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22nd EDITION | NOV 2022

GASSETTE

THE OFFICIAL RMC GRAND FINALS RACE JOURNAL

ROTAX
RMC
 GRAND FINALS

IK kartódromo internacional algarve



PORTIMÃO

PORTUGAL

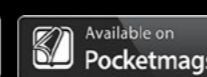
NOV 19 – 26, 2022

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WELCOME

TO THE 22ND EDITION OF THE
ROTAX MAX CHALLENGE
GRAND FINALS IN
PORTIMÃO, PORTUGAL.



PETER ÖLSINGER
General Manager BRP-Rotax, Member of
the Management Board, VP Sales, Marketing RPS
Business & Communications

I am beyond grateful to welcome you at the annual highlight of the Rotax karting season, the Rotax MAX Challenge Grand Finals (RMCGF) which takes place at the Kartodromo Internacional do Algarve (KIA) in Portimão, Portugal. It is the 4th time that we are at this picturesque location at the beautiful Algarve coast, and I would like to thank KIA for their warm hospitality and making this event even more special.

In the next week we will see the best Rotax drivers from all over the world, who won the sought-after tickets for the RMCGF during the last year at national/ international RMC championships or international RMC events. Nearly 400 drivers from 60 nations compete this week for the victory, the title of the RMCGF Champion 2022 and I can't wait to watch the thrilling action on the track and meet the worldwide Rotax family.

With the introduction of the Rotax E20 Senior category at the RMCGF 2021 in Bahrain, we made the first step into the electric racing at the RMC Grand Finals and in this year, we are adding another E-Kart category to our event with the Project E20 Junior. It is a big step ahead to offer a sustainable alternative for our racers and we are looking forward to crowning the first ever E20 Junior RMCGF champion by the end of this week.

For making this event possible, the team in the background works with dedication and is eager to make the most out of this week. Because of that, I want to thank everybody for putting many working hours in the planning and execution of this event and for their time and passion.

Also, a big "Thank You" to all drivers, families, teams, partners, and fans for being a valuable and supportive part of the Rotax Family.

Good luck and all the best to each participant! Focus on the track, prepare your mind to be strong and fast and always drive with dedication and enthusiasm for reaching your goals. The competition is strong, and you will need skill and teamwork to be the number one. I am proud to be part of such a passionate sport and wish you all the best for this week.



TIME SCHEDULE

ROTAX MAX CHALLENGE GRAND FINALS 2022

FRIDAY - NOV 18			
Sunrise 07:15 / Sunset 17:22			
TRACK OPENS		9:00	
Sporting Checks	Not Mandatory	11:00	16:30
Scrutineering		11:30	16:45
TRACK CLOSES			17:00

SATURDAY - NOV 19			
Sunrise 07:17 / Sunset 17:20			
TRACK OPENS		8:00	
Sporting Checks	Mandatory	8:30	16:30
Scrutineering	Racewear Parc Ferme	8:45	16:45
Press Accreditation		14:00	17:00
Get Together Party		17:00	20:00
TRACK CLOSES			20:00

SUNDAY - NOV 20			
Sunrise 07:18 / Sunset 17:20			
TRACK OPENS		8:40	
Group Picture	Drivers	8:55	9:40
Welcome Briefing		9:45	10:00
Raffle	Karts (All)	10:05	13:05
Material Handout	Seats+Tools+Lead	10:15	13:35
Tyre Mounting	Parc Ferme	10:15	16:30
Fuel Tank Deposit	Parc Ferme	11:00	16:30
LUNCH BREAK		12:30	14:00
Drivers Briefing	At Car Track	13:30	14:55
TRACK CLOSES			17:30

MONDAY - NOV 21			
Sunrise 07:19 / Sunset 17:19			
TRACK OPENS		8:00	
Nq-Practice 1		8:43	11:55
LUNCH BREAK		11:55	12:40
Nq-Practice 2		12:43	15:03
Nq-Practice 3	E20jun / E20sen / Mic / Min / Jun	15:06	16:21
TRACK CLOSES			17:30

Time For Nqp: Nqp1 - 12 Min (E20jun/E20sen); 15 Min (Other Classes); Nqp2 & Nqp3 - 10 Min (All Classes)

TUESDAY - NOV 22			
Sunrise 07:20 / Sunset 17:19			
TRACK OPENS		7:45	
Nq-Practice 3	Sen / Ddm / Dd2	8:28	9:30
Nq-Practice 4		9:33	11:50
LUNCH BREAK		11:50	12:20
Nq-Practice 5		12:25	14:42
Mounting Tires	E20jun / E20sen	12:32	15:15
Mounting Tires	Min	12:58	15:15
Mounting Tires	Ddm	13:24	15:15
Q-Practice	E20jun / E20sen / Mic / Min / Ddm	15:00	16:20
TRACK CLOSES			18:00

