

GASSETTE THE OFFICIAL GRAND FINALS RACE JOURNAL

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ROTAX MAX CHALLENGE GRAND FINALS 2016

NAPOLI / SARNO – ITALY October 15 -22

ROTAX
KARTING



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THOMAS UHR

General Manager BRP-Rotax GmbH & Co
KG and Vice-President Powertrain BRP

Welcome to the
17th Rotax MAX
Challenge Grand
Finals 2016! Together
we will experience a
week that will keep
us on the edge of our
seats!

I am truly excited to welcome you to the 17th Rotax MAX Challenge Grand Finals, the most prestigious championship in the world of karting. It is a privilege to be here, among the most talented drivers competing against each other in this unrivalled event. Can you smell the fuel and feel the intense drive of emotions? Unleash the power and enjoy the ride!

Today we welcome 360 highly motivated drivers from more than 50 nations, demonstrating their excellent driving skills, fighting for the top of the podium from October 15 to 22, 2016. The competition is tough. That makes the thrill even more exciting. It shows us what this unique racing event is all about: sportsmanship, team spirit, nerves of steel and an uncompromising winning attitude.

After years it is hosted on Italian ground again, in the picturesque Sarno in the province of Salerno, along the world heritage Amalfi Coast. North of it the legendary race track Circuito Internazionale Napoli is located. The international circuit is ranked as one of the best in the world, popular amongst Formula 1 drivers as lots of them have been testing here in the past and still do. A large number of them started with Rotax engines, Jenson Button, Max Verstappen and Kimi Räikkönen among them.

Here, at the very heart of the action, our partners, racers, teams support staff and all of our fans come together to experience this fascinating atmosphere. The sound of powerful engines. The tension of endeavour. The finishing line in plain view. It is about mental strength and the boundless enthusiasm that inspires us. Our focus on innovative driving technology is the basis for what we can achieve as a vibrant community.

Thank you all for being an important part of the greatest kart racing series on the planet. Breathe the competition air, get to know your heroes of the race track. Also take time for entertainment, the taste of local cuisine, the Mediterranean climate, stimulating talks. All these things matter! The Rotax team is working hard to provide you with the best infrastructure and the perfect equipment and to make your stay most pleasant and valuable.

I wish you good luck and a time filled with new impressions. Go for it! Thumbs up for all of you! And best regards from my nearly 1.200 colleagues from Gunskirchen in Austria!

A handwritten signature in black ink that reads "Thomas".

KARTSHOPITALIA.it

Rotax Importer

The Kart-Shop Italy was founded in 2012 to establish the Rotax Kart products and philosophy in Italy.

Kart-Shop Italy is located near the International Kart Track of Lonato. There are over 20 service centers in Italy, who deliver Rotax Engines, spare-parts and Mojo tyres.

We are convinced from the Rotax concept

- simply ease of use
- low maintenance costs
- high durability
- 6 months warranty

We wish to all drivers a big Kart party at Napoli.

Team Kart-Shop Italy
Marco Gelmini,
Nico e Reto Carigiet



Rotax Max Challenge Italy

The Rotax Max Challenge Italy is divided in four zones (north, south, Sicily, Sardinia), each zone count as regional championship with at least 5 races. More informations on rotaxmaxkart.it.

Kart-Shop

Our shop is located in the north of Italy at Desenzano del Garda, near the kart track of Lonato. There we have shop with all Rotax parts and engines, Mojo tyres and XPS products. kartshopitalia.it



Importatore Rotax

Kart-Shop Italia è nata nel 2012 per stabilire i prodotti e la filosofia Rotax in Italia.

I vantaggi del concetto Rotax sono:

- gestione semplice
- manutenzione economica
- alta affidabilità
- 6 mesi di garanzia
- motori sigillati
- prezzi fissi
- campionato nazionale
- manifestazioni internazionali
- rete di vendita con centro servizio autorizzati

Noi auguriamo a tutti una festa di kart eccezionale con il pensiero "olimpico" a Napoli

Team Kart-Shop Italia
Marco Gelmini,
Nico e Reto Carigiet

Rotax Max Challenge Italia

Il campionato Trofeo di marca Rotax è diviso in quattro zone (nord, centro sud, sicilia, sardigna). Più informazione su rotaxmaxkart.it.

Negozi Desenzano del Garda BS

Il nostro shop è in via Serio 5/7/9 vicino la pista di Lonato. Vendiamo tutti prodotti Rotax, pneumatici MOJO e i prodotti XPS.



GIUSEPPE SORRENTINO

Owner Circuito Internazionale Napoli

A warm welcome in Sarno to everybody at the 2016 Rotax MAX Challenge Grand Finals



The week from the 15th to 22nd October will be a very special one at Sarno's track, when the Rotax Karting World lands into town, as this occasion marks the first time that the Circuito hosts the main Rotax event, since the racing circuit was established in the early 90s.

We are proud to be able to host the RMCGF this year, and we are counting on the fans, teams and the crew enthusiasm on our race track to celebrate this world-class event in the manner it deserves. Until now, the Circuito, hosted the major Karting events worldwide and gained experience and knowledge during these years from the whole world of Karting. With its different type of drivers, with its different kind of Karting's vision. This represents a great capital for me in terms of business and sports. It is the chance to meet people and build up relationship with people coming from different nations, different cultures - from around the world. The passion and enthusiasm during karting events you feel on track, in the paddock, in the bar or restaurant as well as at the Hotel. You will feel it in Sarno at Circuito Internazionale Napoli. Ask the ones who are real motorsport stars, from F1 to US series, to DTM or Le Mans Wec etc. I know they will agree with me.

To the RMCGF staff: Among the various promoters that I gladly hosted at our Circuito,

the Rotax week has always been a special one to me. Even more special this year, because it represents the biggest and eagerly anticipated event on the Circuito's race calendar, with its contribution to support the place where I live and the race track that I manage.

In regard to an amazing motorsport and Karting season, Circuito Internazionale Napoli is welcoming the RMCGF's drivers from all around the world who gained the famous "ticket" to be part in Sarno.

We thank you very much for your efforts in promoting the Rotax MAX Challenge Grand Finals in Sarno.

From my point of view and also from Circuito's crew side, to host the Rotax Finals provides the chance to see significant improvements on the track with its new layout and a remake of the annex facilities which are so important to the success of the event.

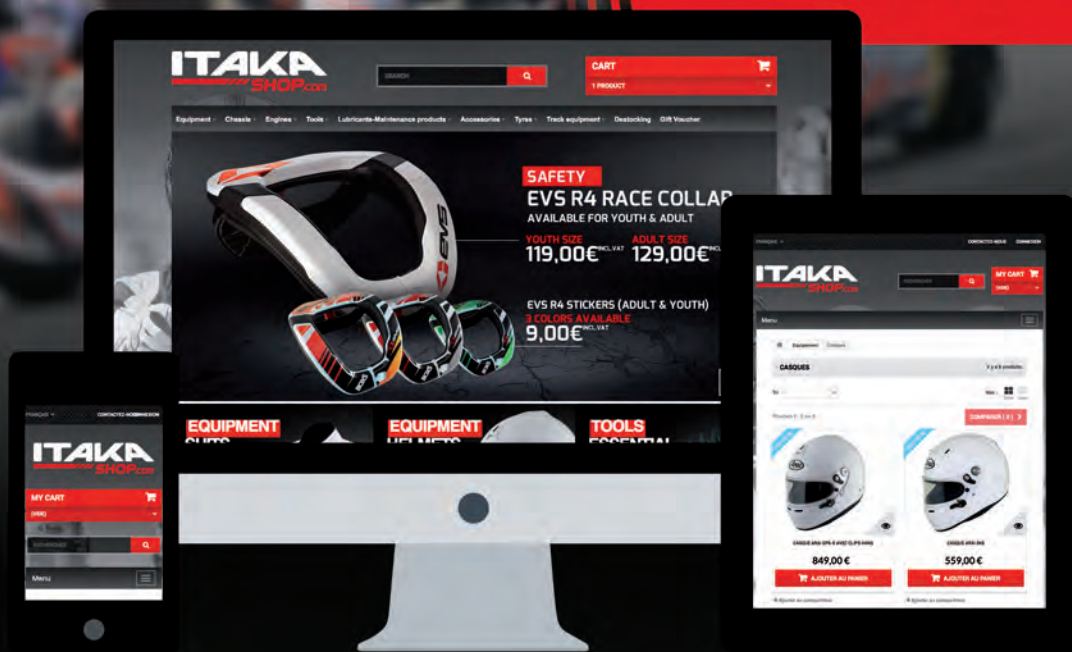
Now, all is set. On behalf of our Circuito's Board, I would like to congratulate everyone involved in organizing this race week. As always, it is our aim to continue to set the highest possible standards at the track and we are confident it will be a fantastic event.

