



ROTAX MAX CHALLENGE – CANADA  
SPORTING REGULATION  
VERSION: FEBRUARY 4<sup>th</sup> 2011

A NATIONAL SERIES SANCTIONED BY  
ASN CANADA-FIA



# **A) ROTAX MOJO MAX CHALLENGE**

## **Sporting Regulations 2011**

(The sporting regulations 2011 replace the sporting regulations 2010)

### **1. General**

BRP-POWERTRAIN and its authorized distributors/partners organize the ROTAX MOJO MAX Challenge Grand Finals (RMCGF), international ROTAX MOJO MAX Challenge Events (IRMCE) and national ROTAX MOJO MAX Challenges (RMC).

"ROTAX MOJO MAX Challenge", "ROTAX MOJO MAX EURO Challenge", "ROTAX MOJO MAX ASIA Challenge" and "ROTAX MOJO MAX Challenge Grand Finals" are the property of BRP-POWERTRAIN GmbH & Co. KG (BRP-POWERTRAIN).

Chapter A) ROTAX MOJO MAX CHALLENGE Sporting Regulations 2011: Describes the concept of the ROTAX MOJO MAX Challenge program and specifying the regulations for the national RMC's in various countries which are the basis for the qualification for the RMCGF.

Chapter B) ROTAX MOJO MAX GRAND FINAL (RMCGF) Sporting Regulations describe the sporting regulations for those events.

Chapter C) CANADIAN RMC SUPPLEMENTAL REGULATIONS describe the specific sporting regulations applicable for the RMC in Canada.

All the parties concerned (FIA, CIK-FIA, ASN, Organizers, Entrants and circuits) undertake to apply and observe the rules governing the race events.

Any international ROTAX MAX Challenge event shall be run in accordance with the ROTAX MOJO MAX CHALLENGE 2011 Series Sporting Regulations, the ROTAX MOJO MAX Challenge 2011 Technical regulations and the International Sporting Code ("ISC") and its appendices, with the Karting Technical Regulations and with any international regulations including these, with the general prescriptions applicable to CIK-FIA Karting international events, as well as with any supplementary regulations drawn up by the ASN concerned.

**Any changes or exemptions to RMC Sporting regulations and RMC Technical regulations require the written approval of BRP-POWERTRAIN following the agreement of the ASN presenting the series and of the CIK-FIA .**

**ANYTHING WHICH IS NOT EXPRESSILY ALLOWED IN THE SPORTING OR TECHNICAL REGULATIONS IS FORBIDDEN.**

### **2. Status of the Challenge**

The RMC and RMCGF are recognized by CIK-FIA according to the "2003 Karting Recognition regulations" dated 16.09.2002.

Only 1 RMC per country will be sanctioned by BRP-POWERTRAIN for the qualification of drivers to the RMCGF. Only the authorized BRP-POWERTRAIN distributor (in Canada: SRA Karting International inc) has the exclusive right to organize a national RMC .

The ROTAX MOJO MAX Challenge (RMC) will be run as a national Club sport event, and must be sanctioned by the National Sporting authority (ASN) of the particular country (ASN Canada FIA).

## 2.1 **Classes at the RMC, RMCGF**

RMC : Micro MAX, Mini MAX, Junior MAX, MAX, DD2 and DD2 MASTERS

RMCGF: Junior MAX, MAX, DD2 and DD2 Masters

It is not allowed that 2 classes are racing together in the same race (except if 2 junior classes are next to each other regarding age (Micro/Mini, Mini/Junior.)

## 3. **Regulations**

### 3.1 **Licence**

RMC drivers must be a permanent resident of the country he is racing the RMC to be able to qualify for RMCGF.

Any competitor wishing to take part in the RMC who actually holds or held an international 'A' or 'B' grade kart licence during 2010 and 2009 may apply to BRP-POWERTRAIN for a waiver. This application must be in writing stating relevant information including results and dates of CIK events participated in during the last 3 years. The application must be stamped by the ASN and the Distributor who will forward this to BRP-POWERTRAIN. BRP-POWERTRAIN's decision in such cases will be final and no correspondence will be entered into.

Drivers who held such a licence before 2009 are legal to take part in the RMC.

Drivers competing at the RMCGF must hold at least an „International C Licence“ and–an “International Entrant Licence” delivered by an ASN which is member of the CIK-FIA. Drivers who are still under age and do not have full legal capacity cannot be their own Entrant (according to Art. 2.7 of the General Prescriptions to the CIK-FIA International Karting Regulations).

