



United States Rotax Max Challenge (USRMC) 2014 National Structure

1. National Organizer:

-The National Organizer of the United States ROTAX MAX CHALLENGE (USRMC) for the United States is MAXSpeed Group INC. The official website for the United States RMC is www.gorotax.com. Any changes or exemptions to USRMC Sporting Regulations and USRMC Technical Regulations in any regional USRMC must receive the written approval of MAXSpeed Group Inc.

2. USRMC and National Final License:

-All Rotax racers are eligible to hold US Rotax License/Membership. For participation in National Level events, i.e. US Grand Nationals, only US Citizens and Permanent Residents are eligible.

-The Maxspeed Group Inc. reserves the right to restrict participation from any RMC organized by the Maxspeed Group, and has the right to refuse any driver(s) USRMC membership application.

-Participation in the 2014 United States Rotax Max Challenge Grand Nationals requires the driver to present at Registration one of the following:

- A current International karting license issued by an ASN affiliated to the FIA along with any other requirements of their ASN.
- A current National karting license issued by an ASN affiliated to the FIA, (in the USA such license/memberships are issued by the WKA).

Definition of permanent resident by the United States government;

- Non-U.S. citizen who has been given permission to make his or her permanent home in the United States.

-If you acquire permanent residence, you will be issued a green card to prove it. The terms permanent resident and "green card holder" mean exactly the same thing. You cannot be a permanent resident without a green card and you cannot have a green card without being a permanent resident. As a permanent resident, you may travel as much as you like, but your place of residence must be the United States and you must keep that residence on a permanent basis.

-If you leave the United States and stay away for more than a year, you risk losing your green card.

-It is our goal to welcome everyone into the Rotax program. The spots available to the Grand Finals distributed at the Rotax Max Challenge Grand Nationals will be open to US Citizens and permanent residents only. We encourage all local and regional series to allow visitors working in our country to join the US Club Rotax and participate in their series whenever possible.

3. Class Age and Weight Structure:

Micro Max Class (235 lbs minimum): 7 – 10 years old

The driver must be 7 years old before competing in any official USRMC Event. To be eligible to compete in the 2014 USRMC Grand Nationals the driver must turn 8 years old during 2014.

Mini Max Class (265 lbs minimum): 9 – 13 years old

The driver must be 9 years old before competing in any official USRMC Event. The driver must not turn 14 years old during 2014.

Junior Max Class (320 lbs minimum): 13 – 16 years old

The driver must turn 13 years old during 2014. The driver must not turn 17 years old during 2014.

Senior Max Class (364 lbs minimum): 15 years old and above

The driver must turn 15 years old during 2014.

Masters Max Class (405 lbs minimum): 21 years old and above

The driver must turn 32 years old during 2014. Drivers 21 years old and under the age of 32 may participate if they weigh more than 190 lbs with normal safety gear and without helmet. They must turn 21 before competing in any official USRMC Event.

DD2 Max Class (382 lbs minimum): 15 years old and above

The driver must turn 15 years old during 2014.

DD2 Masters Max Class (397 lbs minimum): 32 years old and above

The driver must turn 32 years old during 2014.

-Once a competitor moves up in class they will no longer be eligible to compete in the lower class at any official USRMC event (unless mandated by the series race director).

-If a driver wants to move up in class before the age requirement they can ask for an Age Waiver, which will be reviewed by the series director and the USRMC Program Director. Age waivers are available through the MAXSpeed Group office. Please email Christine at Christine@gorotax.com to receive a current 2014 form. Drivers that are granted a waiver to move up in class will not be allowed to compete in the higher class at USRMC national level events.

4. National Final:

-The United States Rotax Max Challenge Grand National for the Micro-Max, Mini-Max, Junior Max, Senior Max, Max Masters, DD2 and DD2 Masters classes will take place July 17th – July 20th, at Miller Motorsports Park, Tooele Utah. The Results of the final race will determine the qualified drivers for the Rotax Max Challenge Grand Finals in the Junior Max, Senior Max, DD2 and DD2 masters classes. The 1st and 2nd place finishers in the Junior, Senior, DD2 and DD2 Max classes will receive a ticket to the RMC Grand Finals. If in case of a driver receiving a ticket to the Grand Finals cannot attend, the 3rd place finisher will receive the ticket and so on until a driver can attend.

Supplemental Event regulations will be posted prior to the event at www.gorotax.com.