Benvenuti a Sarno, buon lavoro e buon divertimento!

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CONTENTS

●●● ROTAX MAX CHALLENGE GRAND FINALS 2016



ROTAX MAX CHALLENGE GRAND FINALS 2016

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- Pag. 3** _ Editorial
Thomas Uhr, General Manager
BRP-Rotax GmbH & Co KG
- Pag. 5** _ Editorial
Giuseppe Sorrentino,
Owner Circuito Internazionale Napoli
- Pag. 9** _ RMCGF Hall of Fame
- Pag. 10** _ RMC Veterans
Giorgio Pantano
- Pag. 12** _ Rotax Micro & Mini
Enfants Prodiges
- Pag. 14** _ Time Schedule
- Pag. 17** _ Chassis Partners
Manufacturers statements
- Pag. 21** _ Rotax MAX New App
Jetting Guide
- Pag. 26** _ How Mojo Tyres are made
- Pag. 28** _ Rotax MAX evo Engine Series
Time to rave!
- Pag. 30** _ Track Talk
Circuito Internazionale di Napoli
- Pag. 31** _ Technical specs
- Pag. 32** _ Upcoming 2016 Events
- Pag. 33** _ Distributor Award 2015
- Pag. 34** _ Team Contest

HALL OF FAME WINNERS OF THE ROTAX MAX CHALLENGE GRAND

●●● ROTAX MAX CHALLENGE GRAND FINALS 2016

2000 Puerto Rico	125 MAX: 1. Gavin Cronje, South Africa 2. Leeroy Poulter 3. William Yarwood
2001 Malaysia	125 MAX: 1. Claudio P-Musso, South Africa 2. Scott Auld 3. Martin Pierce
2002 South Africa	125 MAX: 1. Mark Cronje, ZA 2. Ian Parsons, UK 3. Claudio Piazza-Musso, ZA
2003 Egypt	125 MAX: 1. Christiano Morgado, RSA 2. Riccardo Van der Ende, NL 3. Adrian Estasy, AUS 125 JUNIOR MAX: 1. Omar Martin, ESP 2. Bruno Serra, POR 3. Wiann Swart, RSA
2004 Lanzarote/ Spain	RM1 (FOLLOWING YEARS DD2): 1. Wesleigh Orr, RSA 2. Cristiano Morgado, RSA 3. Tristram Oman, UK 125 MAX MASTERS: 1. Sam Ghaleb, France 2. Jan Andreasen, Denmark 3. Manolis Tzamariadakis, Greece 125 JUNIOR MAX: 1. Benjamin Salvatore, France 2. Adam Christodoulou, UK 3. Earl Bamber, NZ
2005 Malaysia	125 MAX DD2: 1. Wesleigh Orr, RSA 2. Cristiano Morgado, RSA 3. Alexandre Engels, Belgium 125 MAX: 1. Luuk Glansdorp, The Netherlands 2. Rama Danindro, Indonesia 3. Martin Pierce, United Kingdom 125 MAX MASTERS: 1. Satya Rasa, Indonesia 2. Manolis Tzamariadakis, Greece 3. Pedro Loures, Portugal 125 JUNIOR MAX: 1. Kenneth Hildebrand, Estonia 2. Daniel Schellnegger, Austria 3. Kazuki Hiramine, Japan

2006 Portugal	125 MAX DD2: 1. Ben George, Austria 2. Michael Simpson, United Kingdom 3. Marwan Al Tayer, UAE 125 MAX: 1. Ricardo Romkema, The Netherlands 2. Mike Joossens, The Netherlands 3. Mikhail Mitrokhin, Russia 125 MAX MASTER: 1. Luc Sauriol, Canada 2. Euripides Hatzistefanis, Greece 3. Esa Pekkanen, Finland 125 JUNIOR MAX: 1. Jorrit Pex, Belgium 2. Jack Hawksworth, United Kingdom 3. Daniel Schellnegger, Austria
2007 UAE	125 MAX DD2: 1. Pier-Luc Ouellette, Canada 2. Morgan Riche, France 3. Makoto Kubo, Japan 125 MAX DD2 MASTERS: 1. Christophe Adams, Belgium 2. Olivier Fiorucci, France 3. Guy Pansart, France 125 MAX: 1. Benjy Russell, United Kingdom 2. Ricardo Romkema, The Netherlands 3. Mike Simpson, United Kingdom 125 MAX MASTERS: 1. Colin Davis, United Kingdom 2. Jerome Bourquard, France 3. Luc Sauriol, Canada 125 JUNIOR MAX: 1. Kevin Korjus, Estonia 2. Ryuya Fujie, Japan 3. Caleb Williams, South Africa NATIONS CUP: 1. Canada 2. South Africa 3. Australia

2008 Italy	125 MAX DD2: 1. Leeroy Poulter, South Africa 2. Pier-Luc Ouellette, Canada 3. Stuart Marsell, USA D2 MASTERS CATEGORY: 1. Dennis Kroes, The Netherlands 2. Curtis Cooksey, USA 3. Maurits Knopjes, UAE 125 MAX: 1. Ben Cooper, United Kingdom 2. Chris Lock, United Kingdom 3. Martin Pierce, Ireland 125 MAX MASTERS: 1. Jorrit Pex, Ireland 2. Jerome Bourquard, France 3. Colin Davis, UK 125 JUNIOR MAX: 1. Facundo Chapur, Argentina 2. Kevin Korjus, Estonia 3. Paul Fourquemin, France NATIONS CUP: 1. UK 2. The Netherlands 3. Hungary
2009 Egypt	125 MAX DD2: 1. Caleb Williams, South Africa 2. Ralph Odendaal, South Africa 3. Cody Hodgson, USA 125 MAX DD2 MASTERS: 1. Jesus P. Santander, Spain 2. Guy Pansart, France 3. Stogian Gosevits, Greece 125 MAX: 1. Luke Varley, United Kingdom 2. Mario Vendla, Estonia 3. Matthew Hamilton, New Zealand 125 MAX MASTERS: 1. Christophe Adams, Belgium 2. Jerome Bourquard, France 3. Pedro Loures, Portugal 125 JUNIOR MAX: 1. Ukyo Sasahara, Japan 2. Matthew Parry, United Kingdom 3. Edward Brand, United Kingdom NATIONS CUP: 1. United Kingdom 2. USA 3. New Zealand

Florian Venturi 125 JUNIOR MAX

Date of birth: 10 March 2001

RACING CV:

- French champion Mini Kart
- French champion Minime
- Winner of the French Cup in Cadets
- Winner of the French National Karting Series in Junior
- Winner of the RMCGF 2015 in Junior
- Winner of the French Cup in OK



"I had two very strong emotions when I won in Portugal, firstly I was extremely proud and happy to have won such a prestigious and very well known race, but I was hurt and saddened by the devastating terrorist attack in Paris, so I gave 100% in the race to pay homage to the victims and to their families."