Time For Nqp: 7 Min (E20jun/E20sen); 10 Min (Other Classes)

Time For Qp: 7 Min (E20jun/E20sen); 8 Min (Other Classes)

WEDNESDAY - NOV 23			
Sunrise 07:21 / Sunset 17:18			
TRACK OPENS		7:45	
Warm-Up	10 Min	8:28	10:48
Mounting Tires	Jun	8:38	11:30
Mounting Tires	Sen	9:04	11:30
Mounting Tires	Dd2	9:30	11:30
Break		10:48	10:55
Q-Practice	8 Min (Jun / Sen / Dd2)	11:06	12:44
LUNCH BREAK		12:44	13:15
Q-Heat 1		13:23	16:34
TRACK CLOSES			17:30

Number Of Laps For Qualifying Heats: Mic/Min - 6; E20jun/E20sen/Jun - 8; Sen/Dd2/Ddm - 10

THURSDAY - NOV 24			
Sunrise 07:22 / Sunset 17:18			
TRACK OPENS		7:30	
Warm-Up	8 Min	8:13	10:11
Break		10:11	10:21
Q-Heat 2	E20jun / E20sen / Mic / Min / Jun	10:24	11:55
LUNCH BREAK		11:55	12:26
Q-Heat 2	Sen / Ddm / Dd2	12:34	14:09
Q-Heat 3	Min / Jun / Sen / Dd2	14:14	16:33
TRACK CLOSES			17:30

FRIDAY - NOV 25			
Sunrise 07:23 / Sunset 17:18			
TRACK OPENS		7:30	
Warm-Up	8 Min	8:28	10:26
Drivers Picture		10:45	11:50
LUNCH BREAK		11:50	12:30
Pre-Final		12:53	16:31
Material Return		13:30	18:30
TRACK CLOSES			19:00

Number Of Laps For Pre-Finals: Mic - 9; E20jun/E20sen/Min - 10; Jun - 11; Sen/Dd2/Ddm - 14

SATURDAY - NOV 26			
Sunrise 07:24 / Sunset 17:17			
TRACK OPENS		8:10	
Warm-Up	8 Min	8:43	9:57
Finals	E20jun / E20sen / Mic / Min	10:21	12:43
LUNCH BREAK		12:43	13:13
E-Kart Demorace	8 Laps	13:05	13:15
Finals		13:47	16:34
Sundowner Party		16:45	18:45
PRIZE GIVING CEREMONY	All Categories	17:45	18:45
Equipment Return	All Categories	13:00	20:00
TRACK CLOSES			20:00

Number Of Laps For Finals: E20jun/E20sen - 10; Mic - 12; Min - 14; Jun - 18; Sen/Dd2/Ddm - 21

EDITORIAL

ROTAX MAX CHALLENGE GRAND FINALS 2022



PAULO PINHEIRO
CEO at Autódromo Internacional Algarve

ABRAÇO.

It is always a special time for us when we host the Rotax MAX Challenge Grand Finals, which we are now doing for the 4th time from November 19 – 26, 2022. Karting, in all its forms, is the lifeblood of motorsport, and to host such an important event like the RMC Grand Finals makes all teams of the track truly proud.

When you come here, you can feel the passion of the people, who come here from all over the world to take part in this exceptional event. This event brings together people from different nations and cultures, who spend a week full of racing, fun, friendship and respect for each other. This shows how healthy the sport is right now; despite the challenges we have all faced in the last couple of years.

With 396 drivers from over 60 countries, it is certainly going to be spectacular to watch and the winners will most definitely have earned their prizes.

The circuit is very challenging for the drivers and it has become a regular venue for the RMC Grand Finals since we first hosted the event ten years ago, and many of those drivers have gone on to professional careers in the top levels of motorsport. I am sure there will also be drivers here for this event who will emulate that success.

For some of you, it may be your first time here in the Algarve, if it is, I would like to recommend also enjoying the region away from the racetrack both before and after this event. We are blessed with some of the most beautiful beaches in the world, with many outstanding restaurants and plenty of things to see and do. It gives us great pleasure to welcome you here, and I hope you have a great stay.