For all RMC classes a National Kart Licence or Club sport Licence is required, depending on requirements of ASN.

**For Canada:** Any competitor registering to a national series (Nationals, WCC & ECKC) are required to hold a National karting racing licence.

### 3.2 **Age limits RMC 2011 :**

#### **RMC MICRO class:**

age limits according to ASN regulations. (international events for this class are forbidden)

**Canada:** 8 to 10 years old.

The driver must be 8 years old at his first race. Nevertheless, a 7 years old driver can race in a club race if the club regulation allows it specifically.

#### **RMC MINI class:**

age limits according to ASN regulations. (international events for this class are forbidden)

**Canada:** 10 to 13 years old

The driver must be 10 years old at its first race.

#### **Junior class:**

To participate in any of these national events the driver must have his/her 13<sup>th</sup> birthday during 2011 . He/she must have his/her 17<sup>th</sup> birthday after 31.12.2011.

#### **MAX and DD2 classes:**

To participate in any of these national events the driver must have his/her 15<sup>th</sup> birthday during 2011.

\*\*\* **Canada:** If a driver is eligible to race in the three classes (Junior MAX, MAX and DD2 classes), he can race in the Junior MAX class as long as he hasn't raced in the MAX or DD2

class. After he has raced once in either the MAX or DD2 classes, he is not eligible anymore to race in Junior MAX. The driver's participation in any other karting class has no effect on his eligibility for the Junior Max class.

No age derogation can be allowed in any Canadian RMC race series for any classes.

#### **MAX Masters and DD2 Masters classes:**

To participate in any of these national events the driver must have his/her 32<sup>nd</sup> birthday during 2011.

#### **RMCGF 2011**

All drivers fulfilling the age limits of RMC 2011 are legal to qualify for the RMCGF 2011.

### **3.3 Race event**

#### **3.3.1 RMCGF**

The RMCGF is run over one single event.

The RMCGF is an international Restricted Event (according to Article 19 of the FIA International Sporting Code), by invitations controlled by BRP-POWERTRAIN.

Expenses for supplied karts, engines, tyres, petrol, entry fee for qualified drivers (see 3.7) of the RMCGF are covered by BRP-POWERTRAIN and its distributors, as long as these "RMC Sporting regulations" and "RMC Technical regulations" are followed in their national RMC classes.

#### **3.3.2 RMC**

Each race event of a RMC consists of non-qualifying practice, qualifying practice, heats (to qualify for prefinal and final, if necessary), prefinal and final. It is possible to have 2 race events on 1 day (ie.: prefinal A, B and final A, B).

- Non-qualifying practice: certain time according to length of race track, determined by race organizer.
- Qualifying practice: certain time according to length of race track, determined by race organizer.
- Heats to qualify for prefinals: No. of heats and points according to national organizer of challenge. Min. 10 km or 15 mins.
- Pre-Final: A starting grid of max. 34 drivers. The race director may authorize additional drivers according to the length of the track and the CIK-FIA regulation. Race of min. 15km or 15 minutes. Score points 34,33,32,31,30 ....to last place finisher. Non-finisher: minus 5 points off last finisher.
- Final: A starting grid of max. 34 drivers. The race director may authorize additional drivers according to the length of the track and the CIK-FIA regulation. Race of min. 20km or 20 minutes. Scorepoints 55, 52, 50, 49, 48, 47,... to last placed finisher. Non-finisher: minus 5 points off last finisher.

Definition of non finisher: A non finisher is a participant that was physically part of the starting grid at the start of the warm up lap, even if the participant couldn't reach the green flag, or green lights, due to a mechanical failure.

In case of being a half point race, only 2,5 points off last finisher are given to non finishers.

For MICRO, MINI and Junior RMC the distance or duration is depending on national regulations

### **3.3.3 Minimum Number of RMC race events**

If there is only 1 single nat. RMC a min. of 5 race events must be organized, so that drivers are allowed to qualify for the RMCGF. If national RMC is divided in regional RMCs series (i.e. North-South) a min. of 5 race events per region following all RMC "Sporting and Technical regulations" must be organized. A single national final event with best drivers of each region (No. of invited drivers to the RMC National Final determined by national RMC organizer) will decide which drivers will qualify for RMCGF.

**For Canada:** There is three RMCGF qualifying Series in Canada: ASN Canada FIA National Karting Championships (Nationals), The Western Canadian Championships (WCC) and the Eastern Canadian Karting Championship (ECKC).