FINALS 2000 – 2015

2010 Italy	<p>125 MAX 125 MAX DD2:</p> <ol style="list-style-type: none"> 1. Daniel Morad, Canada 2. Maik Barten, Belgium 3. Matthew Hamilton, New Zealand <p>125 MAX 125 MAX DD2 MASTERS:</p> <ol style="list-style-type: none"> 1. Scott Campbell, Canada 2. Dennis Kroes, The Netherlands 3. Martin Victorsson, Sweden <p>125 MAX:</p> <ol style="list-style-type: none"> 1. Caleb Williams, South Africa 2. Joshua Hart, New Zealand 3. Ferenc Kancsar, Austria <p>125 MAX MASTERS:</p> <ol style="list-style-type: none"> 1. Maitos Konstastinos, Greece <p>125 JUNIOR 125 MAX:</p> <ol style="list-style-type: none"> 1. Jordi Van Moorsel, The Netherlands 2. Joel Affolter, The Netherlands 3. Pierce Lehane, Australia <p>NATIONS CUP:</p> <ol style="list-style-type: none"> 1. Spain 2. Estonia 3. Australia
2011 UAE	<p>125 MAX DD2:</p> <ol style="list-style-type: none"> 1. Pier-Luc Quелlette, Canada 2. Jason Pringle, Australia 3. Georg Vann, Estonia <p>125 MAX DD2 MASTERS:</p> <ol style="list-style-type: none"> 1. Cristiano Morgado, South Africa 2. Danny Brand, Belgium 3. Guillaume Berteaux, France <p>125 MAX:</p> <ol style="list-style-type: none"> 1. Ben Cooper, United Kingdom 2. David Sera, Australia 3. Hirotaka Sasaki, Japan <p>125 JUNIOR MAX:</p> <ol style="list-style-type: none"> 1. Ukyo Sasahara, Japan 2. Joseph Mawson, Australia 3. James Singleton, United Kingdom <p>NATIONS CUP:</p> <ol style="list-style-type: none"> 1. Australia 2. Canada 3. South Africa
2012 Portugal	<p>125 MAX DD2:</p> <ol style="list-style-type: none"> 1. Ben Cooper, Canada 2. Konstantins Calko, Latvia 3. Mathias Detige, Belgium <p>125 MAX DD2 MASTERS:</p> <ol style="list-style-type: none"> 1. Cristiano Morgado, South Africa 2. Scott Campbell, Canada 3. David Griffith, United Kingdom <p>125 MAX:</p> <ol style="list-style-type: none"> 1. Charlie Eastwood, Ireland 2. Edward Brand, United Kingdom 3. Oliver Hodgson, United Kingdom <p>125 JUNIOR MAX:</p> <ol style="list-style-type: none"> 1. Harry Webb, United Kingdom 2. Janneau Esmeyjer, The Netherlands 3. Parker Thompson, Canada <p>NATIONS CUP:</p> <ol style="list-style-type: none"> 1. United Kingdom 2. Canada 3. Australia

2013 New Orleans	<p>125 MAX DD2:</p> <ol style="list-style-type: none"> 1. Simas Juodvirsis, Lithuania 2. Joey Wimsatt, USA 3. Oriol Dalmau Caballer, Spain <p>125 MAX DD2 MASTERS:</p> <ol style="list-style-type: none"> 1. Cristiano Morgado, South Africa 2. Scott Campbell, Canada 3. Tiago Ribeiro, Portugal <p>125 MAX:</p> <ol style="list-style-type: none"> 1. Oliver Hodgson, United Kingdom 2. Aavo Talvar, Estonia 3. Oliver Askew, USA <p>125 JUNIOR MAX:</p> <ol style="list-style-type: none"> 1. Juan Correa, USA 2. Brett Ward, United Kingdom 3. Zhou Guan Yu, United Kingdom <p>NATIONS CUP:</p> <ol style="list-style-type: none"> 1. USA 2. Spain 3. Australia
2014 Spain	<p>125 JUNIOR MAX:</p> <ol style="list-style-type: none"> 1. Jueri Vips, Estonia 2. David Wonder, United Kingdom 3. Max Timmermans, Belgium <p>125 MAX:</p> <ol style="list-style-type: none"> 1. Carlos Gil, Spain 2. Bruno Borlido, Portugal 3. Zachary Claman-Demelo, Canada <p>125 MAX DD2:</p> <ol style="list-style-type: none"> 1. Sean Babington, UAE 2. Ben Cooper, Canada 3. Jordan Boys, Australia <p>125 MAX DD2 MASTERS:</p> <ol style="list-style-type: none"> 1. Mikko Laine, Finland 2. Cristiano Morgado, South Africa 3. Antti Ollikainen, Finland <p>NATIONS CUP:</p> <ol style="list-style-type: none"> 1. South Africa 2. Spain 3. Belgium
2015 Portugal	<p>125 JUNIOR MAX:</p> <ol style="list-style-type: none"> 1. Florian Venturi / France 2. Mathias Ramirez-Barrero / USA 3. Caio Collet / Brazil <p>125 MAX:</p> <ol style="list-style-type: none"> 1. Alex Alex / Italy 2. Lucas Selliken / USA 3. Jordan Sherratt / South Africa <p>125 MAX DD2:</p> <ol style="list-style-type: none"> 1. Ferenc Kancsar / Hungary 2. Andreas Backman / Sweden 3. Mads Thomsen / Denmark <p>125 MAX DD2 MASTERS:</p> <ol style="list-style-type: none"> 1. Ryan Urban / New Zealand 2. Jim Ringelberg / The Netherlands 3. Gabriel Zughella / Argentina <p>NATIONS CUP:</p> <ol style="list-style-type: none"> 1. USA 2. South Africa 3. The Netherlands



Ryan Urban

125 MAX DD2 MASTERS

Date of birth: 7th December 1982

RACING CV:

- 5 times Rotax MAX Challenge of New Zealand winner.
- Represented New Zealand at the RMC GF 4 times: 2008 La Conca Italy, 2009 Sharm El Sheikh Egypt, 2014 Valencia Spain, 2015 Portimao Portugal.
- Heading to Sarno (I) this year, which will be the 5th time in the world finals.
- 2006 World Superkart Challenge Champion at the Superstars of Superkarts in Laguna Seca, California, USA
- 9 times New Zealand Sprint Champion
- 5 time New Zealand Superkart Champion
- 9 time North Island Sprint Champion
- 6 time North Island Superkart Champion.

“Winning the 2015 Rotax Grand Finals was a dream come true, and a racing aim that had been on my mind after my first time at the Grand Finals in La Conca Italy in 2008. I’ll never forget the overwhelming feeling of excitement and accomplishment when I was first over the finishing line in Portugal, and I am proud to represent my family, my team and my country. I cannot wait to attend future grand finals as the team atmosphere, venue, comradery and friendships make it a week to remember, I am honoured to be competing as the defending champion in 2016.”

ROTAX VETERANS

●●● ROTAX MAX CHALLENGE GRAND FINALS 2016

GIORGIO PANTANO IS ONE OF THE TALENTED DRIVERS FROM THE ITALIAN MOTORING BREEDING GROUND WHO STARTING FROM ROTAX KARTING HAS MANAGED TO HAVE A GO IN F.1.



GIORGIO PANTANO

After winning 2 Italian Junior championships (1993-1994), a European Junior (1994), two world Junior titles (1993-1994), an Italian Formula A championship (1996) and two European Formula A championships (1995-1996) and having just missed a world Formula A championship in 1999, Giorgio moves to the German F.3 in 2000 and wins the championship title. That same year he starts getting used to F.1 testing with Benetton in Jerez and Monza. In 2001, 2002 and 2003 he was in F.3000 and took second in 2002 gaining more km in F.1 with Williams and McLaren. In 2003 he

took part in the World Series to prepare for the passage to F.1 with Jordan the following year. Economic problems and a vehicle that wasn't very competitive the following year make 2004 a terrible year for the Italian driver, who goes back to GP2 in 2005 to challenge the likes of Hamilton, Rosberg, Di Grassi, Maldonado etc. that same year, he also races in the Indy Racing League with Chip Ganassi's team. After four years in the cadet series, in 2008 Giorgio wins the GP2. The passing to F.1 doesn't take place, and in 2009 he is involved in Formula Superleague and every now and then we see him in the Renault Megane Cup.

After 2010 he takes part in Auto GP, in 2011 and 2012 he goes back to America, but with problems concerning his budget and accidents that he get caught up in, he is unable to leave a mark. In 2013 he passes to motor car racing in the GT Open and takes home the title, except for passing to the Blancpain Series as from the following season. At the moment, he also has a karting team in which he trains young skilled drivers for the future.

You used to race with Rotax earlier on in your career, what do you remember about those days and that particular experience?

"The experience you get in karting are always with you, they are part of any driver's

personal back up. I have taken home several wins in karting, and I have wonderful memories especially the European championship win and the fact that I came very close to taking home a world championship win too."

Now that you have your own team, you are personally involved with the karting world, what does karting mean to a young racing driver?

"Nearly all the lads that take up karting dream of racing in F.1, therefore karting is the first step towards that dream. Personally, I try to tell my lads that it is a very long way, with many twists and turns so it requires 100% hard work and dedication. Sometimes you cry and sometimes



you laugh, it's all part of the game."

What do you think, has karting improved over the years or is it worse since you used to practice it?

"The karting world is the same as the motorsport world in general, it has taken great steps forward as far as performance and safety is concerned. Internet and social networks complete the panorama of karting and they present new challenges for everyone, team managers, technicians and most of all for drivers. From a human point of view, unfortunately, I think

it is worse now than when I used to race in karting..."

The Rotax world has changed too compared to some years ago, what do you think of the new format for the grand finals?

