

# VAI, RACERS, VAI!



## ROTAX MAX CHALLENGE GRAND FINALS 2018

CONDE - PARAÍBA, BRASIL / Nov 24 – Dec 1



[www.rotax-kart.com](http://www.rotax-kart.com)



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## THOMAS UHR

General Manager BRP-Rotax, Vice President  
Powertrain BRP and R&D/Operations Lynx

**W**elcome to the 19th Rotax MAX Challenge Grand Finals 2018 in Paraíba, Brazil! I'm so excited to be here, among the best pilots and best fans in the world – the home of race drivers like Rubens Barrichello, Wilson and Emerson Fittipaldi, Felipe Massa, Ayrton Senna, Nelson Piquet, and many others.

This is a premiere: the first time ever the BRP's RMCGF are held in South America, at this spectacular kart track, the only in Latin America homologated by the FIA for national and international competitions – the Circuito Internacional Paladino in Conde. The name is derived from the Paladins, great and noble warriors, fearless knights, fighting to win great victories, the perfect symbol for the upcoming races!

From about 15,000 pilots worldwide, 360 from 60 nations qualified themselves for the impressive finale of the karting season. They compete against each other, as well as their fans, the heroes at heart, who are rooting for their champions. The beautiful beach of Conde is also a welcomed extra, let's be honest ... Joao Pessoa, where we are staying, is known as the city where the sun rises first, the easternmost city in the Americas.

There are 6 categories – Rotax 125 Micro MAX, 125 Mini MAX, 125 Junior MAX, 125 MAX, 125 MAX DD2 and 125 MAX DD2 Masters – and you can also see our new Rotax THUNDeR, the first electric powerpack for Rotax racing karts. It accelerates in just 3.5 sec without emissions to 100 km/h and already set a new milestone this summer at the first German Electro Kart Championship (DEKM) – so don't miss it!

I want to thank all drivers, teams, partners and employees as well as all participants and enthusiasts who came together to make these RMCGF a unique experience for all of us! The expectations are high and so are the dreams for the title. There will be winners, but we won by being a part of this.

Drive safe, drive fair, good luck!

A handwritten signature in blue ink, appearing to read 'Thomas'.



## GEORGE CRISPIM

Owner of Paladino Race Track

**W**e as the owners of the Circuito Internacional Paladino are honored and very excited to be hosting the 19th edition of the famous Rotax MAX Challenge Grand Finals in South America.

This includes the promotion of the sport through the Rotax MAX Challenge Grand Finals as well as the visualization of our country Paraíba on the world map of tourism. As a private company, we are flattered to contribute with the factors that are not only in the forefront of sports, but also to move the economy in our region, and additionally to present our country Brazil to a worldwide audience.

Never before did we consider this a possibility. During the last two years of activities, the Brazilian Championship (2016) and the Copa Brasil (2017), we adjusted the facilities to offer the best to our RMCGF guests. And we are confident that our efforts and our enjoyment of being the host of this event will be rewarded. We have done our best to make this event your most memorable one.

We wish the RMCGF team the best for their special event, the racers the best podium finish and worldwide recognition for keeping kart racing at its best and for fulfilling the dreams of generations who are passionate about the sport.

*George Crispim*



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RANGE



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## Circuito Internacional Paladino Brazil

The Paladino kart circuit is quite unique with its difference in elevation from the top of the circuit until the bottom section of track. For the Rotax MAX Challenge Grand Finals it is run in a clockwise direction and has a mixed layout of sweeping fast corners, high speed chicane, along with a number of overtaking opportunities.

The main straight is all downhill with a very fast approach to the sweeping **corner 1**. This can be taken with full acceleration but caution needs to be taken not drift too wide on the approach to **corner 2**. **Corner 2** is also fast and sweeping with an early entry and holding the position tight throughout the corner, before releasing to the middle of the track

and onto the first back straight.

The first back straight has a slight kink to the left before approaching **corner 3**. It is important to stay to the left through the kink to have a nice approach and entry into the 90° right hand **corner 3**.

**Corner 3** requires a nice entry as it is the first part of a long double apex curve. Stability throughout corner 3 will allow a better approach and entry into **corner 4** and onto the back straight without losing any speed or RPM.

The second of the back straights is fast, and with a slight move to the right side of the track allows you to be in a nice position to take the slightly raised (not exactly full acceleration) chicane. How you proceed







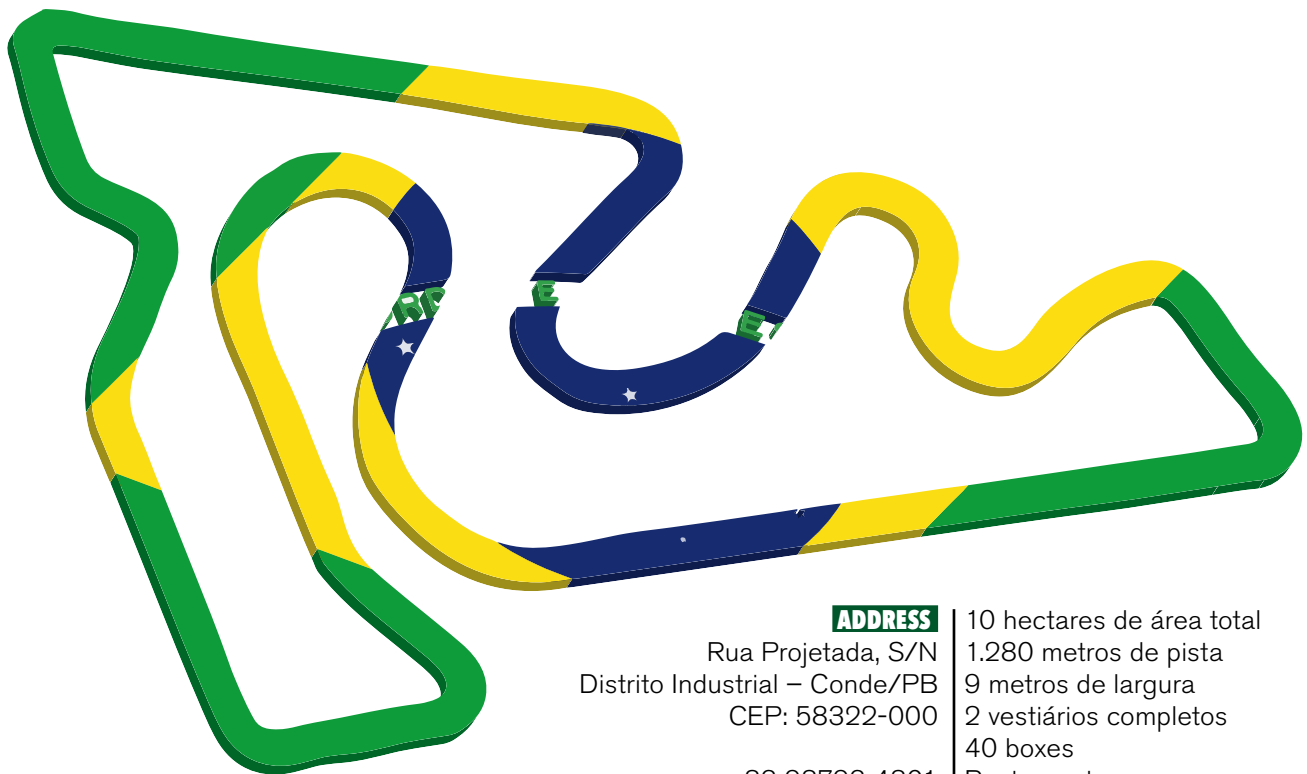
through this chicane (a slight lift from throttle) will set you up for **corner 5** and the lowest section of the track. **Corner 5** requires a quick 'dab' of the brakes and then an early application of throttle to carry maximum speed through the corner. There is a fair amount of run off, should you be slightly too heavy on the right foot.

