

ROTAX.



Club2000

2022 Class Rules and Regulations: ROTAX-MINI MAX (Jnr & Snr)

R1 To enter:

Junior Mini Max, you must be 11 years old up to the 31st December of the calendar year in which your 14th birthday falls.

Junior Rotax, you must be 12 years old up to the 31st December of the calendar year in which your 16th birthday falls. See Rule R10 for further guidance with regard to minimum driver weight guidance.

R1.a A Junior Rotax that is no longer a Novice may transfer to the Senior Class at any time during the year of their 16th birthday. He/she may not revert back to the Junior class

A Senior driver with no proven racing experience must be of 17 years please see below*

All NEW drivers joining the club will be classed as a novice and will start from the back of the grid for a minimum of 3 to a potential of a maximum 6 maximum race meetings. This does not apply to any driver that produces a **FULL** MSA Licence at signing in/scrutineering, or a novice licence with 6 signatures. However, once signed off by the Clerk of the Course, any experienced drivers are permitted to start at the back of the grid providing their request has been noted with the circuit before signing-in on the race day. In this instance, the driver will be classed as a non-novice and excluded from the novice trophy.

The Clerk of the Course makes all the above decisions which are final.

If proven and agreed by RLK that a non MSA driver has raced at another circuit, then one race meeting under Novice plates will apply.

***In addition to the above, you cannot race unless you have either of the following:**

- Been to Youngstarz Training Club based at RLK and been approved by a Youngstarz instructor to race in Club 2000.
- Attended by appointment a driver assessment session at RLK to take part in Timed Laps and a Flag Test which will then need to be approved by RLK.
- Holds an A.R.K.S. Licence or Holds a Novice MSA Licence. Licences must be shown at both "signing on" and at "scrutineering" on your first race meeting.

R2 **Chassis** - Any chassis can be used conforming to MSA Direct Drive Regulations. The chassis must remain as standard in ALL respects and may only be subject to approved modifications by the Scrutineers for health and safety.

R3 **Seat** – Free.

R3.a **Transponder** - An AMB160 Transponder must be fitted to the rear of the seat 25cm from the ground +/- 5cm by means of the correct bracket.

R4 **Bumpers – Nose Cones – Nassau Panels** - Must be fitted to the kart at all times. The rear bumper must be manufactured of steel tube or CIK Plastic which must not extend outside the rear wheel/tyre measurement. The bumper must cover at least 50% of each rear wheel/tyre at all times. The front Nose Cone must have a flat front. Any modifications to this rule will be subject to the Clerk of the Course's approval.

R4.a **Front Fairing Blocks.** On non-gearbox Junior and Senior karts, the CIK-homologated detachable front fairing mounting kit (see reference **17b** of the correct drawing of the front fairing) is mandatory.

R4.b Where the CIK-homologated detachable front fairing mounting kit is mandatory, it must at all times be fitted and maintained in the correct position (not in a dropped down position), in accordance with the