"Rotax is now an important set up for anyone to challenge, it has great visibility and the level of competency is very high. It is capable of daring the best racing drivers from all over the world in a single event, for any racing driver this is one of the best chances of the year and of his racing career."



NEW CONCEPT FOR ROTAX 125 MICRO AND MINI MAX DRIVERS

●●● ROTAX MAX CHALLENGE GRAND FINALS 2016

ENFANTS PRODIGES

REGULATIONS HAVE CHANGED, AND NOW ROTAX 125 MICRO AND MINI MAX DRIVERS COMPETE ALONGSIDE THEIR HEROES AT THIS YEAR'S ROTAX MAX CHALLENGE GRAND FINALS

The FIA World Motor Sport Council and the CIK have decided to allow younger drivers to race outside their home countries: drivers with a national licence, will be able to enter for national events outside their home countries, with permission from their local ASN. This is conform to a process of internationalization for the lower karting classes on behalf of CIK-FIA.

This change in the regulation allows for the intergration of 125 Micro class and Mini MAX drivers in the official program for the Rotax MAX Grand Finals as a national event with international participation. For the first time in the history of the RMCGF, there are 36 drivers competing in the Rotax 125 Micro MAX and 36 in the Rotax 125 Mini MAX

classes who as winners of national RMC races will be representing their countries.

Young drivers will receive the same support as the international classes, and it includes a single brand chassis with trolley, tool box, a sealed Rotax engine

and MOJO tyres on a loan basis for the duration of the event as well as fuel, tent space and trackside support – all free of charge.

"We want them to experience the feeling of a racing event, organized on a high level" said **Helmut Voglsam**, supervisor, Rotax kart engines. *"If they would like to push their racing career and if they would like to grow in motorsports, they have to get insights of how races are handled and what they have to deal with".*



The two categories are supported by the well-known chassis manufacturers, BirelART, in the Rotax 125 Mini MAX class and IPKarting who will give its Praga chassis for the Rotax 125 Micro MAX drivers.

In a break from tradition, the Rotax 125 Micro and Mini MAX

drivers will arrive and register at the same time as their idols at this year's Rotax MAX Challenge Grand Finals and not only midweek. The Rotax 125 Micro and Mini MAX karts raffle will take place the same day as the one for participants of the international event.

XPS

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TIME SCHEDULE

●●● ROTAX MAX CHALLENGE GRAND FINALS 2016

SATURDAY OCTOBER 15, 2016

DRIVERS REGISTRATION AT THE TRACK
9.00 - 16.00 ALL CATEGORIES
SCRUTINEERING OF HELMETS, OVERALLS, GLOVES AND SHOES
9.30 - 16.30 ALL CATEGORIES

SUNDAY OCTOBER 16, 2016

LATE DRIVERS REGISTRATION AT THE TRACK
8.00 - 9.00 ALL CATEGORIES
SCRUTINEERING OF HELMETS, OVERALLS, GLOVES AND SHOES
8.15 - 9.15 ALL CATEGORIES
9.30 - 10.00 TEAM PICTURES IN FRONT OF KART LINE UP
10.00 - 10.30 TEAM PICTURES IN FRONT OF KART LINE UP
10.40 - 10.55 RAFFLE OF KARTS

11.10 - 11.25 RAFFLE OF KARTS - MICRO MAX
11.30 - 11.45 RAFFLE OF KARTS - MINI MAX
11.50 - 12.15 RAFFLE OF KARTS - JUNIOR MAX
12.20 - 12.45 RAFFLE OF KARTS - MAX
12.50 - 13.15 RAFFLE OF KARTS - DD2
13.20 - 13.45 RAFFLE OF KARTS - DD2 MASTERS

DRIVERS BRIEFING
13.00 - 13.25 MICRO / MINI MAX
13.30 - 13.55 JUNIOR MAX
14.00 - 14.25 MAX
14.30 - 14.55 DD2 MASTERS
15.00 - 15.25 DD2
11.10 14.15 ALL CATEGORIES

MOUNTING OF TYRES FOR NON-QUALIFYING PRACTICE
11.10 - 16.15 ALL CATEGORIES
HANDING IN FUEL TANK (PARK FERME)
11.40 - 16.45 ALL CATEGORIES
19.30 WELCOME PARTY AT HOTEL SATURDAY @ TRACK
20.30 TEAM CONTEST AT HOTEL SATURDAY @ TRACK
21.30 MOJO TYRE CHANGING CONTEST AT WELCOME PARTY LOCATION

MONDAY OCTOBER 17, 2016

NON-QUALIFYING PRACTICE 1
9.15 - 9.30 MICRO MAX
9.35 - 9.50 MINI MAX
9.55 - 10.10 JUNIOR MAX - ODD NUMBERS
10.15 - 10.30 JUNIOR MAX - EVEN NUMBERS
10.35 - 10.50 MAX - ODD NUMBERS
10.55 - 11.10 MAX - EVEN NUMBERS
11.15 - 11.30 DD2 MASTERS - ODD NUMBERS
11.35 - 11.50 DD2 MASTERS - EVEN NUMBERS
11.55 - 12.10 DD2 - ODD NUMBERS
12.15 - 12.30 DD2 - EVEN NUMBERS
9.30 - 12.40 TRANSPONDER HANDOUT
(timing active as of non-qualifying practice 2)
12.30 - 13.00 LUNCH BREAK
NON-QUALIFYING PRACTICE 2
13.15 - 13.30 MICRO MAX
13.35 - 13.50 MINI MAX
13.55 - 14.10 JUNIOR MAX - ODD NUMBERS
14.15 - 14.30 JUNIOR MAX - EVEN NUMBERS
14.35 - 14.50 MAX - ODD NUMBERS
14.55 - 15.10 MAX - EVEN NUMBERS

15.15 - 15.30 DD2 MASTERS - ODD NUMBERS
15.35 - 15.50 DD2 MASTERS - EVEN NUMBERS
NUMBERS
15.55 - 16.10 DD2 - ODD NUMBERS
16.15 - 16.30 DD2 - EVEN NUMBERS

DRIVERS BRIEFING FOR NEXT DAY
16.45 - 17.05 MICRO / MINI MAX
17.10 - 17.20 JUNIOR MAX
17.25 - 17.35 MAX
17.40 - 17.50 DD2 MASTERS
17.55 - 18.05 DD2

TUESDAY OCTOBER 18, 2016

NON-QUALIFYING PRACTICE 3 - 15 MIN
8.45 - 9.00 MICRO MAX
9.05 - 9.20 MINI MAX
9.25 - 9.40 JUNIOR MAX - ODD NUMBERS
9.45 - 10.00 JUNIOR MAX - EVEN NUMBERS
10.05 - 10.20 MAX - ODD NUMBERS
10.25 - 10.40 MAX - EVEN NUMBERS
10.45 - 11.00 DD2 MASTERS - ODD NUMBERS
11.05 - 11.20 DD2 MASTERS - EVEN NUMBERS
11.25 - 11.40 DD2 - ODD NUMBERS
11.45 - 12.00 DD2 - EVEN NUMBERS

12.00 - 12.30 LUNCH BREAK
NON-QUALIFYING PRACTICE 4 - 15 MIN
12.45 - 13.00 MICRO MAX
13.05 - 13.20 MINI MAX
13.25 - 13.40 JUNIOR MAX - ODD NUMBERS
13.45 - 14.00 JUNIOR MAX - EVEN NUMBERS
14.05 - 14.20 MAX - ODD NUMBERS
14.25 - 14.40 MAX - EVEN NUMBERS
14.45 - 15.00 DD2 MASTERS - ODD NUMBERS
15.05 - 15.20 DD2 MASTERS - EVEN NUMBERS
NUMBERS
15.25 - 15.40 DD2 - ODD NUMBERS
15.45 - 16.00 DD2 - EVEN NUMBERS

DRIVERS BRIEFING FOR NEXT DAY
16.15 - 16.25 MICRO / MINI MAX
16.30 - 16.40 JUNIOR MAX
16.45 - 16.55 MAX
17.00 - 17.10 DD2 MASTERS
17.15 - 17.25 DD2