Exiting **corner 5** correctly will set you up for maximum speed along the next straight and an opportunity (if required) to overtake into **corner 6**. **Corner 6** is more than a 90° right turn and requires heavy/late braking to keep tight on entry and through the apex of the corner. This will set you up nicely for the climb back up the hill. A mid track approach to **corner 7**, and then a nice tight line to the apex and through the turn, exiting **corner 7** to mid track on your approach to **corner 8**.

**Corners 8** and **corner 9** need to be taken very smoothly, and as close as possible all the way

through the corners to maintain good momentum up to the top of the hill. Exiting **corner 9** will be one of the most challenging parts of the circuit.

**Corners 10 and 11** are a double apex corner. Once again a good momentum or flow through both corners is necessary to maintain speed and RPM. NO going sideways through any part of this section of the track. Picking the correct turn in point will be key to having maximum speed along the straight. Head down, right foot down, lap times down!



#### ADDRESS

Rua Projetada, S/N  
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83 98793 4801

10 hectares de área total  
1.280 metros de pista  
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# E-KARTING CUP

■ ■ ■ ROTAX MAX CHALLENGE GRAND FINALS 2018

## E-Karting Cup of FIA AMERICAS 2018 and DEKM Rotax Grand Finals 2018

» E-kart races during the Rotax MAX Challenge Grand Finals

» FIA Americas to host the E-Karting Cup of FIA-Americas 2018

» DEKM Rotax Grand Finals 2018 season's highlight

During the Rotax MAX Challenge Grand Finals (RMCGF) 2018 the first E-Karting Cup of FIA-Americas 2018 and the DEKM Rotax Grand Finals 2018 will take place at Paladino race track.

The e-kart presented in the e-kart races will be the Rotax THUNDeR, which has already been used this year in the DEKM (Deutsche Elektro-Kart-Meisterschaft), the German electric kart championship. The Rotax THUNDeR powerpack, developed in cooperation between RIC TECH GmbH and S.M.R.E.'s subsidiary IET S.p.A., features a specially designed Sodi chassis based on the Sigma

DD2.

RIC TECH GmbH is a joint venture of the S.M.R.E. S.p.A., a leading company which is specialized in the development of highly technological solutions within the field of electrical mobility and BRP-Rotax GmbH & Co KG, the leader in the production and development of engines and recreational vehicles. The team of the E-Karting Cup of FIA-Americas 2018 consists of 16 drivers. The four best placed drivers of the E-Karting Cup of FIA-Americas 2018, who will compete for the race win on Sunday and Monday, will qualify for the DEKM Rotax Grand Finals 2018, taking place on Saturday, the final race day of the RMCGF.

In the following days, the DEKM team – twelve





drivers from Germany and the four qualified drivers from South America – will concentrate their racing activities to reach the crowning glory of the e-karting race week - the final race of the DEKM Rotax Grand Finals 2018 on Saturday, December 1, 2018. A challenging time for the Rotax team as the e-kart races will be integrated into the RMCGF schedule, but nevertheless, it is the perfect opportunity to present the Rotax THUNDER with Rotax's and IET's newest technology to the karting world during this fantastic event.

#### DEKM - in brief

The Rotax THUNDER proved its ability in the world's first German Electric Kart Championship (DEKM), which offered new opportunities for European youngsters under the flag of the German Motor Sport Federation (DMSB) with a focus on performance and equal opportunities. In addition to BRP-Rotax, Porsche Motorsport, Dekra and Deutsche Post Speed Academy also supported the demanding racing series, which is considered to be unique in this form internationally.

#### RIC TECH GmbH

[www.racelikeneverbefore.com](http://www.racelikeneverbefore.com)

#### S.M.R.E. S.p.A.

[www.smre.it](http://www.smre.it)

#### IET S.p.A.

[www.ietspa.com](http://www.ietspa.com)

#### DEKM

[www.dekm.de](http://www.dekm.de)

Photo Credit: IKmedia

## TECHNICAL SPECS

### eDRIVE

**Electric motor type:** Permanent Magnet Synchronous Motor (PMSM)

**Electric motor power:** Set to max 20 kW (boost 24 kW)

**Electric motor max. torque:** 46 Nm

**Electric motor max. rpm:** 7800 rpm

**System voltage:** 96 V DC (following ECE-R100)

**Recuperation:** Different levels available – adjustable by the pilot

### Range and battery

**capacity of lithium-ion batteries:** 2.5 kWh (2 x 1.25 kWh)

**AC - fast charging:** 50 min – AC Supply: CEE16

**AC - normal charging:** 6 h – AC Supply: CEE7/4 type F

**Drive time (racing mode):** >10min – w/o power drop off

**Weight (per battery pack):** 18 kg

**Cooling system:** Air-cooled (engine with controller, battery packs)

### Gear ratios

**Top speed:** 90 / 110 / 130 km/h (3 gear ratios available – depends on the setting of the primary gear ratio, battery set up and rpm) on the setting of the primary gear ratio, battery set up and rpm)

### Chassis

**Supplier / Type:** Sodikart / Sodi Sigma DD2

**Wheel base:** 1040 mm

**Total weight (complete vehicle):** 130 kg

**Brakes (hydraulic):** 2 front and one rear brake with adjustable brake bias

### Additional features

**reverse function:** Operated by the pilot

**Boost function:** Operated by the pilot

**Different power modes:** Adjustable by the driver

**Steering wheel:** With integrated 3.5 inch TFT touch screen display



## Keeping our Rotax drivers up to speed

**Another Rotax service initiative in 2018 has seen BRP's Darrell Smith lead the official technical support team to be trackside at both club and RMC events on all levels, plus provide specialist in-house training courses for their global distribution network.**

"The BRP-Rotax customer support program offers technical advice to our customers to achieve a better overall performance and to assist with any challenges they may face using ROTAX Karting products."