SERIOUS HEAD PROTECTION

**CHAMPIONS
WEAR BELL**

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#AnySurfaceAnySpeed

bellracing.com

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IMPRESSUM

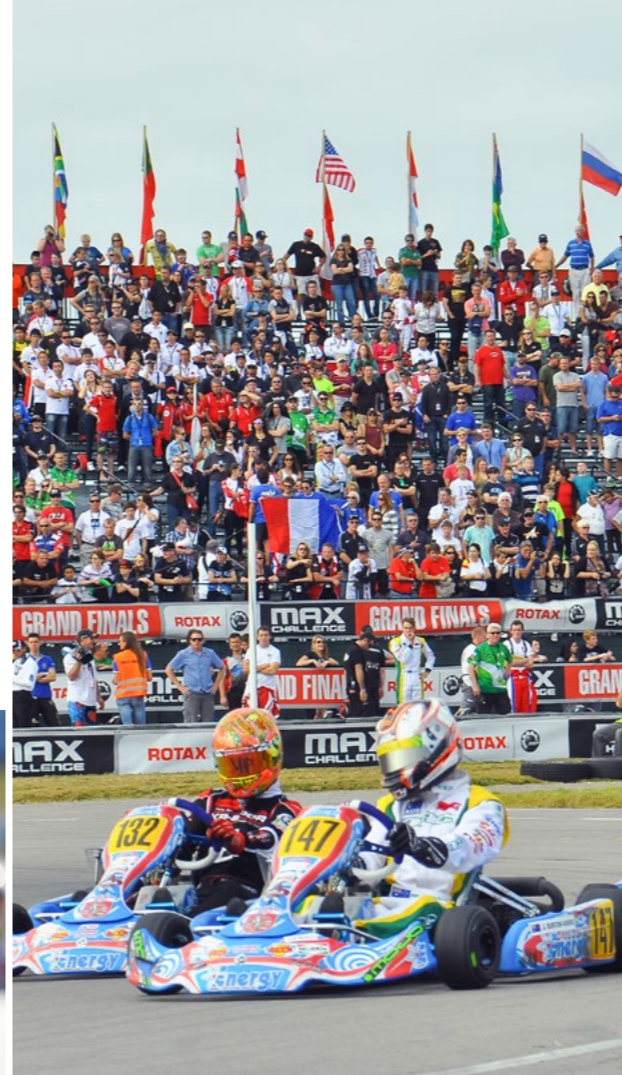
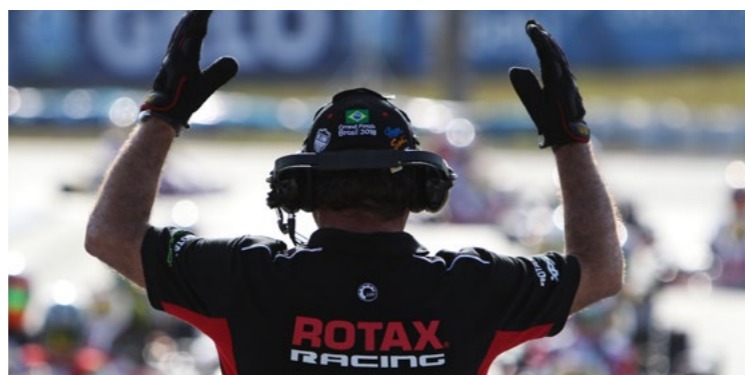
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WALL OF FAME



2000-2021

2000		PUERTO RICO
Senior MAX	Gavin Cronje (RSA)	
2001		MALAYSIA
Senior MAX	Claudio P. Musso (RSA)	
Senior MAX Masters	Darrell Smith (AUS)	
2002		SOUTH AFRICA
Senior MAX	Mark Cronje (RSA)	
Senior MAX Masters	Kazunori Takahashi (JPN)	
2003		EGYPT
Junior MAX	Martin Omar (ESP)	
Senior MAX	Cristiano Morgado (RSA)	
Senior MAX Masters	Mark Wicks (AUS)	
2004		SPAIN
Junior MAX	Benjamin Salvatore (FRA)	
Senior MAX	Sam Ghaleb (FRA)	
MAX DD2	Wesleigh Orr (RSA)	
2005		MALAYSIA
Junior MAX	Kenneth Hildebrand (EST)	
Senior MAX	Luuk Glansdorp (NED)	
Senior MAX Masters	Satya Rasa (IDN)	
MAX DD2	Wesleigh Orr (RSA)	
2006		PORTUGAL
Junior MAX	Jorrit Pex (BEL)	
Senior MAX	Ricardo Romkema (NED)	
Senior MAX Masters	Luc Sauriol (CAN)	
MAX DD2	Ben George (AUT)	
2007		UNITED ARAB EMIRATES
Junior MAX	Kevin Korjus (EST)	
Senior MAX	Benjy Russell (GBR)	
Senior MAX Masters	Colin Davis (GBR)	
MAX DD2	Pier-Luc Ouellette (CAN)	
MAX DD2 Masters	Christophe Adams (BEL)	
2008		ITALY
Junior MAX	Facundo Chapur (ARG)	
Senior MAX	Ben Cooper (GBR)	
Senior MAX Masters	Martin Pierce (IRL)	
MAX DD2	Leeroy Poulter (RSA)	
MAX DD2 Masters	Dennis Kroes (NED)	
2009		EGYPT
Junior MAX	Ukyo Sasahra (JPN)	
Senior MAX	Luke Varley (UK)	
Senior MAX Masters	Christophe Adams (BEL)	
MAX DD2	Caleb Williams (RSA)	
MAX DD2 Masters	Jesús Pérez-Santander (ESP)	
2010		ITALY
Junior MAX	Martin Rump (EST)	
Senior MAX	Caleb Williams (RSA)	
MAX DD2	Daniel Morad (CAN)	
MAX DD2 Masters	Scott Campbell (CAN)	



