



ROTAX WINTER CUP, ROTAX EURO CHALLENGE, ROTAX INTERNATIONAL OPEN © Technical Regulations 2013.

Technical Regulations Part 1 of 2. (Article 1-4)

Article 1: Classifications and Definitions

Article 2: General Prescriptions

Article 3: Kart and Equipment Safety

Article 4: Engine General Regulation

Article 5: Engine Sealing Regulations (Technical Regulations Part 2)

Article 9: Engines Technical Regulation (Technical Regulations Part 2)

The CIK-FIA Technical regulation also applies for the Rotax Winter Cup, Rotax Max Euro Challenge & Rotax International Open. The English text is the authentic version. RGMMC & BRP Powertrain reserves the right to issue additional statements concerning the Technical Regulations (previously approved by the ASN proposing the series and the CIK-FIA) from time to time following the agreement of the ASN presenting the series and the CIK-FIA, and all such statements will be issued to all registered competitors by way of Competitors' Bulletins at the race meeting, or posted to the address detailed on the Event/Series Registration Form.

ARTICLE: 1 CLASSIFICATION AND DEFINITIONS

1) Article 1 CIK-FIA Technical regulations.

ARTICLE: 2 GENERAL PRESCRIPTIONS

Article 2 CIK-FIA Technical Regulations

2.1 Scrutineering

A mandatory check will be carried out before the start. It must be possible to identify the homologated equipment by the technical descriptions (drawings, dimensions, etc.) on the Homologation Form.

For any used equipment, which has been homologated, every competitor shall be able to submit the relevant Homologation Forms.

For identification and control it must be possible to identify the homologated equipment.

2.2 Amount of Equipment

Drivers will be allowed one chassis only. However if damage occurs to the chassis, which has been scrutinized for the meeting, if in the opinion of the Chief Scrutineer, following a decision of the Stewards it is not practical to repair in time, one alternative chassis of the same make and model as the damaged chassis may be scrutinized, in order to continue the meeting.

2.3 Chassis

Chassis in 125 Rotax Junior, 125 Rotax Senior and 125 Rotax Master must have a valid 2009 or newer CIK-Homologation, no front brakes are allowed in Rotax Junior.

2.4 Chassis in 125 Rotax DD2 class.

Chassis approved by BRP Powertrain only are allowed to be used. Chassis must be designed according to CIK rules for shifter classes (front and rear brakes is mandatory). Brake system must have a valid CIK homologation. (Article 2.11 CIKFIA Technical Regulations) BRP Powertrain Rear Tire Protection System is mandatory to be used. Approved chassis will be listed at "www.maxchallenge-rotax.com".

2.5 Description

Article 2.3.4.2 CIK-FIA Technical Regulations

2.6 Requirement

Article 2.3.4.3 Technical Regulations

2.7 Technical specifications

Article 2.4.1 Technical Regulations

2.8 Weight

Article 2.4.2 CIK-FIA Technical Regulations

2.9 Ballast

Article 2.4.3 CIK-FIA Technical Regulations

2.10 Bumpers

Article 2.5 CIK-FIA Technical Regulations

Article 2.5.1 CIK-FIA Technical Regulations (Front Bumpers)

Article 2.5.1.1 CIK-FIA Technical Regulations (Short circuits)

Article 2.5.2.CIK-FIA Technical Regulations (Rear Bumpers)