"We recognise that the teams at Rotax events have very good product knowledge and experience, but there are times when some additional expertise comes in handy to provide that extra know-how. Our tech. team is on course to deliver that support at the racing. We also offer race organisation staff technical training courses and will be extending this to include Rotax MAX engine maintenance courses soon."

"It's exciting to tell you that we are endeavouring to continue to build our customer support program globally as a result of its success in 2018 and give everyone in Rotax Racing the best opportunity to further understand and use our products."

***Darrell Smith – BRP-Rotax***



Photo - Jen Wade



Photo - Maciej Spinkiewicz



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J A P A N

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**2019**  
**Race Schedule**

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**3/23-24 5/4-5 7/20-21 11/23-24**

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# MOJO D5 TYRE

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## Not just a racing tyre, the MOJO D5 delivers a New Age for Rotax Karting

The introduction of the MOJO D5 tyre in the senior Rotax categories in a selected number of championships this season has resulted in much more than only pushing the “fun” factor, in what has now evolved into a very complex sport. In actual fact, the consequence of this new racing model [manufactured by Heidenau in Germany for the Austrian engine company], is proving to exceed its initial expectations. The latest edition to the Rotax Racing regulations is bringing more opportunities beyond the RMC driver experience, reaching out to a new market and level of satisfaction.

“There are four things to be aware of when it comes to karting; engines, chassis, tyres and organisation. Rotax has worked diligently in their ongoing development to make considerable progress in having an A class product that is unmatched; to be user-friendly, requiring less service and equal in performance with improved parity.”

“The new MOJO D5 tyre allows the Rotax MAX to work as it should. With more consistency, driveability and better wear rate, it has allowed us to make a huge step forward in the organisation of a race because it is a more stable tyre. It gives the customers a chance to go racing and will put Rotax out there where it needs to be. “In addition, by introducing the Scanned Practice Tyres

system, we achieve two things by limiting the practice tyres to one set during official race practice:

1. Image – it’s more financially healthy for our sport for the average driver
2. Removes complexity – everyone is basically on the same laps during practice, reducing the confusion in the paddock, more confidence in the product.

“By creating the app’s that facilitate the use of available technology so organisers can have easy access to the necessary resources, Rotax has enabled the RMC events to lift to a higher standard. It allows events to be run more professionally and be more interesting for participants, knowing they get value for money to compete.

“In summary, by improving the chance of a level playing field and organisational opportunity, plus reducing costs and complexity, it builds a better future for karting. And, we know at Karting Genk that when the hobby driver is buying the MOJO D5 now, that this is where the real competitiveness is!”

**KOEN LEMMENS**

*GKS Lemmens / Rotax Distributor Belgium*

*Photo - Kartphoto.com*



# ROTAX MAX CHALLENGE EURO TROPHY

■■■ ROTAX MAX CHALLENGE GRAND FINALS 2018

## Rotax MAX Challenge Euro Trophy



**MEIK WAGNER**  
*Camp Company,  
RMCET event organiser*

Photo credit – Timo Deck / www.motorsport-xl.de

In 2018, the Rotax European series was reborn with a new 3-day format and sporting a new name as the Rotax MAX Challenge Euro Trophy. In total, 200 competitors coming from over 30 countries participated in the four-round international championship where the racing was exciting and the competition remained close for the titles and all the RMC GF tickets right up until the last race of the season. “Developing a new karting series is always a risk, but the feedback from everyone involved was great, so I would like to thank all drivers and teams for the confidence and I am inviting everyone to join the 2019 RMC Euro Trophy.”

### 2019 RMC EURO TROPHY RACE CALENDAR

April 19-21, 2019 – Genk (Belgium)

May 31 to June 2, 2019 – Adria (Italy)

July 12-14, 2019 – Kristianstad (Sweden)

September 6-8, 2019 – Wackersdorf (Germany)

### 9 GRAND FINALS TICKETS TO BE AWARDED

3 Rotax 125 Junior MAX

3 Rotax 125 Senior MAX

2 Rotax 125 MAX DD2

1 Rotax 125 MAX DD2 Masters

Get ready for registration in early December.

**MORE INFO** [WWW.ROTAXMAXCHALLENGE-EUROTROPHY.COM](http://WWW.ROTAXMAXCHALLENGE-EUROTROPHY.COM)



# CHASSIS PARTNER STATEMENT

■■■ ROTAX MAX CHALLENGE GRAND FINALS 2018



## BERTRAND PIGNOLET Sodikart

### When did you start your business as chassis manufacturer?

Sodikart was created in 1981 as a Kart shop, Kart and engine assistance. Sodikart built its first factory in Sautron (near Nantes - France) and produced its first go-karts for competition and rental in 1991. 2 years later, SODI chassis was world champion "Formula A" with David Terrien. Sodikart is today the world leader in karting industry.

### Where is your company located?

SODIKART factory is now located at Couëron, close to Nantes (France).

### How many employees are working in your company?

More than 120 employees work at the factory (including 12 Research & development staff)

### When and where was your first Grand Finals?

2010, La Conca in Junior category

### How many Grand Finals did you support and in which

### countries?

This is the 9th season of close collaboration between Sodikart and the Rotax MAX Challenge Grand Finals.

### Was there a difference in preparing all equipment for the Grand Finals in Brazil compared to the past events?

The Grand Finals in Brazil is just the hardest and most complicated event to prepare compared to the past events. The Brazilian import rules and regulations aren't always easy to navigate. The process of importing products into the Brazilian market is still a complex task, due to the myriad of laws, decrees and regulatory instructions regarding the matter.

### What was your and your team's most challenging situation to prepare for this year's Grand Finals?

That everything was ready - and to have not forgotten anything - the day of the departure of the 6 maritime containers (with 152 karts + spare parts) on September 13th !

### Where would you like to see the next Grand Finals?

Anywhere, as long as there is sun and an exciting track !

### Carneval: Rio or Venice?

Kart is fun and exciting, so : Rio of course !



## RONNI SALA BirelART

### When did you start your business as chassis manufacturer?

We started the business of Go-Kart in far 1959. My grandfather bought a kart just for fun in the United States in 1956 and only after a little while he and my father built their own kart. A few years later they started to produce and sell karts and so the "BIREL GO-KART" company was born.

### Where is your company located?

BirelART is located in Lissone city - very close to Monza where there is the F1 track.

### How many employees are working in your company?

In total we have more than 50 employees.

### When and where was your first

### Grand Finals?

Our first Grand Final was in 2013 in Al Ain.

### How many Grand Finals did you support and in which countries?

We already supported 6 world finals: Al Ain, Portimao, Valencia, Portimao, Sarno, Portimao and now we are going to Brazil!