## **3.4 Classification**

### **3.4.1 RMCGF**

The classification of the RMCGF will be that of the final.

### **3.4.2 RMC**

#### **3.4.2.1 Points**

Only points achieved at pre final(s) and final(s) of a race event count towards the overall score. (see also 3.3.2.2)

#### **3.4.2.2 Overall score**

All results of prefinals and finals will count for overall score of a RMC. Date of last national RMC race events: October 24<sup>th</sup> 2011, later dates need written confirmation of BRP-POWERTRAIN.

In case of 2 or more drivers finish the season with same number of points, the higher place in the championship will be awarded to:

- the holder of the greatest number of first places in final races, if the number of first places is the same, the holder of the greatest number of second places in final races and so on until a winner emerges.
- If it is not possible to break a tie with results of the final races the holder of the greatest number of first place in prefinal races, if the number of first places is the same, the holder of the greatest number of second places in prefinal races and so on until a winner emerges.
- If this procedure fails to produce a result BRP-POWERTRAIN will nominate the winner according to such criteria as it deems fit.

#### **3.4.2.3 Bonus points**

1 bonus point for each active participation in a pre-final and final race of a RMC will count towards the overall score. Each competitor must compete in at least 4 race events to receive bonus points.

## **3.5 Starting procedure**

### **3.5.1 RMCGF and IRMC**

**3.5.2** For RMCGF and IRMC the regulations for "Rolling starts for karts with clutches and without gearboxes" of the CIK-FIA general regulations apply for all RMC categories.

### 3.5.3 RMC

2 grid; 1 warm up lap, followed by 1 formation lap (strictly no overtaking) and rolling start.

### 3.6 Entry fee

Entry fee for RMCGF is free of charge, for all other IRMC and RMC events fee will be determined by event organizer.

### 3.7 Eligible drivers for RMCGF 2011

The total number of drivers, that can qualify for the RMCGF 2011 will be:

Junior MAX	72
MAX	72
DD2	72
DD2 Masters	36

The qualified drivers of RMCGF Junior MAX, MAX, DD2 and DD2 Masters classes will run on one brand chassis per category, supplied by BRP-POWERTRAIN or its partner(s).

#### 3.7.1 Qualification mode for RMCGF

Following drivers will be qualified:

##### Junior class

- The overall winner of each national RMC 2011 Junior MAX- class which got authorized in writing by BRP-POWERTRAIN.
- Additional drivers qualify via international or zone ROTAX MAX CHALLENGES (number of drivers to be mentioned in the sporting regulation of the respective race series)

##### MAX class

- The overall winner of each national RMC 2011 MAX-class which got authorized in writing by BRP-POWERTRAIN.
- Additional drivers qualify via international or zone ROTAX MAX CHALLENGES (number of drivers to be mentioned in the sporting regulation of the respective race series)

##### DD2 class

- The overall winner of each national RMC 2011 DD2-class which got authorized in writing by BRP-POWERTRAIN.
- Additional drivers qualify via international or zone ROTAX MAX CHALLENGES (number of drivers to be mentioned in the sporting regulation of the respective race series)

##### DD2 Masters class

- The overall winner of each national RMC 2011 DD2 MASTER-class which got authorized in writing by BRP-POWERTRAIN.  
*and/or*
- The overall winner of each national RMC 2010 MAX MASTER-class which got authorized in writing by BRP-POWERTRAIN.  
*and/or*
- Overall best placed master driver (fulfilling the age limits for a Master category) of a national RMC 2011 MAX or DD2-class which got authorized in writing by BRP-POWERTRAIN.
- Additional drivers qualify via international or zone ROTAX MAX CHALLENGES (number of drivers to be mentioned in the sporting regulation of the respective race series)

## Other qualification possibilities

### Wild card:

- Wild cards may be offered to countries without an RMC or to countries where a distributor got established after 01.05.2010.  
BRP-POWERTRAIN reserves the right to offer wild cards to drivers according to criteria as it deems fit.

### Driver package:

- Driver packages for additional drivers may be offered to countries organizing an RMC according to valid technical and sporting regulations 2011 only. These package can only be offered to the runner-ups of the national champion of the class or as authorized by BRP-POWERTRAIN.
- BRP-POWERTRAIN reserves the right to offer wild cards to drivers according to criteria as it deems fit.