WEDNESDAY OCTOBER 19, 2016

NON-QUALIFYING PRACTICES - 10 MIN
8.00 - 8.10 MICRO MAX
8.15 - 8.25 MINI MAX
8.30 - 8.40 JUNIOR MAX - ODD NUMBERS
8.45 - 8.55 JUNIOR MAX - EVEN NUMBERS
9.00 - 9.10 MAX - ODD NUMBERS
9.15 - 9.25 MAX - EVEN NUMBERS
9.30 - 9.40 DD2 MASTERS - ODD NUMBERS
9.45 - 9.55 DD2 MASTERS - EVEN NUMBERS
10.00 - 10.10 DD2 - ODD NUMBERS
10.15 - 10.25 DD2 - EVEN NUMBERS
10.25 - 10.35 BREAK

QUALIFYING PRACTICE - 8 MIN
10.45 - 10.53 MICRO MAX
11.00 - 11.08 MINI MAX
11.15 - 11.23 JUNIOR MAX - ODD NUMBERS
11.30 - 11.38 JUNIOR MAX - EVEN NUMBERS
11.45 - 11.53 MAX - ODD NUMBERS
12.00 - 12.08 MAX - EVEN NUMBERS
12.15 - 12.23 DD2 MASTERS - ODD NUMBERS
12.30 - 12.38 DD2 MASTERS - EVEN

NUMBERS
12.45 - 12.53 DD2 - ODD NUMBERS
13.00 - 13.08 DD2 - EVEN NUMBERS

13.08 - 13.40 LUNCH BREAK

QUALIFYING HEAT # 1
13.45 - 14.00 MICRO MAX
14.05 - 14.20 MINI MAX
14.25 - 14.40 RACE 1 - JUNIOR MAX (A + B)
14.45 - 15.00 RACE 2 - JUNIOR MAX (C + D)
15.05 - 15.20 RACE 3 - MAX (A + B)
15.25 - 15.40 RACE 4 - MAX (C + D)
15.45 - 16.00 RACE 5 - DD2 MASTERS (A + B)
16.05 - 16.20 RACE 6 - DD2 MASTERS (C + D)
16.25 - 16.40 RACE 7 - DD2 (A + B)
16.45 - 17.00 RACE 8 - DD2 (C + D)

DRIVER'S BRIEFING FOR NEXT DAY (AT BRIEFING TENT)

17.15 - 17.25 MICRO / MINI MAX
17.30 - 17.40 JUNIOR MAX
17.45 - 17.55 MAX
18.00 - 18.10 DD2 MASTERS
18.15 - 18.25 DD2

THURSDAY OCTOBER 20, 2016

WARM-UP - 10MIN
8.00 - 8.10 JUNIOR MAX - ODD NUMBERS
8.15 - 8.25 JUNIOR MAX - EVEN NUMBERS
8.30 - 8.40 MAX - ODD NUMBERS
8.45 - 8.55 MAX - EVEN NUMBERS
9.00 - 9.10 DD2 MASTERS - ODD NUMBERS
9.15 - 9.25 DD2 MASTERS - EVEN NUMBERS
9.30 - 9.40 DD2 - ODD NUMBERS
9.45 - 9.55 DD2 - EVEN NUMBERS
10.00 - 10.10 MICRO MAX
10.15 - 10.25 MINI MAX
10.25 - 10.35 BREAK

QUALIFYING HEAT # 2
10.45 - 11.00 RACE 9 - JUNIOR MAX (A + B)
11.05 - 11.20 RACE 10 - JUNIOR MAX (C + D)
11.25 - 11.40 RACE 11 - MAX (A + B)
11.45 - 12.00 RACE 12 - MAX (C + D)
12.05 - 12.20 RACE 13 - DD2 MASTERS (A + B)
12.25 - 12.40 RACE 14 - DD2 MASTERS (C + D)
12.45 - 13.00 RACE 15 - DD2 (A + B)
13.05 - 13.20 RACE 16 - DD2 (C + D)
13.25 - 13.40 RACE 17 - MICRO MAX
13.45 - 14.00 RACE 18 - MINI MAX

14.00 - 14.30 LUNCH BREAK

QUALIFYING HEAT # 3
14.40 - 14.55 RACE 19 - JUNIOR MAX (A + B)
15.00 - 15.15 RACE 20 - JUNIOR MAX (C + D)
15.20 - 15.35 RACE 21 - MAX (A + B)
15.40 - 15.55 RACE 22 - MAX (C + D)
16.00 - 16.15 RACE 23 - DD2 MASTERS (A + B)
16.20 - 16.35 RACE 24 - DD2 MASTERS (C + D)
16.40 - 16.55 RACE 25 - DD2 (A + B)
17.00 - 17.15 RACE 26 - DD2 (C + D)

RETURN OF MATERIAL

DRIVER'S BRIEFING FOR NEXT DAY
17.25 - 17.35 MICRO / MINI MAX
17.40 - 17.50 JUNIOR MAX

17.55 - 18.05 MAX
18.10 - 18.20 DD2 MASTERS
18.25 - 18.35 DD2

FRIDAY OCTOBER 21, 2016

WARM-UP - 10 MIN
8.00 - 8.10 MICRO MAX
8.15 - 8.25 MINI MAX
8.30 - 8.40 JUNIOR MAX - ODD NUMBERS
8.45 - 8.55 JUNIOR MAX - EVEN NUMBERS
9.00 - 9.10 MAX - ODD NUMBERS
9.15 - 9.25 MAX - EVEN NUMBERS
9.30 - 9.40 DD2 MASTERS - ODD NUMBERS
9.45 - 9.55 DD2 MASTERS - EVEN NUMBERS
10.00 - 10.10 DD2 - ODD NUMBERS
10.15 - 10.25 DD2 - EVEN NUMBERS
10.25 - 10.35 BREAK
10.35 - 11.05 DRIVERS GROUP PICTURE AT GRANDSTAND

PRE-FINALS GROUP A

11.25 - 11.45 MICRO MAX
11.50 - 12.10 MINI MAX
12.15 - 12.35 JUNIOR MAX
12.40 - 13.00 MAX
13.05 - 13.25 DD2 MASTERS
13.30 - 13.50 DD2
13.50 - 14.20 LUNCH BREAK

PRE-FINALS GROUP B

14.35 - 14.55 JUNIOR MAX
15.00 - 15.20 MAX
15.25 - 15.45 DD2 MASTERS
15.50 - 16.10 DD2

RETURN OF MATERIAL

DRIVERS BRIEFING FOR NEXT DAY
16.25 - 16.35 MICRO / MINI MAX
16.40 - 16.50 JUNIOR MAX
16.55 - 17.05 MAX
17.10 - 17.20 DD2 MASTERS
17.25 - 17.35 DD2

SATURDAY OCTOBER 22, 2016

WARM-UP - 10 MIN
8.30 - 8.40 MICRO MAX
8.45 - 8.55 MINI MAX
9.00 - 9.10 JUNIOR MAX
9.15 - 9.25 MAX
9.30 - 9.40 DD2 MASTERS
9.45 - 9.55 DD2
10.10 - 11.25 DRIVERS PRESENTATION
11.25 - 11.35 BREAK

FINALS

12.00 - 12.20 FINAL MICRO MAX
12.35 - 12.55 FINAL MINI MAX
13.10 - 13.40 FINAL JUNIOR MAX
13.55 - 14.25 FINAL MAX
14.40 - 15.10 FINAL DD2 MASTERS
15.25 - 15.55 FINAL DD2
16.40 - 17.20 PRIZE GIVING CEREMONY
13.30 - 16.30 RETURN OF EQUIPMENT MICRO/MINI MAX
14.10 - 18.55 RETURN OF EQUIPMENT

DRIVERS PARTY AT HOTEL GOLDEN TULIP PLAZA CASERTA

20.00 DINNER
22.30 FINALS MOJO TYRE CHANGING CONTEST, AWARDS: TEAM CONTEST, MECHANICS
23.15 - 2.00 DISCOTHEQUE

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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 competitions: kart, motorcycles and cars.

Follow us...



Dell'Orto Spa, via Kennedy 7 - 22060 Cabiato (CO) - Italy - tel. +39.031.7692111 fax. +39.031.7692216 - staff@dellorto.it - www.dellorto.it

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PARTNER CHASSIS STATEMENT

●●● ROTAX MAX CHALLENGE GRAND FINALS 2016



BERTRAND PIGNOLET

Sodikart

In October 2016, for the 7th consecutive year, Sodikart will be proud to participate in the biggest karting event of the year: the Rotax MAX Challenge Grand Finals. In a major development for the 17th event, Sodikart has again the challenge of being the chassis supplier in two categories, Senior and DD2 Master. Sodikart certainly has the experience and the resources, both human and technical, to fulfill the mission. The Sodikart team has stepped up its efforts to further increase the quality of the equipment and supply the drivers with fantastic Sodi Sigma RS and DD2. We will meet in Italia for this unforgettable event.