### Was there a difference in preparing all equipment for the Grand Finals in Brazil compared to the past events?

In reality for us it didn't change a lot as we already use a system where we have everything under control; only more documents as it's a temporary import this time.

### What was your and your team's most challenging situation to prepare for this year's Grand Finals?

Nothing special; just to be sure that we didn't forget anything as we are very far away and it is important to have all the spare parts necessary to give a proper service - but I am sure that my team did a proper job.

### Where would you like to see the next Grand Finals?

Basically, as the Grand Finals are a very nice and well organized event, for me the most important thing is to have nice weather conditions and good temperature. If it is in Europe, at some stage it is easier to handle and all the material is back earlier.

Marocco, Marrakesh . . . nice place, good weather and karting is growing.

### Carneval: Rio or Venice?

Rio, more fun!



## DANIEL SLIVA IPKarting

### When did you start your business as chassis manufacturer?

Praga was introduced in 2011 in the karting world even though Praga as a brand itself recently celebrated 111 years of very rich history always related to engines and racing.

### Where is your company located?

The company IPKarting is located in the northern part of Italy close to Verona as one of the companies within Praga group focused on the kart business with a yearly production of 2,000 chassis divided between 4 brands (Praga, OK1, Formula K and Ralf Schumacher).

### How many employees are working

### in your company?

Production together with a racing team is more than 30 employees.

### When and where was your first Grand Finals?

The first one was in Portimao in Portugal in 2012 in Micro MAX category.

### How many Grand Finals did you support and in which countries?

Brazil is going to be our 7th Grand Finals we are going to support in over five different countries.

### Was there a difference in preparing all equipment for the Grand Finals in Brazil compared to the past events?

There is no difference in preparing the equipment for Brazil. We always do our best in order to prepare the best product for our customers.

### What was your and your team's most challenging situation to prepare for this year's Grand Finals?

The most challenging part of the preparation was the paperwork needed for the shipment. Brazil is definitely a very nice country but with too much of bureaucracy.

### Where would you like to see the next Grand Finals?

One of my favourites tracks with a good weather condition in November is certainly Sarno in Italy.

### Carneval: Rio or Venice?

Both.





# YOUR KART COMPETITION BEST CHOICE!

Motorsport and passion, a combination that has led the Italian company to affirm its presence in the 2- and 4-wheel drive market. Recently appointed as official ECU supplier for the Moto3 World Championship, Dell'Orto Spa keeps investing and believing in product development through racing competitors kart, motorcycles and cars.





# CHASSIS SPECS

■■■ ROTAX MAX CHALLENGE GRAND FINALS 2018



MICRO MAX

## MICRO MAX

<b>CHASSIS</b>	PRAGA
CIK OMOLOGATION NO.	07/CH/20
BRAND NAME AND TYPE	MONSTER EVO
TUBE DIAMETRAL	28 MM
WHEELBASE	950 MM
AXLE DIAMTETRAL	30 MM
BRAKES	POST. MKB-V1
FUEL TANK CAPACITY	3,5 LITERS
WEIGHT (WITHOUT ENGINE)	36 KILOGRAM
WEBSITE	WWW.IPKARTING.COM
<b>ENGINE</b>	ROTAX 125 MICRO MAX EVO
DISPLACEMENT	125 CC
MAX PERFORMANCE	6 KW / 8 HP @ 7500 RPM
MAX TORQUE	9 NM @ 6000 RPM
DESCRIPTION	MONOMARCIA, FRIZIONE CENTRIFUGA



MINI MAX

## MINI MAX

<b>CHASSIS</b>	BIREL
CIK OMOLOGATION NO.	CSAI 02/CH/14
BRAND NAME AND TYPE	C 28 S9
TUBE DIAMETRAL	28 MM
WHEELBASE	950 MM
AXLE DIAMTETRAL	30 MM
BRAKES	POST. CX
FUEL TANK CAPACITY	4 LITERS
WEIGHT (WITHOUT ENGINE)	-
WEBSITE	WWW.BIRELART.COM
<b>ENGINE</b>	ROTAX 125 MINI MAX EVO
DISPLACEMENT	125 CC
MAX PERFORMANCE	11 KW / 15 HP @ 8500 RPM
MAX TORQUE	13 NM @ 8000 RPM
DESCRIPTION	MONOMARCIA, FRIZIONE CENTRIFUGA



## JUNIOR MAX

### JUNIOR MAX

CHASSIS	PRAGA
CIK OMOLOGATION NO.	CIK-FIA 87/CH/20
BRAND NAME AND TYPE	DRAGON EVO 2
TUBE DIAMETRAL	30 MM
WHEELBASE	1045 MM
AXLE DIAMTETRAL	50 MM
BRAKES	POST. RBS-V2
FUEL TANK CAPACITY	8,5 LITERS
WEIGHT (WITHOUT ENGINE)	50 KILOGRAM
WEBSITE	WWW.IPKARTING.COM
ENGINE	ROTAX 125 JUNIOR MAX EVO
DISPLACEMENT	125 CC
MAX PERFORMANCE	17 KW / 23 HP @ 8500 RPM
MAX TORQUE	19 NM @ 8500 RPM
DESCRIPTION	MONOMARCIA, FRIZIONE CENTRIFUGA



## MAX DD2

### MAX DD2

CHASSIS	BIREL
CIK OMOLOGATION NO.	CIK-FIA 30/CH/20
BRAND NAME AND TYPE	CRY 30 RX - DD2
TUBE DIAMETRAL	30 MM
WHEELBASE	1045 MM
AXLE DIAMTETRAL	40 MM
BRAKES	ANT/POST. 3RR
FUEL TANK CAPACITY	10 LITERS
WEIGHT (WITHOUT ENGINE)	-
WEBSITE	WWW.BIRELART.COM
ENGINE	ROTAX 125 MAX DD2 EVO
DISPLACEMENT	125 CC
MAX PERFORMANCE	25 KW / 34 HP @ 12000 RPM
MAX TORQUE	22 NM @ 10500 RPM
DESCRIPTION	2 MARCE, FRIZIONE CENTRIFUGA, SENZA CATENA



# CHASSIS SPECS

■■■ ROTAX MAX CHALLENGE GRAND FINALS 2018



## MAX DD2 MASTERS

### MAX DD2 MASTERS

<b>CHASSIS</b>	SODIKART
CIK OMOLOGATION NO.	CIK-FIA 022/CH/97
BRAND NAME AND TYPE	SIGMA DD2
TUBE DIAMETRAL	30 MM
WHEELBASE	1044 MM
AXLE DIAMTETRAL	40 MM
BRAKES	ANT/POST. TEKNEEX F13
FUEL TANK CAPACITY	-
WEIGHT (WITHOUT ENGINE)	86 KILOGRAM
WEBSITE	WWW.SODIKART.COM
<b>ENGINE</b>	ROTAX 125 MAX DD2 EVO
DISPLACEMENT	125 CC
MAX PERFORMANCE	25 KW / 34 HP @ 12000 RPM
MAX TORQUE	22 NM @ 10500 RPM
DESCRIPTION	2 MARCE, FRIZIONE CENTRIFUGA, SENZA CATENA