## Other rules:

If a **driver** is qualified from an international ROTAX MAX CHALLENGE series and from a national RMC at the same time, the qualification at international level has higher priority for the qualification to the RMCGF. In such a case the next placed driver of the national RMC will qualify for the RMCGF.

If a **driver** is qualified from 2 or more different national/zone ROTAX MAX CHALLENGE series or national RMC at the same time BRP-POWERTRAIN reserves the right to decide from what series or national RMC he will qualify for the RMCGF.

If a driver is **qualified in 2 categories** he/she can participate at the finals in the higher ranked category only.

Ranking is as following: (DD2 / MAX / DD2 Masters / MAX Masters / Junior)

BRP-POWERTRAIN reserves the right to grant additional drivers from different classes to different countries under certain conditions to participate at the RMCGF 2011.

### Prize giving

The first 3 competitors must wear their overalls zipped up at prize giving ceremonies.

## 3.8 Minimum weight

At all times, the minimum weight for the kart, including driver and all required safety equipment (helmet, overall, gloves, etc.) is:

For MICRO Max and MINI MAX classes the minimum weight is depending on national regulations.

### Canada:

Micro Max class:	<b>106.5 kg (235 lbs)</b>
Mini-Max class:	<b>131.5 kg (290 lbs)</b>
Junior MAX class:	<b>145 kg (320 lbs)</b>
MAX class:	<b>165 kg (364 lbs)</b>
MAX Master class:	<b>173 kg (381 lbs)</b>
DD2 class:	<b>173 kg (381 lbs)</b>
DD2 Master class:	<b>180 kg (397 lbs)</b>

- During an event, weight must be in pounds or in kilograms, not both, according to the event supplemental regulations.

### **3.9 Advertising on karts**

#### **RMCGF**

Sponsor stickers supplied by the race organiser are optional to be placed on all karts participating in RMCGF events according to the supplementary regulations for each event.

BRP-POWERTRAIN reserves the right to specify additional sponsor stickers. Additional stickers of other personal sponsors allowed, as long as those are not in conflict with existing sponsors stickers on the bodywork or covering those.

Sponsors regulations (voluntary scheme to be determined) must be in compliance with CIK-FIA sporting code and General Prescriptions.

#### **RMC**

Sponsor stickers supplied by the race organizer are optional to be placed on all karts participating in RMC events according to the supplementary regulations for each event.

National organizer can declare them mandatory by offering an appropriate compensation in return for the advertising. This has to be clearly described in an appendix to the national sporting regulations.

### **3.10 Promotions**

The price winners have to wear sponsor caps if supplied by race organiser during the commendation ceremonies after the RMC races.

All drivers agree that BRP-POWERTRAIN and its sponsors may use photographs of RMC races (including names and photographs of drivers) for advertising, promotion or public relations.



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## B) ROTAX MOJO MAX CHALLENGE GRAND FINALS

### Sporting Regulations 2011

(This section has been removed to reduce the number of pages. The 2011 Rotax Mojo Max Challenge Grand Finals regulation is available on the Rotax Max Challenge website at [www.maxchallenge-rotax.com](http://www.maxchallenge-rotax.com).)

## C) CANADIAN RMC SUPPLEMENTAL REGULATION

### 1. Supplemental regulation for Canada

#### 1.1. National Organizer

The national organizer of the ROTAX MAX CHALLENGE for Canada is SRA Karting International ([www.srakarting.com](http://www.srakarting.com)). The official website of the Canadian RMC is [www.maxchallenge.ca](http://www.maxchallenge.ca). Any changes or exemptions to RMC Sporting regulations and RMC Technical regulations in any regional RMC must receive the written approval of SRA Karting International.

#### 1.2. Licence

According to section 3.2, drivers must hold an ASN Canada FIA national or any license delivered by one of its regional affiliate representatives. Drivers participating at a National series (Nationals, WCC, ECKC) must hold an ASN Canada FIA national license.

#### 1.3. Number of race events

The Canadian Rotax Max Challenge is divided in National and Regional series. The 2011 National series are the ASN Canada-FIA National Karting Championships, Western Canadian Championships and Eastern Canadian Karting Championships. Regional series will be listed on [www.maxchallenge.ca](http://www.maxchallenge.ca). Except for the Nationals, series schedule must have at least 5 events. The regional series can be completed after August 14<sup>th</sup> 2011, but must have completed at least 4 events before August 8<sup>th</sup>.