2.11 Rear wheel protection

Article 2.5.3 CIK-FIA Technical Regulations

2.12 Side bumpers

Article 2.5.4 CIK-FIA Technical Regulations

2.13 Floor tray

Article 2.6 CIK-FIA Technical Regulations

2.14 Bodywork Definition

Article 2.7.1.1 CIK-FIA Technical Regulations

2.15 Bodywork

Article 2.7.1.2 CIK-FIA Technical Regulations

2.16 Materials

Article 2.7.1.3 CIK-FIA Technical Regulations

2.17 Side bodyworks

Article 2.7.1.4 CIK-FIA Technical Regulations

2.18 Front fairing

Article 2.7.1.5 CIK-FIA Technical Regulations

2.19 Front panel

Article 2.7.1.6 CIK-FIA Technical Regulations

2.20 Transmission

Article 2.8 CIK-FIA Technical Regulations

2.21 Chain Guard

Article 2.9 CIK-FIA Technical Regulations

2.22 Suspension

Article 2.10 CIK-FIA Technical Regulations

2.23 Brakes

Article 2.11 CIK-FIA Technical Regulations

2.24 Steering

Article 2.12 CIK-FIA Technical Regulations

2.25 Seat

Article 2.13 CIK-FIA Technical Regulations

2.26 Pedals

Article 2.14 CIK-FIA Technical Regulations

2.27 Accelerator

Article 2.15 CIK-FIA Technical Regulations

2.28 Fuel Tank

Article 2.20 CIK-FIA Technical Regulations

2.29 Fuel & Oil

A) Fuel will be non "Parc Ferme" status. Unleaded commercial quality from petrol station.

B) It will be each competitor's responsibility to purchase their own petrol from Wednesday free practice until the end of the race weekend on Sunday. The place of purchase of the petrol and the octane will be stated in the Supplementary Regulations of the event, and is compulsory to use.

C) The requirements specified in these regulations are intended to ensure the use of fuels predominantly composed of compounds normally found in commercial fuel, and to prohibit the use of specific power-boosting chemical compounds.

D) At any time the volume of fuel in the tank must be over or equal to 1.5 litres.

E) The Petrol must be unleaded commercial pump fuel.

F) The oil mixture ratio shall be 50:1. (2%)

G) It is forbidden to add any liquid and/or power-boosting chemicals in the petrol.

The Scrutineer/Organization, following a decision of the Stewards, has the right to change/replace any drivers petrol at his discretion and at any time, the organiser may charge maximum 3€ per litre.

Case 1 - Should this be the case the Drivers will be asked to enter servicing park without petrol in his/hers petrol tank, where the fuel will be added.

Case 2 - Petrol will be changed without warning. Changed/Replaced petrol will be the petrol as stated in the supplementary regulations of the event. It is recommended that evaluation of fuels at the racetrack be conducted using one or all of the following tests.

1) Digatron DT- 47 Fuel Meter Test.

2) Specific Gravity Test

3) Water Solubility Test

2.30 Lubricant

The official oil for the Rotax Winter Cup, Rotax Max Euro Challenge & Rotax International Open (to be stated in the supplementary regulations of the events) is compulsory to be used, no other oils are allowed to be used. The oil will be CIK-FIA homologated.

2.31 Wheels, rims and Tyres

A) Article 2.22 CIK-FIA Technical Regulations

B) Article 2.22.1 CIK-FIA Technical Regulations

C) Article 2.22.2 CIK-FIA Technical Regulations

D) Article 2.22.3 CIK-FIA Technical Regulations

2.32 Tyres

2.32.1 Dry Tyres Juniors

Slick tyres: MOJO Type: D1

Front: 4.5 x 10.0 -5 Rear: 7.1 x 11.0 -5

2.32.2 Dry Tyres Seniors & Masters

Slick tyres: MOJO Type: D2

Front: 4.5 x 10.0 -5 Rear: 7.1 x 11.0 -5

2.32.3 Dry Tyres DD2

Slick tyres: MOJO Type: D3

Front: 4.5 x 10.0 -5 Rear: 7.1 x 11.0 -5

2.32.4 Wet Tyres

Wet tyres: MOJO Type: W2

Front: 4.0 x 10.0 -5 Rear: 6.0 x 11.0 -5

2.32.6 Modification of Tyres.

Any modification of a tire is forbidden, in all categories, the heating and cooling of tires by any method, and/or remoulding or treating the tires with any chemical substance are forbidden.