DANIEL SLIVA

IPKarting

We are proud to be Rotax partner for the 5th consecutive year. Our next experience, under the global exposure of this important event, represents a big challenge since our Company will be involved in two categories: Junior MAX and Micro MAX. Top drivers from around the world will have the amazing chance to express their racing instinct thanks to the high

performances offered by the best selling chassis PRAGA DRAGON EVO and PRAGA PICCOLO EVO. Our company is part of a Praga Racing Holding and consists of skilled individuals who are deeply passionate about racing and we have applied this passion to developing premium brands that we are proud to share with the world racing community. Throughout history more than 100 years long, we have made pretty spectacular range of Praga vehicles. Motorcycles, passenger cars, light trucks, buses, tractors, tanks and even aircrafts... Despite all this, we still believe there is much more ahead to be achieved in the future and we are grateful to Rotax for involving IPKarting among its top level partners. We look forward to meeting all participants and partners on the starting grid!
GOOD LUCK!



RONNI SALA

Birel ART

I'm very pleased Birel ART has been chosen as official chassis partner also for the 17th edition of the Rotax MAX Challenge Grand Finals hosted on the Italian prestigious race track Circuito Internazionale di Napoli in Sarno. This week-long event welcomes 360 drivers from more than 50 nations competing for the top of the podium so Birel ART is following with increasing attention the main Rotax Championships in the World, as it is the most important and popular one brand category on a global scale in order to

support all the attending clients and develop, as best and accurately as possible, karts with ideal features for the type of tyres and engine that are used. As every year it is an honor for us to supply our chassis in MINI MAX series and the Rotax 125 MAX DD2, here the selected model will be the CRY 30 RX - DD2 in the 2017 version. I am sure that this partnership with Rotax will guarantee an excellent image feedback and will allow us to intensify and amplify our relationships with the sector operators related to this one brand, and this for us is very interesting from a marketing perspective.

CHASSIS TECHNICAL SPECS

●●● ROTAX MAX CHALLENGE GRAND FINALS 2016



SODI - MAX

BRAND NAME AND TYPE:	SODI SIGMA RS
CIK HOMOLOGATION NO.	41/CH/14
DIAMETER OF MAIN TUBES:	Ø30mm
WHEELBASE (MM):	1050mm
WEIGHT	68kg
DIMENSIONS OF REAR AXLE (DIAMETER AND LENGTH):	Ø50x1040mm
BRAKE SYSTEM (TYPE AND DESCRIPTION):	Hydraulic rear brake TEKNEEX F8 system. 4 pistons calliper.
FRONT HUBS	Ø25x90mm TEKNEEX Front hub, color grey
REAR HUBS	Ø50x90mm TEKNEEX Rear hub, color grey
OTHER ADJUSTMENTS	-

125 MAX



SODI - 125 DD2 MASTERS

BRAND NAME AND TYPE:	SODI SIGMA DD2
CIK HOMOLOGATION NO.	41/CH/14
DIAMETER OF MAIN TUBES:	Ø30mm
WHEELBASE (MM):	1044mm
WEIGHT	86kg
DIMENSIONS OF REAR AXLE (DIAMETER AND LENGTH):	Ø40x1040mm
BRAKE SYSTEM (TYPE AND DESCRIPTION):	Hydraulic front and rear brake TEKNEEX F10-F8 system. 4 pistons calliper at the front and rear.
FRONT HUBS	Ø25x90mm TEKNEEX Front hub, color grey
REAR HUBS	Ø40x105mm TEKNEEX Rear hub, color grey
OTHER ADJUSTMENTS	-

DD2 MASTERS



Sodi

KART RACING

photo by KSP



SODIKART.COM

CHASSIS TECHNICAL SPECS

●●● ROTAX MAX CHALLENGE GRAND FINALS 2016



DD2

BIRELART - 125 MAX DD2

BRAND NAME AND TYPE:	CRY30-RX - DD2 Birel ART
CIK HOMOLOGATION NO.	25/CH/14
DIAMETER OF MAIN TUBES:	Ø30mm
WHEELBASE (MM):	1045mm
WEIGHT	n.d.
DIMENSIONS OF REAR AXLE (DIAMETER AND LENGTH):	Ø40x1040mm
BRAKE SYSTEM (TYPE AND DESCRIPTION):	hydraulic 3 RR or FL01
FRONT HUBS	85 HQ BLACK
REAR HUBS	40x100 HQ BLACK
OTHER ADJUSTMENTS	ADJUSTABLE FOOT REST - OPTIONAL



BIRELART - 125 MINI MAX

BRAND NAME AND TYPE:	C 28 S Birel ART
CIK HOMOLOGATION NO.	02/CH/14
DIAMETER OF MAIN TUBES:	Ø28mm
WHEELBASE (MM):	950mm
WEIGHT	n.d.
DIMENSIONS OF REAR AXLE (DIAMETER AND LENGTH):	Ø30x960mm
BRAKE SYSTEM (TYPE AND DESCRIPTION):	hydraulic CX
FRONT HUBS	NO FRONT HUBS
REAR HUBS	30 x50 HQ ALL. BLACK
OTHER ADJUSTMENTS	ADJUSTABLE FOOT REST - OPTIONAL

MINI MAX

birelART

Driven to succeed



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info@birelart.com - www.birelart.com

CHASSIS TECHNICAL SPECS

●●● ROTAX MAX CHALLENGE GRAND FINALS 2016



PRAGA - 125 MICRO MAX	
BRAND NAME AND TYPE:	Praga Piccolo Evo
CIK HOMOLOGATION NO.	7/CH/20
DIAMETER OF MAIN TUBES:	Ø28mm
WHEELBASE (MM):	950mm
WEIGHT	63kg
DIMENSIONS OF REAR AXLE (DIAMETER AND LENGTH):	Ø30x960mm
BRAKE SYSTEM (TYPE AND DESCRIPTION):	IPK MKB.V1
FRONT HUBS	NO FRONT HUBS
REAR HUBS	Ø30x40mm IPK titan gold rear hub
OTHER ADJUSTMENTS	<ul style="list-style-type: none"> • adjustable footrest system • side seat protection kit • pedal adapter

MICRO MAX



PRAGA - 125 JUNIOR MAX	
BRAND NAME AND TYPE:	Praga Dragon Evo XS3
CIK HOMOLOGATION NO.	87/CH/20
DIAMETER OF MAIN TUBES:	Ø30mm
WHEELBASE (MM):	1055mm
WEIGHT	79kg
DIMENSIONS OF REAR AXLE (DIAMETER AND LENGTH):	Ø50x1030mm
BRAKE SYSTEM (TYPE AND DESCRIPTION):	IPK RBS.V1
FRONT HUBS	70mm IPK titan gold front hub
REAR HUBS	95mm IPK titan gold rear hub
OTHER ADJUSTMENTS	<ul style="list-style-type: none"> • adjustable footrest system • side seat protection kit • pedal adapter

JUNIOR MAX

Praga

PRAGA HAS ALL YOU NEED TO ...

... START MOTORSPORT CAREER

RACING KARTS

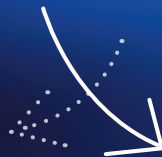


Praga K 1914

... HAVE FUN WITH FRIENDS



Praga AN 1924



RENTAL KARTS



... CONQUER RACE TRACKS

PRAGA R1



Praga LT. 38 1934

... TRAVEL IN LUXURY



Praga TO 1933



AVIATION



WWW.PRAGAGLOBAL.COM

BRP-ROTAX RELEASES ITS FIRST APP: THE 'ROTAX MAX JETTING GUIDE'

Designed to give more services to Rotax kart customers and it is free for Android and iOS. Would you like to know which is the main jet to use for climatic conditions? Here is the app...

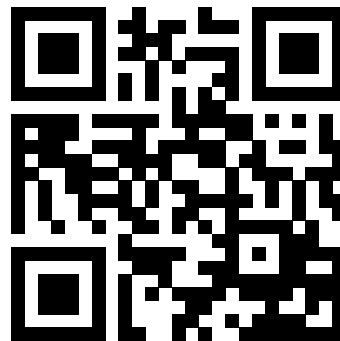


MAX JETTING GUIDE

The 'ROTAX MAX JETTING GUIDE' is an application for Android and iOS devices, it was designed to assist Rotax MAX evo kart drivers in setting up a recommended main jet based on weather conditions and engine type.