5. Qualification for the National Final:

-To have the right to participate at the Grand Nationals in Micro-Max, Mini-Max, Junior Max, Senior Max, Max Masters, DD2, and DD2 Masters, a driver must be a registered United States Rotax Max Challenge (USRMC) member, have participated, before July 13th 2014 and after August 4th 2013 , in at least four USRMC sanctioned races.

-Any driver who has raced in a National Rotax Max Challenge where only drivers from the home Country are allowed during the course of the year will not be allowed to participate in the 2014 United States Rotax Max Challenge Grand Nationals. This rule applies to all classes where a Grand Final Ticket is awarded.

6. National Final Description:

-The Grand Nationals in all RMC classes will be broken down in: timed practice, qualifying, heats, a second chance race, a pre-final and a final. The number of heats will depend on the number of drivers registered. The heats will take place under CIK-FIA rules and will determine the starting grid for the pre-final. The pre-final results will determine the starting grid for the final. In Junior Max, Senior Max, DD2 and DD2 Masters, only the results of the final race will be taken in consideration for the invited drivers for the Rotax Max Challenge Grand Finals.

7. USRMC and National Final Eligible Engines and Seals:

-Only United States authorized Rotax service centers are allowed to check and seal engines.

-For USRMC events, only engines of United States origin may be declared. This would NOT include COA, FWT or Can-Am Karting Challenge or the Pan American Challenge events.

-Engine Identity Cards (Passports) must contain engine serial number, current engine seal numbers Top/Bottom and proper authorized service center stamp. Engines must be properly sealed, crimped and presented with U.S. Identity Cards also referred to as engine passports.

-All engines must be in conformity with the 2014 USRMC Technical Regulations and USRMC Supplemental Regulations at all times.

-Double race weekend events: When engine seals are not removed during Saturday inspections, and same engine is used anytime during Sundays event, any under seal violations found on any engine used during both Saturday and Sunday event, may result in equal penalties for both days.

*IMPORTANT – During any official element, including official practice days, only declared equipment may be used.

8. Technical Inspector appointed by the National Organizer:

-The National organizer may also appoint a technical inspector at any of the USRMC race events.

-This technical inspector may, at any time during the event, conduct a technical inspection of Rotax engines and or declared equipment. The power of this technical inspector is the same as the chief technical inspector appointed at the event by the series organizer.

9. Technical Inspection

-The appointed Technical Director of any USRMC event has the right to confiscate an illegal or suspicious part, but that part must be submitted to the MAXSpeed Group.

-The part must be accompanied by the name for the driver, serial number of the engine, number of both top and bottom engine seal, the name of the service center according to the engine Passport, and in no case will an illegal part be returned.

10. Appeal of Technical Disqualification:

-Appeal process will be the sole responsibility of Maxspeed Group.

-If a competitor is found to be illegal during an event, the competitor may file an official technical appeal. Basic appeal process will be as follows; the part will be confiscated and submitted from the official USRMC series to the Maxspeed Group via mail. The Maxspeed Group will collect the information, inspect the part and discuss internally to make an official decision. The decisions made by Maxspeed Group will be final.

11. National Point Structure:

-E-Karting News will be assisting us in the 2014 National Point Structure.

12. Code of Conduct:

In the interest of providing and organizing events with the highest level of professionalism and maintaining a desirable atmosphere, Maxspeed expects all those in attendance to conduct themselves in a controlled and professional manner consistent with the following code of conduct, throughout the duration of an event.

By taking part in any USRMC activity you are automatically agreeing to adhere to the USRMC code of conduct.

For purposes of this Code of Conduct a driver in any USRMC sponsored event is defined to include the driver and any relative, guest, tuner, or mechanic (hereinafter "associates") of the driver. Drivers are therefore responsible and accountable for the conduct of their associates, as well as their own conduct.

Membership and participation in the USRMC is a privilege, not a right. All USRMC drivers must agree to conduct themselves in accordance with the spirit and dictates of this Code of Conduct when participating in any USRMC activity. All drivers must agree to comport themselves in a sportsmanlike manner, and are responsible for their actions, as well as the actions of their associates, at all times including while in attendance or participation in any type of USRMC activity.