#### 1.4. Mandatory Registration for the RMC and fees

It is mandatory to register to the Canadian Rotax Max Challenge to be eligible to race in any RMC race event. Regional organizer may ask a proof of your age. There is no fee to register to the Canadian RMC. The fees to race at each event will be determined by the race event organizer.

#### 1.5. Western Canadian Championships (“WCC”)

For the 2011 season, an interprovincial challenge series will take place in the Western part of Canada. The championship will be a 6 race series, held in 3 events. The best 5 results will count for the final standings. The driver which will score the highest number of points in each of the Rotax Max Junior, Rotax Max Senior, Rotax DD2 and Rotax DD2 Masters classes will be

declared “champion” and will be invited to race at the RMCGF 2011. The invitation for these drivers includes the expenses for supplied karts, engines, tyres, petrol for the driver and entry fee for the RMCGF, which are covered by BRP-ROTAX and SRA Karting International.

The general WCC standings will be made according to the RMC point scoring systems established in this regulation. If a tiebreaker is needed, the driver with the most number of wins in final races will be declared “champion”. If they have the same number of wins, the driver with the most second place finishes will be declared champion. If needed to determine a winner, the driver having the most third places, and so on, will be declared champion.

If it is not possible to break the tie with the results of the final races, the holder of the greatest number of first place in prefinal races will be declared “Champion”. If the number of first places is the same, the holder of the greatest number of second places in prefinal races and so on until a winner emerges, will be declared “Champion”.

Supplemental Series regulations will be post prior the first event on [www.maxchallenge.ca](http://www.maxchallenge.ca).

### **1.6. Eastern Canadian Karting Championships (“ECKC”)**

For the 2011 season, an interprovincial challenge series will take place in the Eastern part of Canada. The championship will be a 5 race series, held in 3 events. The best 5 results will count for the final standings. The driver which will score the highest number of points in each of the Rotax Max Junior, Rotax Max Senior and Rotax DD2 classes will be declared “champion” and will be invited to race at the RMCGF 2011. The invitation for these drivers includes the expenses for supplied karts, engines, tyres, petrol for the driver and entry fee for the RMCGF, which are covered by BRP-ROTAX and SRA Karting International.

The general ECKC standings will be made according to the RMC point scoring systems established in this regulation. If a tiebreaker is needed, the driver with the most number of wins in final races will be declared “champion”. If they have the same number of wins, the driver with the most second place finishes will be declared champion. If needed to determine a winner, the driver having the most third places, and so on, will be declared champion.

If it is not possible to break the tie with the results of the final races, the holder of the greatest number of first place in prefinal races will be declared “Champion”. If the number of first places is the same, the holder of the greatest number of second places in prefinal races and so on until a winner emerges, will be declared “Champion”.

Supplemental Series regulations will be post prior the first event on [www.maxchallenge.ca](http://www.maxchallenge.ca).

### **1.7. Date and place of the National Final**

The national final of the RMC for the MICRO-MAX, MINI-MAX, JUNIOR MAX, MAX, DD2 and DD2 Masters classes will take place August 12- 14, in Mont-Tremblant, Québec. The results of the final race will determine the qualified drivers for the Rotax Max Challenge Grand Finals in the JUNIOR MAX, MAX, DD2 and DD2 Masters classes, added to the drivers qualified from the WCC and ECKC challenges.

### **1.8. Qualification for the National Final**

To have the right to participate at the national final in JUNIOR MAX and MAX classes, a driver must be registered in the RMC, have participated, before August 8<sup>th</sup>, in at least three races of the same regional RMC series or three races of the Western Championship series. The addition of participation of different RMC race series is not allowed. No specific qualification necessary for the other RMC classes. 2010 Nationals champions in a Rotax class are automatically qualified for the 2011 National final.

### **1.9. National final description**

The national final in RMC classes will be broken down in: time trials, heats, a second chance

race, a pre-final and a final. The number of heats will depend on the number of drivers registered. The heats will take place under CIK-FIA rules and will determine the starting grid for the pre-final. The pre-final results will determine the starting grid for the final. In Junior Max, Max, DD2 and DD2 Masters, only the results of the final race will be taken in consideration for the invited drivers for the Rotax Max Challenge Grand Finals.