- R4b** drawing 17b on the back page. It is not permitted to reposition a front fairing except by stopping in the repairs area (where such a facility is provided) and this may not be done after passing the chequered flag.
- R5** **Side pods** - Must be fitted. This is mandatory.
- R6** **Engine - Junior Mini Max** = FR125 Exhaust Restrictor, **Junior Rotax** = FR125, **Senior Rotax** = FR125. No modifications are allowed. All engines must remain as standard or with a MSA Seal. All engines should run to MSA standard of **Gold Book 2021** and must be sealed with an approved JAG seal.
- R6.a** **Only Two Engines and One Chassis** can be submitted for the race meeting, engine numbers are to be noted on the scrutineer card. Race engine 1 and spare engine as 2. During the meeting, the organisers will permit the engine to be changed. This must be reported to the Clerk of the Course to allow the number to be changed on the scrutineer card at the time of the change. Failure to report a change of engine may result in exclusion from the meeting. Only **ONE** engine change will be permitted per race meeting i.e. once the engine has been changed, the driver cannot subsequently revert to the original. Rotax Engine Regulations are as per the **Gold Book 2021**.
- Kart engines** may only be started in an area designated by the organisers, which shall include the live area of the circuit. When starting engines, the driver must be seated correctly in the seat with all four wheels of the kart on the ground. Exceptionally non-centrifugal-clutch classes may start their engines, in the same designated area, with the kart positioned on a trolley in a position that will not endanger others.
- R6.b** **Club 2000 reserve** the right to strip and check any engine before or after any heat or final. All Drivers will be responsible for stripping of any Engine in front of the Technical Advisor. Club 2000 will not be held responsible for any rebuilding costs. Any Driver found to have modified their Engine will be asked to report to the Clerk of the Course. Rotax Engine Regulations are as per the Gold Book 2020 OR any modifications approved by RLK.
- R6.c** **Intake Silencer.** The Air Box supplied with the engine must be unmodified, except for the bottom half of the air box where the lug supports ribs on the longitudinal side, this may be removed to allow the fitting of the air box support rails. The Air Box must be used with the filter in place. Club 2000 reserve the right to strip and check any Air Box before or after any heat/final. All Drivers will be responsible for stripping of any Air Box in front of the Clerk of the Course. Club 2000 will not be held responsible for any rebuilding. Any Driver found to have modified their Air Box will be asked to report to the Clerk of the Course. Rotax Engine Regulations are as per the **Gold Book 2021**.
- R6.d** **Exhaust System.** Only Type B or EVO exhaust may be used. The exhaust system and silencer may not be modified in any way except for the pop rivets securing the silencer end plat may be replaced with screws. The use of a jubilee clip to secure the end plate pop rivets or screws is allowed and it is permitted to paint the exhaust system with black paint. The use of any other coating or plating is not allowed. It is permitted to make minor repairs by welding or brazing to the exhaust system providing there are no alterations to the original dimensions. EVO exhaust system with separate silencer with 90-degree elbow outlet. EVO silencer must use perforated silencer tube and end plate with 90-degree elbow outlet. Gasket ring must be fitted between exhaust system and silencer. Type B exhaust system must use perforated silencer tube and end plate with straight outlet.
- R6.e** **Carburettor.** Dell'Orto VHSB 34 QD or QS
All parts of the carburettor including the body are to be unmodified and run as supplied by Rota. The carburettor must have CHSB 34 (cash in body) QD or QS (stamped on body). All parts must comply with the official fiche. The only adjustments allowed are the main jet, external air screw, throttle stop adjustment screw, and needle position on the five grooves provided. Needle jet atomiser FN 266. Choke jet 60. Idle jet 30, idle jet emulsion tube 30. Needle K27 or K98. Float needle valve 150. Slide 40. Floats 5.2gr. Atomiser Type 2. Alternative idle jet 60, idle jet emulsion tube 60, and 3.6gr floats may be used. Idle jets, idle jet emulsion tubes and floats may not be mixed and only used in one or the two following combinations: Combination 1: Idle jet 30, idle jet emulsion tube 30, floats 5.2gr. Combination 2: idle jet 60, idle jet emulsion tube 60, floats 3.6gr. The venturi must have 34 cast and 12.5

R6.e or 8.5 stamped on the top of the venturi. Throttle cable and adjusters are free. It is permitted to use a single length of vent tube looped across the two air vents of the carburettor with a hole or slot cut in the side of the vent tube at the top of the loop.

FLOAT LEVER ARM HEIGHT: Using the ROTAX gauge (Part No: 277 400), the float arms must both fit between the gauge slot without touching. The carburettor must be upside down on a horizontal flat surface. The gauge must sit on the metal body of the carburettor without gasket.

Inlet throttle restrictor must be in place at all times. Restrictor must be as supplied by J.A.G. and comply with the official fiche, no modifications allowed. The length of the inlet throttle restrictor must be 37.8mm minimum

R6.f Spark Plug. The only spark plugs permitted are as listed and must be unmodified with sealing washer in place. The list of spark plugs is as follows:

Denso IW24, IW27, IW29, IW31

NGK BR8 EG, BR9 EG, BR10 EG, B8 EG, B9 EG, B10 EG, B8 EGV, B9 EGV, B10 EGV, BR8 EIX, BR9 EIX, BR10 EIX, GR9D1-8, GR8D1-8.