Sportsmanlike conduct is defined as, but is not limited to: respect for USRMC competition officials, staff, and employees, and the kart racing public, respect for facilities, privileges and operating procedures, the use of courtesy and good manners, acting responsibly and maturely, and refraining from the use of profane or abusive language. While participating in any USRMC activity:

1. RMC drivers shall conduct themselves at all times and in all places as befits worthy representatives of the RMC and in accordance with the best traditions of competition.
2. RMC drivers are responsible for knowledge of and adherence to RMC regulations, rules and procedures.
3. RMC drivers shall maintain high standards of moral and ethical conduct, which includes self-control and responsible behavior, consideration for the physical and emotional well-being of others, and courtesy and good manners.
4. RMC drivers shall abide by RMC regulations, rules and procedures, including its Code of Conduct while participating in official RMC activities.
5. RMC drivers shall abstain from illegal and/or immoderate consumption of drugs and or alcohol.
6. No RMC member shall engage in any conduct that could be perceived as harassment based upon gender, age, race, religion or disability.
7. RMC drivers will avoid profane or abusive language and disruptive behavior.
8. RMC drivers shall respect and obey the directives of the RMC race officials and MaxSpeed Group, Inc., including its owners, officers, directors, employees, and agents and shall refrain from any and all threats of retaliation and lawsuits.
9. RMC drivers shall respect the rights and dignity of fellow drivers, race officials, and the public at all times during race events.
10. RMC drivers shall refrain from abusive, uncomplimentary, defamatory, or disrespectful comments on social media including Facebook, Twitter, etc., regarding other drivers, race officials, organizers, or any person or entity associated with the RMC.

Failure to comply with any of the above provisions may lead to disciplinary action against an offending driver or associate including, but not limited to, one or all of the following:

- Refusal or termination of membership in the RMC.
- Exclusion from competition.
- Removal from the race premises for the duration of an event.
- Permanent ban from RMC membership and activities.
- Or any other restriction appropriate under the circumstances.



Rotax Max Challenge Pan American Challenge

1. Organizer:

-The National Organizer of the ROTAX MAX CHALLENGE for the Pan-American Challenge is the MAXSpeed Group INC.

Visit www.PanAmericanChallenge.com for more information.

2. Pan American Challenge License:

- The 2014 Pan-American Challenge is an Invitational Rotax Max Challenge event. Participation requires the driver to present at registration one of the following:

- A current International karting license issued by an ASN affiliated to the FIA along with any other requirements of their ASN.
- For drivers without an international license, a current National karting license issued by the ASN affiliated to the FIA, such license/memberships are issued by the WKA.
- For all Micro and Mini Max Drivers a current National karting license issued by an ASN affiliated to the FIA.

3. Pan-American Challenge:

-The Pan-American Championship for the Micro-Max, Mini-Max, Junior Max, Senior Max, Max Masters, DD2 and DD2 Masters. Results of the final race will determine the qualified drivers for the Rotax Max Challenge Grand Finals in the Junior Max, Senior Max, DD2 and DD2 masters classes.

-Supplemental Event regulations will be posted prior to the event at www.PanAmericanChallenge.com.

4. Qualification for the Pan American Challenge:

-The event will be an open international race. The driver must be properly licensed and if need be; MAXSpeed Group can issue a letter of invitation for the event to any driver considering to participate.

5. Pan-American Championship description:

-As an official Rotax Max Challenge, the Pan American RMC will provide an opportunity for Rotaxians from all over North, Central and South America, the Caribbean, and indeed every country in the world, to compete against the best Rotax Max racers from the Americas at The Pan Am Championship Event.

-The Pan-American Championship will be broken down in: timed practice, qualifying, heats, second chance race if needed, a pre-final and a final. The number of heats will depend on the number of drivers registered. The pre-final results will determine the starting grid for the final. In Junior Max, Senior Max, DD2 and DD2 Masters, only the results of the Final will be taken in consideration for the invited drivers for the Rotax Max Challenge Grand Finals. In the Micro and Mini classes, only the results of the final will be taken in consideration of the invited drivers for the Micro and Mini Nola Invitational.

6. Pan-American Challenge Eligible Engines and Seals:

-All Rotax Authorized Distributors and their service centers only are allowed to check and seal engines.

-International and National Passports will be accepted during the event.

-All engines must be in conformity with the 2014 USRMC Technical Regulations and USRMC Supplemental Technical Regulations at all times.

*IMPORTANT – During any official element, including official practice days, only declared equipment may be used.