## SENIOR MAX

### SENIOR MAX

<b>CHASSIS</b>	SODIKART
CIK OMOLOGATION NO.	CIK-FIA 022/CH/97
BRAND NAME AND TYPE	SIGMA RS3
TUBE DIAMETRAL	30 MM
WHEELBASE	1050 MM
AXLE DIAMTETRAL	50 MM
BRAKES	POST. TEKNEEX F11
FUEL TANK CAPACITY	-
WEIGHT (WITHOUT ENGINE)	68 KILOGRAM
WEBSITE	WWW.SODIKART.COM
<b>ENGINE</b>	ROTAX 125 MAX EVO
DISPLACEMENT	125 CC
MAX PERFORMANCE	22 KW / 30 HP @ 11500 RPM
MAX TORQUE	21 NM @ 9000 RPM
DESCRIPTION	MONOMARCIA, FRIZIONE CENTRIFUGA



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# 24H LE MANS

■■■ ROTAX MAX CHALLENGE GRAND FINALS 2018



## ROTAX PODIUM LOCKOUT AT 24 HOURS OF KARTING LE MANS

**All three teams on the GP2 podium at the demanding 24 Hours of Karting in France were more than confident in the performance and reliability of their Rotax 125 MAX, completing over 2000km during this most gruelling race using only one engine.**

RM Concept (FA Kart/Rotax) took the deserving victory with a two-lap lead over their closest rivals at the chequered flag, while Malevaut Sport (Tony Kart/Rotax) and Team Belinois Jac-Kart (Sodikart/Rotax) fought it out for the remaining steps on the podium – both within the same lap after 24 hours of extremely close racing. The winning drivers in the #60 entry were Gaël Moreau, Sacha Hebrard, Jonas Venier and Jacques Missimilly, whose compatibility and consistency proved to be another key factor that contributed to their successful campaign in securing the 2018 title. The French team RM Concept also won the Ladies classification in the #67 kart (FA Kart/Rotax) all-girl team of Lydie Valichon, Léna Buhler, Caroline Martel and Léonie Claude competing in their

third 24 Hours of Karting Le Mans together.

This is the 33rd annual running of the iconic karting endurance event hosted by the impressive 1,384 metre Le Mans Karting International Circuit, organised by the Automobile Club de l'Ouest (ACO) and for the past three years in collaboration with the CIK-FIA as the FIA Karting Endurance Championship. With a field of 32 teams contesting the event, the GP2 class had 18 entries, the majority of which were Rotax.

### **The winning facts:**

- » The winning Rotax MAX engine of RM Concept was the 2018 model, rebuilt before the event and used from qualifying through until the end of the race





- » Second place Malevaut Sport chose to use a new MAX out of the box with four hours driving time before the 24 hour race, without any change during the event
- » Team Belinois Jac-Kart in P3 opted for a used MAX engine prepared before the event that took them from start to finish without any issues

#### What did the RM Concept winning kart change?

32 driver changes – maximum 45 minutes each session  
 Every 4 hours – tyres & battery  
 Every 10 hours – brake pads  
 After 12 hours – chain  
 + 250 Litres of petrol  
 + chain lube



#### SOME INTERESTING FACTS:

- » GP2 karts using the Rotax MAX engine race according to the Rotax Max Challenge regulations, with the exception of an extension to the battery cables
- » Changes can be made prior to the event to various components to reduce the pit-stop time (for example, easy release system for replacing fuel tank, etc.)
- » During the night, the karts must run with a light on the front and on the back
- » Engine change during the race if needed takes approximately 30 seconds
- » Laptime difference between GP1 (OK) and GP2 (Rotax) is about 1 second
- » Minimum weight of GP1 is 152kg & GP2 is 160kg

**Morgan Riche**, team manager RM Concept – “All the team and myself are really proud of this result! This victory is the result of many long months of preparation. Winning the 24 hours of Karting Le Mans was a goal for our team; it was a technical challenge, but also a human adventure. We are very satisfied with the quality of our material, the association of FA Kart from the OTK group and the Rotax engine that was really reliable.”

“We did the 24 hours without any engine change. We used the same engine from the qualification until the end of the race and the performance of the engine was constant during the entire race. After checking the engine at the finish, we saw that everything was intact; proving the quality of the Rotax MAX engine. It's possible to take the engine to another race now because everything is running perfectly. Also, we were really satisfied to find the same quality in each Rotax engine on track. During the race, the battles for the lead were so close thanks to this equality.”

## KEEPING THE RACING DREAM ALIVE



PHOTOS - KSP\_REPORTAGES

"2500 registrations have been made in Rotax classes this season in France (regional & national races). It represents around 500 Rotax drivers competing at these events. The number of drivers has increased over the last couple of years, especially the National and MAX categories, so we know that Rotax engines continue to please the French competitors year after year." "At the last Challenge Rotax France, mid-September, 140 drivers participated at this national race. We had an excellent driver level with all the best Rotax drivers from each of the French regions present – including 2018 European KZ2 Champion Adrien Renaudin. Moreover, the best

Rotax driver in 2017, Jean Nomblot (currently in KZ2) was also competing, as was Alexandre Jenouvrier, Touring Car driver. In the National class, Marcus Amand participated in the Challenge Rotax France and won! There were also regular hobby drivers who wanted to share the experience of a big race." "We have a very important motorsport culture in France. With the Formula 1 driver generation (Pierre Gasly, Esteban Ocon & Charles Leclerc) coming through French karting, all the French drivers want to follow the same pathway and dream about F1. As an organizer, we recognize what is important and know that the racing must be fair and a competi-



PHOTOS - KSP\_REPORTAGES

ve level. They want to spend a lot of time on track driving and it is up to us to create a positive, fun, friendly atmosphere to be sure everyone can enjoy the weekend at our races. For the spectators, it's about a great ambience.

"Generally, the feedback from our customers about the Rotax MAX engine is:

- » Easy to use
- » Close performance between engines & good parity
- » - Enjoyable to drive
- » Reliable
- » Cheap to maintain
- » Some customers prefer to rent engines or have team support, while others know they can easily take the engine from the box and go racing today

"At this point, we are working on some new ideas for the future of Rotax Racing. We have a competitive team line-up for the Rotax Grand Finals this year and a chance to have good results in every class, so we're hoping for more podiums once again!"