Other makes/types may be added to this list by J.A.G; details will be published in official bulletin.

R7 Clutch – Standard stamped with ROTAX. The internal running surface of the clutch must remain dry and free of grease or lubricant or any additional substance. The engine clutch must be triggered at 3,000 rpm maximum and make the kart and driver move forward. The clutch must be in direct drive (100% engaged) at 6.500 rpm. A bar test may also be used to test clutch engagement.

R8 Steering - All Karts must have the steering column mounted in such a way that even if the bottom retaining bolt is removed it cannot pull free from the lower bearing.

R9 Tyres:

Junior Rotax and Mini Max- DRY- MOJO D2 CIK-F with barcode
10.0 x 4.50 -5 **FRONT** 11.0 x 7.10-5 **REAR**

WET- MOJO W5 'CIK Rain with barcode
10.0 x 4.50-5 **FRONT** 11.0 x 6.00-5 **REAR**

MOJO W2 with barcode
10.0 x 4.50-5 **FRONT** 11.0 x 6.00-5 **REAR**

MOJO W2 tyres can only be used as full sets and not mixed with MOJO W5 wet tyres.

Senior Rotax - **Dry –** MOJO D5 'CIK Option with barcode
10.0 x 4.50-5 **FRONT** 11.0 x 7.10-5 **REAR**

MOJO D5 with barcode (without CIK marking)
10.0 x 4.50-5 **FRONT** 11.0 x 7.10-5 **REAR**

Wet- MOJO W5 'CIK Rain with barcode
10.0 x 4.50-5 **FRONT** 11.0 x 6.00-5 **REAR**

MOJO W2 with barcode
10.0 x 4.50-5 **FRONT** 11.0 x 6.00-5 **REAR**

R9 MOJO W2 tyres can only be used as full sets and not mixed with MOJO W5 wet tyres.

Senior Rotax 177kg- **Dry-** MOJO D5 marked CIK-F with barcode
10.0 x 4.50-5 **FRONT** 11.0 x 7.10-5 **REAR**

Wet- MOJO W5 'CIK Rain with barcode
10.0 x 4.50-5 **FRONT** 11.0 x 6.00-5 **REAR**

MOJO W2 with barcode
10.0 x 4.50-5 **FRONT** 11.0 x 6.00-5 **REAR**

Senior Rotax 177kg- Maybe subject to change the brand for Dry/Wet tyres

YELLOW OR GREEN BARCODE MUST BE ENTERED ON YOUR SCRUTINEERING CARD. There must be no re-cutting of tyres. Before the start of each race wet tyres must measure a minimum of a 2mm tread. **Only one set of slick tyres** can be used for the meeting and maybe marked at Scrutineering. The Race Directors must approve the use of a replacement tyre.

R9.a Any Driver seen warming tyres up on the dummy grid may be put to the back of the grid for Health and Safety reasons. Repeat offenders will be asked to report to the Clerk of the Course and may be excluded from the heat/final and/or have their points deducted from their Championship score.

R10 **Weights** - Failure to do so may result in the exclusion from the entered meeting. In the interest of competitiveness of racing this could be subject to further change to weight limits.

Weight (all are minimum and including driver):

Junior Mini Max = 132kg (maximum kart weight 99kg + minimum driver weight 37.5kg)

Minimum height = 135cm

Junior Rotax = 148kg (maximum kart weight 108kg + minimum driver weight 42.5kg)

Senior Rotax Light = 162kg (maximum weight not available)

Senior Rotax Heavy = 177kg (minimum weight of Driver = 83kg)

Weights will be as per the scales on the day. Any Drivers found to be underweight will be disqualified from the heat/final. If any Driver is found to be under weight for the second time in the meeting, they will be asked to report to the Race Director.

