAX, Senior MAX & MAX Masters

Any chassis sanctioned by KSG or with a valid CIK-FIA homologation is allowed. Front brakes are not allowed. Maximum diameter of rear axle = 50 mm, minimum wall thickness according to CIK-FIA rules. The brake system, bodywork, and front bumper must have a valid CIK-FIA homologation.

MAX DD2 and MAX DD2 Masters

Any chassis with or without a valid CIK Homologation is allowed to be used. Chassis must be designed according to CIK-FIA rules for shifter classes (front- and rear brakes mandatory). The brake system, bodywork, and front bumper must have a valid CIK-FIA homologation.

26.4 Micro-MAX & Mini-MAX crankcase

The only crankcases legal to be used for racing in the 125 Micro MAX and 125 Mini MAX categories will be the original machined pick-up flange type with casting codes 6211885 (ignition sensor side) and 6211893 (clutch side).

26.5 Micro-MAX engine configuration

Reference the Technical Regulations at: <https://racerotax.com/rules-2/>

Micro MAX utilizes the Mini Max engine configuration with the exception of using the full Micro MAX exhaust system, the exhaust socket remains the technical requirements of the Mini MAX.

26.6 Equipment replacement

The Chief Technical Inspector has the authority to remove and hold any competitor's engine and or

ancillary item(s) and exchange a replacement item to a competitor at any time from the start of official practice on Friday until the event conclusion. The Technical Director has autonomy to keep any engine(s), part or parts after the event's conclusion to send to BRP-Rotax for further investigation should they deem necessary at the cost of the Organization.

If the items are found non-compliant by BRP-Rotax, the competitor will be wholly liable for all costs associated with the testing and will lose any awards and championship points attained from the said event.

26.7 Fuel Control

In the instance of technical inspectors' mandates Parc Fermé Fuel for selected categories, the following process will be adhered to:

- All competitors may be asked to have their fuel tank removed for the purpose of being placed in Parc Fermé or receive the instruction to arrive at the Pre-Grid with an empty fuel tank;
- Any competitor selected will be notified on the weigh scale line of their session and will be pulled into tech to have their fuel tank removed or being empty for the next session;
- The competitors selected must return to the Pre-Grid with enough time to properly attach their fuel tank prior to their session and tank fueling;
- If selected, the fuel may be drained and refilled by the Rotax staff. If the competitor's tank is emptied, fuel will be supplied by the Organization staff and provided for free. Mix ratio (gas/oil) of the supplied fuel is 50:1.

26.8 Batteries

In addition to the battery included in the technical regulation, the following batteries are allowed:

- YUASA YT7B-BS, including Motocross Platinum branding.
- MMG Powersports YT7B-BS, including moto branding.
- Antigravity Lithium-ion AT7B-BS battery.

26.9 Engine Allowance

The following outlines the allowed Rotax engines for the 2026 America's Trophy

- Drivers are only allowed to utilize American or Canadian serial numbered engines. American engines may only be sealed by approved Race Rotax Service Centers, found at <https://racerotax.com/rotax-network/>. Canadian engines are only allowed to be sealed by approved Canadian Service Centers.

26.10 Skid Plates

- Skid Plates are permitted for use in all categories. The Chief Technical Inspector may require the Driver to change their Skid Plate if the plate is deemed a danger to competition.

26.11 Front Bumper Clamp Securing

- Zip-ties may only be used to secure the top portion of front bumper clamps to front bumper bar.

26.12 EM Technology Radiator Allowance

- The EM Technology REM01ROTAX Radiator pictured below is allowed.



27. FZ Shifter Technical Specifications

The FZ Shifter event supplemental regulations supersede the posted FZ Shifter regulations. All technical regulations are clearly outlined in both documents, any and all modification or attempts by competitors to not follow the posted regulations will result in immediate disqualification.

27.1 FZ Shifter Spec Gear Ratio

- FZ85 specified gear ratio: 14z front sprocket | 21z rear sprocket
- FZ125 specified gear ratio: 18z front sprocket | 24z rear sprocket

27.2 FZ Shifter Intake Silencers

- FZ85 – Standard Spec Nibbi 48mm is the only permissible intake silencer
- FZ125 – Standard Spec FZ 6” filter is the only permissible intake silencer

Airboxes are not allowed for competition use in the America’s Trophy

27.3 FZ Shifter Reed Petal Clarification

- FZ85 – Must remain unaltered at stock OEM
- FZ125 – Must remain unaltered and stock OEM

27.4 FZ Exhaust Repairs

- Exhausts are allowed to be re-welded and repaired. All repairs are subject to approval by technical inspector. Welding cannot alter dimensions and or attempt to alter the original blueprint of the exhaust.