**Benoît Perret**

3MK Events Manager / NSK  
Championship & Challenge Rotax  
France Promoter



## Promoting karting and more affordable racing in Western Canada

**In 2018, the Western Canadian Karting Championship (WCKC) was reinvented and reborn with a defined focus on bringing together karters from across the country to compete as a racing community, while offering something of a unique approach to make the championship more affordable for everyone.**



**BLAKE CHOQUER**  
*WCKC Race Organiser*

*Photo - Cody Schindel / CKN*

The man responsible for instigating the reappearance of the championship, Blake Choquer, talks about the first season back on track with the newly-revived karting event previously recognised as one of the best race series in North America. Joining together with two other very experienced team managers, they had a clear vision – to create a great racing environment to include club level racers all the way up to national competitors, while keeping it financially affordable and sustainable.

The WCKC was hosted by three Canadian circuits this year in Calgary, Saskatoon and Chilliwack,

where the final round of the series showed an increase in the number of entries in both the Rotax Junior and Senior MAX classes as the 2018 titles were decided.

“The Western Canadian Karting Championship is a three round championship that spans over three provinces in Canada, The objective behind it was to provide a competitive series where drivers from all over Canada could come and compete with a clear focus on the affordability. To help keep costs in control we only allowed one day of practice, as well as one set of tires for practice and one set for the races. Through the support of Rotax we provided all the Rotax engines in a lottery system, creating the most equal playing field possible. A free training session was included as part of the day 1 program. Knowledge is the most valuable asset and if we can share that knowledge with the younger generations, it will only make them better.”

**More info – [www.wckc.ca](http://www.wckc.ca)**

# USA NEW DISTRIBUTORS

■■■ ROTAX MAX CHALLENGE GRAND FINALS 2018



## Introducing RTX Group USA

"Our group members have been in the karting & automotive world for years, many of which have been kart and open wheel drivers, track owners and organizers who understand first-hand what's required to ensure an exciting racing environment. Having represented Rotax Karting & the RMC in the Latin American market for over 12 years with a growing base of competitors, RTX Group brings their combined experience to boost the current distribution network and re-establish Rotax karting as a world leading brand in America."

"Our vision is aligned with the drivers to make sure we have the most competitive and attractive start grids across all categories. An even playing field allows for the ability and skills of the best drivers to stand out. For this reason, we plan to host events with the success demonstrated at the US Nationals/US Open. The Engine Raffle system proved to be an attractive and competitive format helping to develop drivers and significantly reduce racing costs, due to the quality and parity in the Rotax engines."

"Working closely with our Rotax dealers and service centers will enable us to support them in supplying parts, providing technical information, granting product warranty, assuring all

engines are serviced according to Rotax spec's, maintaining parts to drive down costs, supporting the teams and drivers. Together with the tracks and clubs, we will be encouraging wider promotion for a growing karting community. Of course, there are the obvious demands and expectations that need to be met in any modern-day business, which we will review across our extensive dealer network. "It would be an honor to have the USA Flag flying high at the Rotax MAX Challenge Grand Finals in Brazil, representing and inspiring the quality and talent that we have seen across the field at regional and state competitions. We are sure that our USA team will put it all on the line until the very moment the chequered flag is waived. "For the future, we are planning with [fellow US distributors] J3 to do the Raffle Engine program for 2019, 2020 and 2021 in the same format used this year at New Jersey. Alternatively, there are going to be club racing and regional series' rolling to continue building the Rotax Racing platform. It will take time, but we are confident in the quality of the products. No other kart engine brand in the world guarantees a racing engine as we do, and everyone knows and understands the reason."

**RTX Group – Rotax Distributor USA / Southern Region**



#### ROTAX USA AIMS FOR FIRST CLASS CUSTOMER SERVICE

"It was such a pleasure to be a part of the ROTAX US Grand Nationals / US Open, I believe we have found two perfect partners (J3 and RTX) to support our US customer base better than ever before! **We at ROTAX truly believe the customers deserve first class service and support.**" I believe this was demonstrated by the ROTAX team in New Jersey where we provide raffled engines to all the competitors. This gave many people the chance to experience in my view the most fun and fair kart race on US soil at a controlled cost! "We will be working hard to make further races on a national level and to help re-grow the sport at a club/regional level. The foundation of our sport has long been forgotten, and we will address this moving forward. "I would like to take the chance to thank everybody for attending the event in New Jersey and would to especially like to congratulate all our US National Champions and the US Open Champions 2018, together with the international ticket winners."

**Steven Chapman – BRP-Rotax**

## MEET J3 COMPETITION INC USA DISTRIBUTOR FOR THE NORTHERN REGION

"We will move into the 2019 season operating our 15th year of business incorporated as J3 Competition, which in a sector where most last a few years, shows our commitment and ability to react accurately to the market. Our ownership has experience in the sport since the early 1980's so the cyclical changes of our industry and the world have been something we've managed to progress through while building a world-wide brand. Our modus has always been 'quality'; we strive to provide not only in the quality of our products, but more importantly the service and knowledge that we provide to the consumer on a consistent day-to-day basis."

"Our ownership has competed across the world in international categories from the days of 100cc direct driver competition with engine operating and 22,000 rpm, to nearly all the present day mono-brand series. We've spent very successful times in Europe developing drivers at the highest levels of races such as; CIK-FIA, WSK, Euro Max, Monaco GP, etc. with unmatched results from any other organization from North America. So, it's safe to say we've seen it 'all' and our past and continued knowledge is what the sport of Karting in American can and has always benefited from, and we really are excited about how the Rotax platform is poised to grow the market here.

"We have always had admiration for the innovation and quality with which Rotax continually brings the market on a global front. Rotax has an unmatched value-position in world of two-cycle engine production, so these factors coupled with the motivation and aim of the Karting program is one that made our choice an easy one to partner with BRP-Rotax.

"Parity and consistency are the two key factors in any functioning element, so the fact that the new Rotax MAX engines tick these boxes unlike any other engine we've seen is remarkable. This very point can be directly traced back to the heritage and depth of BRP-Rotax as global leader with the resources and commitment to meet consumer requirements; something all karters are fortunate to have part of the international karting scene. "On one end it's nice to be both a chassis manufacturer and Rotax distributor product because we have the infrastructure and resources to bring 'Karting' to the masses since we have all the materials to do so. This enables us not only to work with the existing market, but more importantly attract new entrants into the sport so we can be a true global leader in the growth-strategy of our sport.