2.33 Racing Numbers and Drivers Identification

2.33.1 *The numbers shall be black (without shadow and colour stripes) on a clear Yellow Back-Ground, and they shall be at least 14 or 15 cm high and have a 2 cm thick stroke and represented with an Arial type or similar font. The competition number shall be bordered by a yellow background of 1 cm minimum. They must be fitted before free practice and must be clearly visible during the hole race event (damaged numbers and id must be replace regularly) on both front and rear and on both sides towards the rear of the bodywork. The number plates fitted at the back of the kart shall be plane and have rounded corners (diameter of rounded corners 15 to 25 mm) with 22 cm sides. The plates shall be flexible and made of opaque plastic, and they shall always be visible (fixation without a possible displacement).*

2.33.2 *Driver's name as well as the flag of his nationality (Origin of Licence) shall be in the fore part of the lateral bodywork. The minimum height of the flag and the letters of the name shall be 2 cm minimum.*

Driver is responsible at all times for ensuring that the required numbers and I.D. are clearly visible to Officials, Timekeepers and Marshals.

2.33.3 *Karts not apply to article 2.33.1 and 2.33.2 may be refused entry to Free-Practice, Time-Qualifying, Qualifying Heats, Second Chance Heat, Pre-Final or Final Race.*

2.33.4 *Numbers & Background are available from Organization or Entrant / Driver can bring their own to the specification of Article 4.2. The organisers numbers are sold for the price of 0.50 € per single number and Yellow background (1) for the price of 3 €*

2.34 Telemetry

Article 2.26.2 CIK-FIA Technical Regulations

2.35 Data logging

Article 2.26.3 CIK-FIA Technical Regulations

2.36 Radio

Article 2.26.4 CIK-FIA Technical Regulations

ARTICLE: 3 KART AND EQUIPMENT SAFETY

3.1 Kart Safety

Article 3.1 CIK-FIA Technical Regulations

3.2 Equipment Safety

Article 3.2 CIK-FIA Technical Regulations

3.3 Scrutineering

A mandatory check will be carried out before the start. It must be possible to identify the homologated equipment by the technical descriptions (drawings, dimensions, etc.) on the Homologation Form. For any used equipment, which has been homologated, every competitor shall be able to submit the relevant Homologation Forms. For identification and control it must be possible to identify the homologated equipment.

ARTICLE: 4 ENGINES GENERAL

4.1 All engines registered on the Scrutineering Card, regardless whether or not the engine is defective, the seal **MUST NOT** be broken.

4.2 The Scrutineer, following a decision of the Stewards has the right to impound carburettor, exhaust, electronic ignition and petrol at his discretion. Should this be the case the parts impounded will be replaced with new original manufactured parts at the expense of the Entrant / Driver (Rotax Official Price List)

4.3 Only 2 (two) engines are allowed for each driver per event after Scrutineering.

4.4 A list of "authorised ROTAX service centres "will be available from the series promoter. From scrutining Thursday to the end of racing on Sunday **no** engine seals may be replaced and/or broken throughout the race weekend, this includes engines which have been seized and/or hit by other defects. All engines registered on the Scrutineering Card, regardless whether or not the engine is defective, the seal **MUST NOT** be broken.

Note:

When taking any dimensional reading, of the following technical regulation, in the order of accuracy of 0,1 mm or even more precise, the temperature of the part must be between +10°C and +30°C.

This new feature of the engine seal will simplify the control of equipment used at race meetings.

Latest as of January 1st, 2011, engines must be sealed with engine seals with bar code.

Note: At sealing of an engine, the serial number and barcode of the engine seal must show to the outside.

Engine seals 297 041 will start with serial no. 500 000.

The bar code on the engine seal can be read with the standard bar code reader used for the reading the bar codes on the Mojo tyres and bar codes on the TTS chassis seals.

The TTS software will automatically detect if you read a barcode of tyres, engine seals or chassis seals.

Article 5: Engines & Engine Sealing (Technical Regulations part 2 of 2)

Article 9: Engines Technical Regulations. (Part 2 of 2)

125 Junior Max (15 kw)

125 Senior & Master Max (21 kw)

125 Max DD2 (24 kw)