It's challenging to find the perfect carburetion mix: setup is influenced by a lot of factors like altitude, weather conditions such as temperature and humidity made it difficult to choose the right value for the main jet.

*"Our aim was to give our customers a tool which is easy to use. The 'ROTAX MAX JETTING GUIDE' is easy to handle and its features are being used for all Rotax kart evo engines", said **Helmut Voglsam**, head of Rotax kart engines. "We are confident that the user will appreciate the advantage of the simple set up compared to other applications."*



QR CODE FOR ANDROID



QR CODE FOR iOS



The perfect set up is calculated automatically using just one button and requires a GPS signal. The second step is to select your engine configuration. If there is no GPS or internet access available, the application also runs manually. In this case the user has to fill in the weather conditions and altitude himself; pressing the button "calculation" the recommended set up of the main jet shows up immediately. In case another set up calculation is necessary to be made – e.g. for a second engine, one simply has to press the button "reset" and the next calculation is made. Depending on personal preference, the user can choose between the metric and the imperial system – Celsius or Fahrenheit and meter or feet to get the required data.

"The ROTAX MAX JETTING GUIDE application is ready to be downloaded in the app store (Android™), (iOS) and if more information is required, a detailed description is available on the Rotax karting website www.rotax-kart.com", said Voglsam.

HOW MOJO TYRES ARE MADE

●●● ROTAX MAX CHALLENGE GRAND FINALS 2016



AT THE SUPPLIER'S

After a computerized weighing process the different compound components (Polymers, carbon black, special oils without PCA oils, resins, sulphur and 15 other additives) are sent into an internal mixer. In this batch pre-stage production, the compound goes directly into a second internal mixer where the compound is finished off in 450 kg batches.

3 different test samples are taken from each batch and are sent immediately to the on-site lab. This 450 kg palletized tread compound is then sent to Heidenau. The compounding process is controlled digitally so as to always guarantee the same quality.



AT HEIDENAU

The batches (450 kg each) from the compound supplier go to Heidenau's Triplex extruder.

The compound is transformed into a long strip with the exact shape of the running tread. This machine can process 2,500 kg/hour (three different quality tests per batch).

The running base of each specific compound then receives its permanent coloured marking line so that the type of running base can be identified throughout the various production processes.

The next step is the production of steel bead rings. The calendar machine, the so called "MONSTER" is 12 m long, 7 m high and weighs 53 tons. This machine coats the cord material on both sides with a special carcass-rubber compound (700 m/hour).

Heidenau uses several semi-automatic coiling machines and they can produce 18 tyres/hour/machine. Laser beams are used for precise positioning of the single layers. Tyres are easily identified according to the barcode on each tyre.

On the site, after this production phase, these tyres are called "cigars" due to their shape and the way they have been wrapped.

They are then sent to the vulcanization line, where up to 20 moulds of different tyre models can be handled. Each tyre vulcanization cycle requires more than 15 minutes of vulcanization at approximately 15 bar with temperature above 150°C and after a 13 minute cool-down cycle. After cooling, each single tyre is inspected during the quality control process.

After printing the MOJO logo on each tyre, the tyre passes a shrinking tunnel for its nylon protection wrapping. Afterwards, before packing, each tyre barcode is scanned.

Each MOJO tyre is stored for at least 30 days for curing. During this time 90% of the aging process is completed. This is a very important factor in how tyres are stored.

IT TAKES 27:18.3 MINUTES TO PRODUCE 1 MOJO TYRE

MMMMMMMOJO!



MOJO® - TYRES FOR THE HOTTEST CURVES!



www.rotax-kart.com

ROTAX MAX EVO ENGINE SERIES

●●● ROTAX MAX CHALLENGE GRAND FINALS 2016

TIME TO RAVE!



SINCE THE LAUNCH OF THE ROTAX 125 MAX EVO ENGINE SERIES IN 2014, THE E-RAVE (ELECTRONICALLY TIMED EXHAUST VALVE) IS AVAILABLE.

On the Rotax 125 MAX and 125 MAX DD2 engine the timing of the exhaust valve is electronically controlled and triggered by the engine's rpm. The exact timing point is important to improve performance from low to mid range, and owners and tuners appreciate the

chance of adapting it to their individual driving preferences because the system allows two different rpm activation for the exhaust valve.

Exhaust valve opening

■ **Rotax 125 MAX:** at 7,900 or

7,600 rpm

■ **Rotax 125 MAX DD2:** at 9,100

or 8,800 rpm

FUNCTION OF THE ELECTRONICALLY TIMED EXHAUST VALVE

Depending on the engine rpm the magnet valve is activated by the ECU. Below 2,000 rpm the magnet valve is not activated and open.

The one way valve is converting the altering positive and negative pressure from the crankcase to a positive pressure only.

The positive pressure is holding the exhaust valve against the exhaust valve spring in open position.

At 2,000 rpm the ECU activates the magnet valve. The positive pressure of the crankcase is interrupted. The remaining pressure in the exhaust valve escapes via the open outlet of the magnet valve. The exhaust valve spring is forcing the exhaust valve into closed position.

At the selected exhaust valve opening rpm the ECU deactivates the magnet valve.

The positive pressure of the crankcase is pushing the exhaust valve against the pressure spring into open position.

As soon as the engine rpm is dropping below the selected exhaust valve opening rpm, the ECU activates the magnet valve. The positive pressure of the crankcase is interrupted. The remaining pressure in the exhaust valve escapes via the open outlet of the magnet valve. The exhaust valve spring is forcing the exhaust valve into closed position.



TRACK TALK CIRCUITO INTERNAZIONALE NAPOLI, 2016

●●● ROTAX MAX CHALLENGE GRAND FINALS 2016

The first thing you notice about the circuit is the size. This track is massive!! Just over 1500 metres in length and flat as a pancake. Quite technical with plenty of overtaking opportunities and extremely fast. Nice! Just the track we need for the Rotax MAX Challenge Grand Finals. There is an old and a new surface on the circuit and during testing the old section was relatively slippery. However the new surface has lots of grip, so cornering speeds around this part of the track were very high as was the 'g' forces. There are a number of curbs that can be used to your advantage, and few that you need to stay away from. If you hit them hard it hurts!!

Let's take a closer look now at the complete circuit from corner to corner.



MAIN STRAIGHT: Relatively straight forward and wide enough to accommodate a good start leading into turn 1. Compared to the back straight it is not so long, but there is an overtaking opportunity approaching turn 1.



TURN 1: When the grip goes down, this is a flat out right hand sweeper leading onto the back straight. Precise turn-in to catch the apex is required, missing the inside curb and not running too wide and dropping a wheel into the outside dirt area. Both of these scenarios will cost you time, speed and RPM. Something you cannot afford to lose along the back straight. Taken in 2nd gear in the DD2 classes.



BACK STRAIGHT: The back straight is long and a good opportunity for

slipstream and therefore overtaking. Caution needs to be taken about ¾ of the way along the back straight as there is actually a small kink which can catch you out during an overtaking move. The fastest line through the kink is to continue straight and in a sense blocking the driver from the rear and delaying any overtaking opportunity.



TURN 2: As the approach to turn 2 is very fast, you must be careful not to go too deep under brakes, overshoot the corner and slide wide, opening up an opportunity for someone to undertake you from the corner. DD2 change down to 1st gear.

TURN 3, MIDDLE ESSE'S, APPROACH AND ENTRY INTO TURN 4: After exiting turn 2, you head back nearly 180 degrees to the back straight and through turn 3 (which is like an 'S' leading into the double apex turn 4. It isn't down hill but feels like it, is because the speed through the esses (turn 3) and into the initial part of turn 4 is high. Slightly wide of the apex into turn 4 and right on the apex, across the smooth curb and then out of turn 4 is the correct placement of the kart. This gives you room to move, to the right, to the middle or an overtake down into turn 5. DD2 classes changing down to 1st gear on the initial entry into turn 4, then holding first gear all the way through to turn 5.



TURN 5: A 180 degree hairpin and a good place for overtaking. The inside curb is smooth and can be used to good effect when searching the apex. Wide exit required to initiate a good set up through turn 6 and into turn 7. Exit the corner wrong and someone is likely to pass you on the inside into turn 6.



TURN 6: Turn 6 is a left hand sweeper taken under full acceleration. Staying as far left as possible on the approach to turn 7. DD2 taken in 2nd gear possibly with a slight lift for a firmer set up to remain left on the approach to turn 7. Do not want the back coming out on you.