"In America it's always a little bit challenging due to the geographical size and the culture across our country due to its size. For sure there is a fair level of Rotax engine faithful competitors who are very happy that we are now here to support the base and for sure we work to do to spread not only Rotax but the sport of karting, which take some time. In our territory we have a strong network within the industry and we look to see many clubs and regions taking part in a more 'open' engine strategy whereby the Rotax can compete and showcase its critical features of low-cost of ownership, high performance, and unbelievable parity. "For now, we will work with the existing Rotax network to confirm the renewed concept and product line, which are critical. In addition we need to further develop the 'old' market and ensure we move forward with the correct partners, which we will do. With that said we have a large emphasis on market growth and with new exciting partners and tracks set to come aboard our long-term strategy will be very solid and a tremendous boost for the sport here in America. "The management of TEAM USA in preparation for the 19th edition of the Rotax MAX Challenge Grand Finals takes a tremendous amount of organizing and communication to make everything correct and streamlined. It has also been a little more challenging since this is our first year as well, only coming into the program half-way through the year. Regardless of the hurdles this type of organization and professionalism is what J3 Competition is known for around the world and we look to make this year's team the most professional and best represented to date."

**Justin Stefani – J3 Competition Inc./ Rotax Distributor USA (Northern Region)**



# ROTAX MOJO RACEWAY

■■■ ROTAX MAX CHALLENGE GRAND FINALS 2018



## ROTAX MOJO RACEWAY

ROTAX TEAMS UP WITH THE EDKRA IN CANADA IN A JOINT INITIATIVE FOR KARTING AND INTRODUCES THE FIRST ROTAX BRANDED KART RACING CIRCUIT

This exciting new partnership between engine manufacturer BRP-Rotax and the Edmonton & District Kart Racing Association in Warburg Alberta sparks a new cooperation that is fully focused on assisting the sport of karting to grow while sustaining a positive future for the club members. The rebranding of

the club's circuit in Western Canada as the Rotax MOJO Raceway in Edmonton brings with it the support of Rotax quality products and an opportunity to improve the racing experience for the local competitors, based on the worldwide Rotax MAX Challenge concept. When BRP-Rotax started its karting

business the main goal was to promote and support the karting sport. The first initiatives have been in club sport racing. Even though the business has developed towards the racing scene, club sport has always remained the centerpiece of karting. The Rotax MOJO Raceway in Edmonton is the first Rotax branded



kart race track in cooperation with EDKRA. "Together we are focusing on the steady growth of karting, especially in club sport racing and strengthening the Rotax brand within the karting world", said Peter Oelsinger, vice-president Rotax Propulsion Systems and Finance. President of the EDKRA, Earl Wong, is confident the collaboration with BRP-Rotax enables them to guarantee a brighter future for their club members and for their passion of karting.

"It has always been the mandate of the EDKRA to promote the sport of kart racing in our region. The partnership with BRP-Rotax only bolsters that position." Mr. Wong added, "It's always exciting to have founding members such as Kevin Dowler, our Vice President, to have the vision of where the sport of kart racing should be in Western Canada, and with the co-operation of Steven Chapman from BRP-Rotax, the EDKRA already having a premier kart racing facility in Western Canada, ensures the Edmonton & District Kart Racing Association is a formidable presence in the North American Kart Racing Map. The longevity of our club will continue to promote kart racing in Western Canada for generations to come. BRP-Rotax has proven

their commitment to the karting community by supporting one of Canada's Premiere Kart Track and its members."

Kevin Dowler, EDKRA vice-president, was instrumental in playing a proactive role in this new-found partnership, believing this was a significant step to provide their members with quality material for better competition and support, together with developing the entry level classes. "The EDKRA is excited to partner with the world's largest kart racing engine manufacturer.



Rotax has been the main staple here at the race track in Warburg Alberta, a small suburb of Edmonton the provincial capital. We will continue to pursue a steady growth of karting while showcasing the high level of quality and equality on offer with the Rotax group of engines." The EDKRA was formed in 1963 and is pleased to partner with this worldwide corporation. "Our intension is to build the Rotax Junior classes to be the biggest in the nation. The incentives that Rotax has offered represents the first ever such commitment to any regional series in North America and the club looks forward to continued support by the racers and their families", added Dowler.



# SOUTH RACING CAN-AM MAVERICK

■ ■ ■ ROTAX MAX CHALLENGE GRAND FINALS 2018

## South Racing Can-Am Maverick X3 Team Rules the Field To win Dakar Rally



» **BRAZILIANS REINALDO VARELA AND GUSTAVO GUGELMIN WIN DAKAR SXS CLASS TITLE WITH SOUTH RACING PREPPED CAN-AM MAVERICK X3 VEHICLE**

» **LEONEL LARRAURI AND FERNANDO IMPERATRICE WIN FINAL STAGE**

*Córdoba, Argentina, January 20, 2018 – Team South Racing Can-Am drivers Reinaldo Varela and Gustavo Gugelmin won the 2018 Dakar Rally in South America in the SxS category with the Can-Am Maverick X3 vehicle in its inaugural entry.*

*“To have the Can-Am Maverick X3 win the side-by-side class in its first ever attempt in Dakar, the world’s most difficult race, is outstanding,” said Olivier Camus, Director of Global Product Strategy - Can-Am. “With the victory, Scott Abraham and his entire crew at South Racing / Can-Am, and Reinaldo Varela outperformed our expectations. Their expertise and dedication proved invaluable in developing a package that could help the Maverick X3 outlast the competition, as well as the most challenging terrain and conditions imaginable. This success also demonstrates that the Maverick X3 is the most capable and reliable platform for conquering brutal terrain.”*

*The Varela-Gugelmin crew, which earned second in*



*the 14th and final stage, won a total of five stages on its way to completing the Dakar Rally with a time of 72:44.06, which was around 57 minutes ahead of its closest competitor. Another South Racing Can-Am crew, composed of Argentines Leonel Larrauri and Fernando Imperatrice, won the final stage and finished the race in sixth place.*

***For more information about Can-Am off-road products, the family of championship-winning Can-Am Maverick X3 side-by-side vehicles and the Can-Am racing program, visit [CanAmOffRoad.com](http://CanAmOffRoad.com).***

# ROTAX GLOBAL APP

■■■ ROTAX MAX CHALLENGE GRAND FINALS 2018

## Never miss any news again: BE up-to-date with the new Rotax Global app

- » Designed to be used at all Rotax karting events worldwide
- » Push notifications tailor-made for the particular racer
- » Updates directly from the organizer through the EVA-EMS

Just in time before the Rotax MAX Challenge Grand Finals (RMC GF) take place, BRP-Rotax launched its new Rotax Global App to expand its service to Rotax kart customers. The Rotax Global App is free of charge and for Android and iOS devices. Based on the previous App, used at the RMC GF 2017, this new application provides even more important aspects for racing processes and can be used for all Rotax karting events worldwide.

“The goal of the development of the original RMC GF App is to use this application not only for the Grand Finals, but at all RMC races.

Now, it is also possible to pursue a complete RMC championship.