IMPORTANT:

R10.a **Kart Safety – No one piece of LEAD will weigh more than 4kg and must be fixed with two mechanical fixings. Two pieces mounted on top of each other will be classed as one, and must then be fixed with four mechanical fixings, two in each.**

R11 **Disc Protectors** - Any efficient rear brake disc protective pad (Teflon, Nylon, Delrin, Carbon Fibre, Kelvar or Rilsan) is mandatory in all categories if the brake disc protrudes below, or is level with, the main chassis tube nearest to the ground. This protection must be placed laterally in relation to the disc in the longitudinal axis of the chassis or under the disc. It must be located within 120mm of the centreline of the brake disc. Regulations as per the **Gold Book 2020**.

R12 **Brakes** - All classes must have brakes mechanical or hydraulic operation, solid disc, operating on the rear axle only. All class must have a secondary braking cable/rod fitted.

R13 **Chain** - All Classes must have a chain guard fitted.

R14 **Noise Restriction** - All karts are restricted to 105 DB.

R15 **Scrutineering** - All karts must be presented to the Scrutineer ready to race including fitted wheels and tyres.

R15.a All Drivers must report to Scrutineering wearing their race suit, gloves and racing boots, ensuring that the ankles are protected and the whole foot is covered, (non-race footwear may be allowed) for inspection. The Race Director/Scrutineer's decision to allow them to be used is final.

R16 **Number Plates** – **Mini Max** = Yellow Plate – Black Nos
Junior Rotax = Red Plate – White Nos
Snr Rotax = Blue Plate – White Nos
Snr Rotax 177kg = Green Plate – White Nos
All Novices = Black Plate – White Nos

R16.a **Race Number** - Once your chosen number is allocated, this must be kept for the current year's racing. Only in certain circumstances will a change be allowed, once only, at the Administrator's discretion.

R17 **Rules** - These rules apply to Members and Non-Members. In the interest of Club 2000 and fair competition, all rules are subject to change.

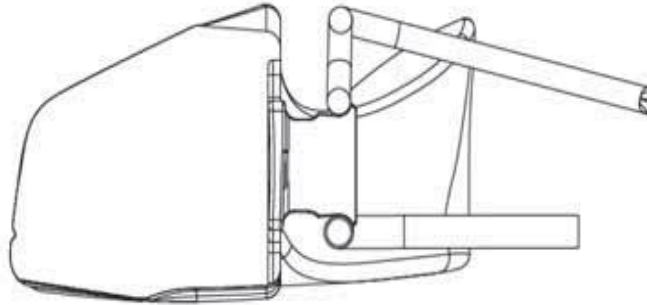
R17a **All other regulations** for these classes are as per the Gold Book 2020 or any modification approved by RLK. The 2021 Gold book may be used for any additional amendments throughout the current racing year.

Please use the links below for Rotax Fiches and information about Rotax Evo.

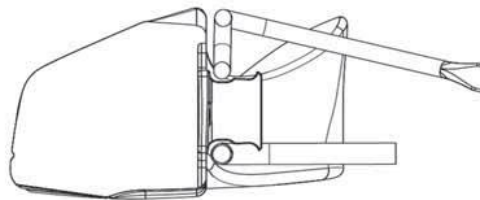
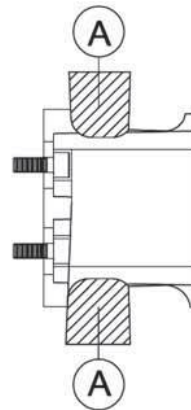
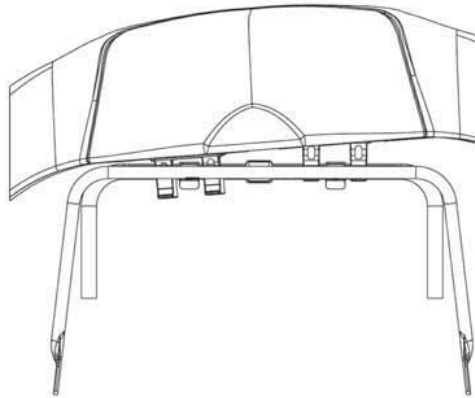
www.motorsportuk.org/resource-centre/

http://jagrotax.co.uk/product-range/rotax_engine_range/

Correct position



Unacceptable position – if any part of the front bumper tubes is in an area marked 'A'



Club2000

Quote: "Unless it states that you can do it.....Then you cannot!"

20/12/2021