#### **1.10. Eligible engines and seals**

As of the following engine serial numbers, only engines originally imported to Canada from Rotax and having been sealed by a Canadian Authorized Service Centre are eligible to take part in a Rotax Max Challenge race:

FR125 Max Junior (for Micro, Mini et Max Junior) engines: 8341617  
FR125 Max Senior engines: 8341757  
DD2 engines: 8341037

Any engine with a serial number prior to the serial numbers mentioned above is eligible to take part in a Rotax Max Challenge race in Canada, as long as the engine was inspected by a Canadian Authorized Service Centre and has a Canadian seal.

#### **1.11. Protest**

In regards to a protest concerning a competitor's engine, if the engine is declared legal, the protester must pay any fees involved in installing a new seal, over and above other fees required to submit the protest. If the engine is declared illegal, then the competitor caught with the illegal engine is responsible for the repair of the engine to have it legal and installation of a new seal.

If an engine failed the technical inspection, the technical inspector must give the following information to the regional organizer of the RMC:

- the name of the driver which failed the inspection;
- the serial number of the engine;
- the serial number of the seal which was installed on the engine;
- the name of the Service Centre which sealed the engine, according to the "Engine Identity Card"; and
- illegal parts must be kept by the technical inspector and given to the regional organizer of the RMC. In no case, illegal parts can be given back to the competitor.

The regional RMC organizer must forward these information and illegal parts, as soon as possible, to the National Organizer.

#### **1.12. Technical inspector appointed by the National organizer**

National organizer may appoint a technical inspector at any of the RMC race event. This technical inspector may, at any time during the event, conduct a technical inspection of Rotax engines. The power of this technical inspector is the same as the chief technical inspector appointed at the event by the series organizers. The National organizer will inform the series organizers of this appointment at latest the day before the event or before the qualifying session of the event in case of a multiple day event.

#### **1.13. Appeal of a technical disqualification**

An appeal may be submitted to the Canadian RMC Manager who may, with BRP-Powertrain advice, reverse the decision on a disqualification only in the case of a technical disqualification based on the technical inspection after a final race. The appeal must be submitted within 48 hours of the decision by fax at 450-588-0653 to the attention of Patrick Moreau. The competitor must keep a proof of delivery. No time extension will be accepted.

#### **1.14. “Claim Rule”**

A new rule is being introduced for 2011 for all races held in a regional RMC race in the Québec region and doesn't apply to a national series race (Nationals, ECKC) held in Québec. If the application of this rule achieves its goals, this rule will apply to all Canadian RMC races in 2012.

**1.14.1** Only the drivers who finished on the same lap as the winner of a final race can claim an engine.

**1.14.2** The claim must be submitted to the technical inspector after the end of the final race. The claim can be submitted at any time before the winning engine is released from technical inspection by the technical inspector. After the release, no one is allowed to claim the winning engine.

**1.14.3** If more than one driver wishes to claim the winning engine, the driver with the worst place finish will have priority. Driver(s) who want to claim the winning engine must be at the technical area when the kart is released by the technical inspector. If not, the driver will lose his right to claim.

**1.14.4.** The claim applies to the engine itself and all accessories that come with a new engine.

**1.14.5.** Price to pay to claim the winning engine:

DD2 engine:	\$5700*
FR125 Max:	\$4500*
FR125 Max Junior/Mini:	\$4300*
Micro-Max :	\$3200*

\* Prices are subject to change in retail price of the engine changes.

The engine must be paid in cash immediately. The money will be given to the winner when he will give the engine and its accessories to the claimer. The technical inspector must write a report showing the name of the winner, the name of the claimer, the serial number of the engine and the fact that the engine was given to the claimer and paid. This report must be immediately given to the event Stewart. Copie of the report must be sent as soon as possible to the RMC national manager by fax at 450-588-0653, attn. Patrick Moreau.

**1.14.6** The engine and accessories are sold “as is” without any warranty from the winner.

**1.14.7.** A driver cannot have his engine bought more than twice during the same season (to prevent abuse).

**1.14.8.** If the winner doesn't want to sell his engine to the claimer, he will be automatically excluded from the event and his results of the day will be void. The technical inspector will prepare a written report of the refusal from the winner to sell his engine to the claimer. This report will be prepared after the first refusal from the winner and the winner will not be allowed to change his decision.

**1.14.9** A driver cannot claim more than one engine during the same year (to prevent abuse).

**1.14.10** Only the driver who claimed the engine will be allowed to use the claimed engine in a Rotax Max Challenge during the same year. The only exception is if the same engine is claimed by another competitor in a subsequent race. After another claim for the same engine, only the last driver who claimed the engine will be allowed to use this engine in the same season.