If you click on the championship you are interested in, you will find all information on your mobile device”, said Stefan Gruber, Manager Rotax Karting & OEM



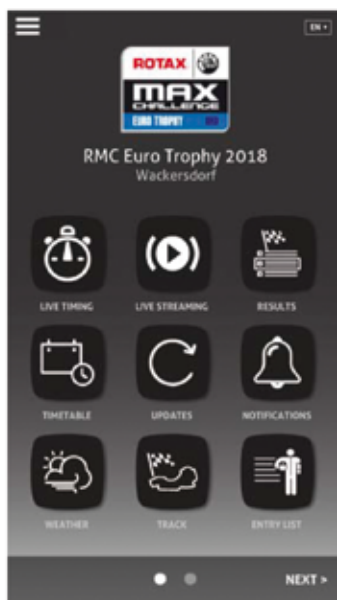
Business, RPS Business.

One of the key features are the push notifications.

These notifications inform the particular racer about decisions which concerns the racer directly; e.g. if one gets a summon to the stewards. This means that the driver has not to look at the notification board or to wait until he or she is asked via the commentator to see the stewards. The driver receives this notification directly to the smartphone and will be kept adequately informed through the EVA-Event Management System (EMS).

“The Rotax Global App offers other cool tools like live streaming, live timing, timetable, results, bulletins, weather conditions, all regulations, entry list, and more,” said Gruber.

With this App BRP-Rotax offers an unique tool to its customers to provide the best service in the karting market.



Stay tuned about the current **Event** (left) and any other event of the **Championship** (right).

- Push Updates (Bulletins, News, ...)
- Push Notifications (Summons, ...)
- Results & Grids
- Current Timetable
- Weather incl. 6-days Forecast
- Track Layout & Directions
- Participants List
- Sporting & Technical Regulations
- Championship dates & locations
- Link to Live Timing System
- Link Live Streaming System
- Link to the Entryform





# NATIONS CUP

■ ■ ■ ROTAX MAX CHALLENGE GRAND FINALS 2018



## NATIONS CUP SCORING SYSTEM

You want to know how the points of the Nations Cup are calculated? We have the answer for you. It's easy. We have a maximum of 72 nations in one class; equal to the number of participants per class.

For the ranking the races after the qualifying are used. That means the points from the heats, the pre-finals and the finals of each class are scored. But only the best driver per nation is counted.

In the case of the same number of points, those with the most winners, second-placed, third-placed drivers are counted. A maximum of 1,600 points can theoretically be achieved.

This table shows you an example...

SCORING/POINTS		EXAMPLE					
POS	POINTS	POSITION	#DRIVER	NAME	COUNTRY	NATIONS CUP POS.	POINTS
1	100	1	171	XY	USA	1	100
2	95	2	132	XY	UK	2	95
3	90	3	121	XY	CAN	3	90
4	85	4	120	XY	CAN		
5	81	5	160	XY	UK		
6	77	6	156	XY	JAMAICA	4	85
7	73	7	172	XY	USA		
8	70	8	174	XY	USA		
9	67	9	175	XY	COL	5	81
10	65	10	178	XY	UK		
11	63	11	131	XY	UK		
12	61	12	148	XY	JAP	6	77
13	60	13	144	XY	EST	7	73
14	59	14	157	XY	FRANCE	8	70
15	58	15	173	XY	USA		
...	...	16	146	XY	MEX	9	67
72	1	17	129	XY	UK		

# 2017 WINNERS

■■■ ROTAX MAX CHALLENGE GRAND FINALS 2018

The 18th edition of the Rotax MAX Challenge Grand Finals was held at the “Kartodromo Internacional do Algarve” in Portimao, Portugal. Expectations were high, but they were successfully maintained!



## ROTAX 125 MICRO MAX

1. Louis Iglesias - France
2. Leon Zelenko - Croatia
3. Ryote Horachi - Japan



## ROTAX 125 JUNIOR MAX

1. Tijmen Van Der Helm - Neth.
2. Sami Meguetounif - France
3. Luca Leistra - Belgium



## ROTAX 125 MAX DD2

1. Cody Gillis - Australia
2. Mads Thomsen - Denmark
3. Christian Sorensen - Denmark



## ROTAX 125 MINI MAX

1. Marcus Amand - France
2. Jamie Day - UAE
3. James Wharton - Australia



## ROTAX 125 MAX

1. Brett Ward - Great Britain
2. Felix Warge - Belgium
3. Jean Nomblat - France



## ROTAX 125 MAX DD2 MASTERS

1. Troy Woolston - Australia
2. Antti Ollikainen - Finland
3. Charly Hipp - France



# TEAM CONTEST

■■■ ROTAX MAX CHALLENGE GRAND FINALS 2018

The Rotax MAX Challenge Grand Finals is not just about winning but it is also about the people. In the ROTAX team contest we make out the most special team.

Dress up, be creative and represent your team as well as your country in the most impressive way! The team picture will be put on the Rotax Kart Facebook Site for the official voting. Registration is possible until November 25, 2018 noon at [www.eva-ems.com/brp1](http://www.eva-ems.com/brp1) - Password: TCGF2018



## **YOUR TEAM WILL GET SCORING POINTS FOR**

the number of Facebook votes  
the complete driver team  
drivers wearing their team overalls  
other team members wearing special team clothing  
extraordinary ideas for your team presentation

## **TEAM PRESENTATION**

Date: Sunday, November 25, 2018  
Start: 08.30 pm  
Location: Paço dos Leões at the Welcome Party

## **AWARD CEREMONY**

Date: Saturday, December 1, 2018  
Start: 10.30 pm  
Location: Centro de Convenções de João Pessoa

We'll keep  
our fingers  
crossed  
for your  
team!

# KARTINGCEE.EU

[www.kartingcee.eu](http://www.kartingcee.eu)



CEE Rotax Max Challenge

IN THE  
MIDDLE OF  
EUROPE

TOP  
LEVEL  
RACING



2018

- // 5 ROUNDS // 6 CATEGORIES
- // 7 GRAND FINALS SEATS
- // DRIVERS FROM 31 COUNTRIES
- // 308 REGISTERED COMPETITORS IN 2018

**AN OFFICIAL 5 ROUND ROTAX SERIES NOW IN ITS 9TH YEAR FOR THE WHOLE WORLD. WE ARE OPEN FOR ALL DRIVERS FROM ALL OVER THE WORLD, WITH 7 GRAND FINAL SEATS TO BE WON. THE CATEGORIES DURING THE EVENTS ARE MICROMAX, MINIMAX, MAX JUNIOR, MAX SENIOR, DD2, AND DD2 MASTERS.**

2019

BONUS CUP	15-17.03.2019
RACE 1.	04-07.04.2019
RACE 2.	28-30.06.2019
RACE 3.	26-28.07.2019
RACE 4.	23-25.08.2019
RACE 5.	20-22.09.2019





# 9 GRAND FINALS TICKETS TO BE AWARDED

**3-DAY-FORMAT • LIMITED SETS OF TYRES**



[www.rotax-kart.com](http://www.rotax-kart.com)