TURN 7: Turn 7 is approached at high speed and is best to keep left on the approach. Going in too hard or turning in too early will result in missing the apex and running wide on exit and a chance for someone to overtake you on the exit of turn 7. DD2 down to first gear to take the corner.



STRAIGHT BETWEEN TURNS 7 AND 8: Another overtaking opportunity approaching turn 8. There is a slight bump at the braking area to be aware of but the new surface offers plenty of grip for late braking.



TURN 8: The turn itself is actually taken at a slower speed to gain advantage of a fast exit. Too hard into the corner will produce a slower exit as does hitting the inside curb which is high and should be avoided. Early apex and continue to hold a tight line exiting the corner. DD2 1st gear.



TURN 9: Turn 9 looks rather easy until you realize the speed that you carry into and through the corner. It is on the verge of being full acceleration however the inside curb is high and just when you think you have it right, Bam! It bites you. A big commitment is required as is a good kart set up to drive through under full acceleration. DD2 go through corner in 2nd gear.



TURN 10: Turn 10 is very wide and another overtaking opportunity awaits you. The approach to the turn is once again high speed with a very late braking and a relaxed turn in to the apex. Going in too hard is not so bad an issue as the exit of turn 10 has many lines and running wide on the exit is no problem. DD2 down to 1st gear.



TURN 11: Basically a kink leading into the approach to turn 12. Taken at full acceleration with DD2 selecting 2nd gear just about at the apex. Good grip level.

TURN 12: Last turn before the main straight. Taken at high speed with a late apex, slight lift of the throttle and reducing the rear slide as much as possible. Down to 1st gear for the DD2 classes then a quick shift into 2nd onto the main straight.

INFO TRACK

TRACK LENGTH: 1570 mtrs
TRACK WIDTH: 9-10 mtrs
RIGHT TURNS: 7 right
LEFT TURNS: 5 left

STRAIGHTS: 3 straights
MAGNETIC STRIPS: 2
APPROX LAP TIME: 104.00 sec
TRACK SURFACE: smooth half new/half old

NOTE: Track information to be revised after confirmation of specifications. There are some changes such as magnetic strips, surface of the track, etc.

UNFINISHED BUSINESS

●●● ROTAX MAX CHALLENGE GRAND FINALS 2016

The exciting Rotax MAX Challenge season is not finished: here the forthcoming events for the rest of the 2016 all around the world.

29th – 30th OCTOBER

RMC ISRAEL #1
RMC BRASIL #9 GRANJA VIANA
RMC BELGIUM #6
RMC JAPAN #6 TOCHIGI
RMC JAPAN #5 KOTA
RMC JAPAN #5 MOGAMIGAWA

1st – 2nd NOVEMBER

ROTAX FRANCE CUP

1st – 5th NOVEMBER

US OPEN LAS VEGAS

5th – 6th NOVEMBER

RMC COLOMBIA #1 KARTODROM XRP
MOTOPARK
RMC JAPAN #5 MIZUNAMI

13th NOVEMBER

RMC PERU #1

18th – 19th NOVEMBER

RMC ISRAEL #9

20th NOVEMBER

RMC JAPAN #5 SUZUKA

25th – 26th NOVEMBER

RMC BRASIL #10 GRANJA VIANA

27th NOVEMBER

RMC JAPAN #6 MOTEGI
RMC JAPAN #8 KYUSYU

3rd – 4th DECEMBER

RMC COLOMBIA #2 KARTODROM XRP
MOTOPARK
RMC JAPAN #7 HARUNA

9th – 10th DECEMBER

RMC ISRAEL #10

11th DECEMBER

RMC JAPAN #6 NTC
RMC JAPAN #6 KOTA

18th DECEMBER

RMC JAPAN #6 SUZUKA
RMC PERU #2

23th – 24th DECEMBER

RMC ISRAEL #11

ALEX IRLANDO
2015 ROTAX 125
MAX WINNER

DISTRIBUTORS OF THE YEAR 2015

●●● ROTAX MAX CHALLENGE GRAND FINALS 2016

Korridas & Companhia wins the Rotax Kart Distributor Of The Year 2015 award

BRP's Rotax kart distributor Korridas & Companhia, responsible for Portugal and Spain, wins the Distributor of the Year award 2015.

The Rotax Kart Distributor of the Year award is an annual award program based on six parameters for assessing the performance of each distributor. The assessment is mainly based on most points in terms of excellence in marketing and services provided to local customers, supported by 43 authorized Rotax kart distributors and a network of more than 700 service centres and dealers worldwide. Thanks to extensive experience in successfully supporting and promoting the Rotax kart business, Korridas e Companhia leverage its expertise and resources to support the kart business, by sharing its best practices with the Rotax kart distribution network to further strengthen the Rotax brand in the karting industry and they took home the award.

"This is a proud moment for us and we dedicate this award to all our employees at Korridas & Companhia and our partners. They all work hard throughout the year to achieve the goal and with no doubt, the best appreciation is the positive feedback of our satisfied customers", said **Rui Riviera**, one of the owner of Korridas & Companhia.

"We congratulate all our distributors for their success and we'd like to thank them for their commitment and effort that they put into their daily business to claim the points of our annual award program", said **Helmut Voglsam**, head of Rotax kart business.



RMCGF – TEAM COMPETITION 2016

●●● ROTAX MAX CHALLENGE GRAND FINALS 2016



First time this contest was held was last year, during the 17th edition of the Rotax MAX Challenge Grand Finals. The best looking team will receive a prize during the Drivers' Party on October 22nd. Which team is going to knock their rivals out?

Every year all distributors, drivers, mechanics, family members etc. put a lot of effort, time and money into their RMCGF equipment and team clothing. To honour the outstanding engagement of the entire team, we will give you a platform to present yourself, your team, all team members, all the ideas you implemented in your team appearance to stand out from the crowd at the most important event of the year. In 2015, during the Welcome Party at the Grand Finals 2015 in Portimão, the first Team Contest in the history of this event took place: 18 different teams did the cat walk, they presented themselves and their countries amazingly in their special customized team gear, they had fun and showed great team spirit! Congratulations again to our first winners: **Team The Netherlands.**

THE PROCEDURE

This year the procedure remains the same: during the Welcome Party on Sunday, October 16th at the Hotel Golden Tulip, we will call the registered teams in alphabetical order to come up on stage to take a group picture. The national flag and the country name will be displayed on screens at the stage, while a national flag will be handed over to team when entering the stage. National anthem will be played for max three minutes, while the team prepare for the picture that will be taken by a Rotax photographer. After the photo the team will leave the stage on other side and return the flag. Winner will be the team whose team picture has been awarded with most points! A team includes the following people from each country: Drivers; Mechanics (1 person per driver); Distributor (1 person) and / or Team-Leader (1 person) and / or Entrant (1 person). No family members, dealers, journalists...

GETTING POINTS

To get full point all drivers must wear their team suits in the same design; other team members wearing specially designed clothes like caps, T-shirts, jackets, etc. representing their country - also the consistency of the country team suits is included in the evaluation criteria; unique design; compliance with the logo rules (defined for team suits/overalls). You can earn additional points for extraordinary ideas for the team picture and also for appearance in the paddock area (design of your space, tidiness, etc.), assessed by Rotax jury only. Points can be deducted for not wearing team suits, different design of the suits among team members, missing team members and the non-compliance with the logo rules.

PRIZE-GIVING

The evaluation of the team picture will be carried out by an independent jury from Rotax and through Facebook voting during the whole week. The prize will be given on Saturday, October 22nd, at the Drivers' Party. The winning team will receive a paid column on Vroom International Magazine and a team trophy.

BNL KARTING SERIES

INTERNATIONAL CHAMPIONSHIP

2017



Grand Kick Off BNL
Karting Genk
Belgium
12 March 2017

BNL ROUND 1
Karting Genk
Belgium
22-23 April 2017

BNL ROUND 2
Ostricourt
France
1-2 July 2017

BNL ROUND 3
Karting Genk
Belgium
2-3 September 2017



Discover us on

facebook.com/RotaxMaxChallengeBelgium

instagram.com/bmc_bnl_maxchallenge

youtube.com/BNLKartingSeries

All info & registrations

www.bnkkartingseries.com

Registration starts January 2017

18 Circuit cameras

7 Grand Final tickets to win

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ROTAX



MAX
CHALLENGE

GRAND FINALS 2016

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the Rotax clothing and merchandising collection!



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