2011		UNITED ARAB EMIRATES
Junior MAX	Ukyo Sasahara (JPN)	
Senior MAX	Ben Cooper (GBR)	
MAX DD2	Pier-Luc Ouellette (CAN)	
MAX DD2 Masters	Cristiano Morgado (RSA)	
2012		PORTUGAL
Junior MAX	Harry Webb (UK)	
Senior MAX	Charlie Eastwood (IRL)	
MAX DD2	Ben Cooper (CAN)	
MAX DD2 Masters	Cristiano Morgado (RSA)	
2013		USA
Junior MAX	Juan Correa (USA)	
Senior MAX	Oliver Hodgson (UK)	
MAX DD2	Simas Juodvirsis (LIT)	
MAX DD2 Masters	Cristiano Morgado (RSA)	
2014		SPAIN
Junior MAX	Juri Vips (EST)	
Senior MAX	Carlos Gil (ESP)	
MAX DD2	Sean Babington (UAE)	
MAX DD2 Masters	Mikko Laine (FIN)	
2015		PORTUGAL
Junior MAX	Florian Venturi (FRA)	
Senior MAX	Alex Irlando (ITA)	
MAX DD2	Ferenc Kancsar (HUN)	
MAX DD2 Masters	Ryan Urban (NZL)	

2016		ITALY
Micro MAX	Diego Laroque (USA)	
Mini MAX	Jayden Els (RSA)	
Junior MAX	Mark Kimber (UK)	
Senior MAX	Denis Mavlanov (RUS)	
MAX DD2	Ferenc Kancsar (HUN)	
MAX DD2 Masters	Lee Mitchener (AUS)	
2017		PORTUGAL
Micro MAX	Louis Iglesias (FRA)	
Mini MAX	Marcus Amand (FRA)	
Junior MAX	Tijmen Van Der Helm (NED)	
Senior MAX	Brett Ward (GBR)	
MAX DD2	Cody Gillis (AUS)	
MAX DD2 Masters	Troy Woolston (AUS)	
2018		BRAZIL
Micro MAX	Brent Crews (USA)	
Mini MAX	Farin Megger (GER)	
Junior MAX	Robert de Haan (NED)	
Senior MAX	Senna van Walstijn (NED)	
MAX DD2	Paolo Besancenez (FRA)	
MAX DD2 Masters	Cristiano Morgado (RSA)	

2019		ITALY
Micro MAX	Jay Urwin (NZA)	
Mini MAX	Jolan Raccamier (FRA)	
Junior MAX	Clay Osborne (NZA)	
Senior MAX	Axel Saarniala (FIN)	
MAX DD2	Petr Bezel (CZE)	
MAX DD2 Masters	Roberto Pesevski (AUT)	
2021		BAHRAIN
Micro MAX	Nikita Ljubimov (EST)	
Mini MAX	Arata Endo (JPN)	
Junior MAX	Tomass Stolcermanis (LAT)	
Senior MAX	Mark Kimber (GBR)	
MAX DD2	Martijn Van Leeuwen (NLD)	
MAX DD2 Masters	Morgan Riche (FRA)	
Project E20	Oscar Pellemele (FRA)	

NATIONS CUP

2008	United Kingdom	2015	USA
2009	United Kingdom	2016	Canada
2010	Spain	2017	Australia
2011	Australia	2018	Brazil
2012	United Kingdom	2019	France
2013	USA	2021	France
2014	South Africa		

ROTAX.

ROTAX.

performance aspiration
 e-mobility **aspiration**
 extraordinary **celebration**
ROTAX family
RACE YOUR WAY
 power **team**
 racing sportsmanship
 friends motivation
partnership
 fairness

aspiration
 diversity lifestyle
 rivalry **speed**
racing
 success
 motorsports
 fellowship equality
 corporate **training**
 teamwork training
 motivation extraordinary
international
 e-karts equality
 fairness

power **together**
 acceleration
fairplay
karting
 together remarkable
 practice
 corporate speed activity
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leisure

IT IS RACING.
IT IS COMPETITION.

BUT THERE IS SO MUCH MORE THAT
MAKES THIS EVENT SO SPECIAL.

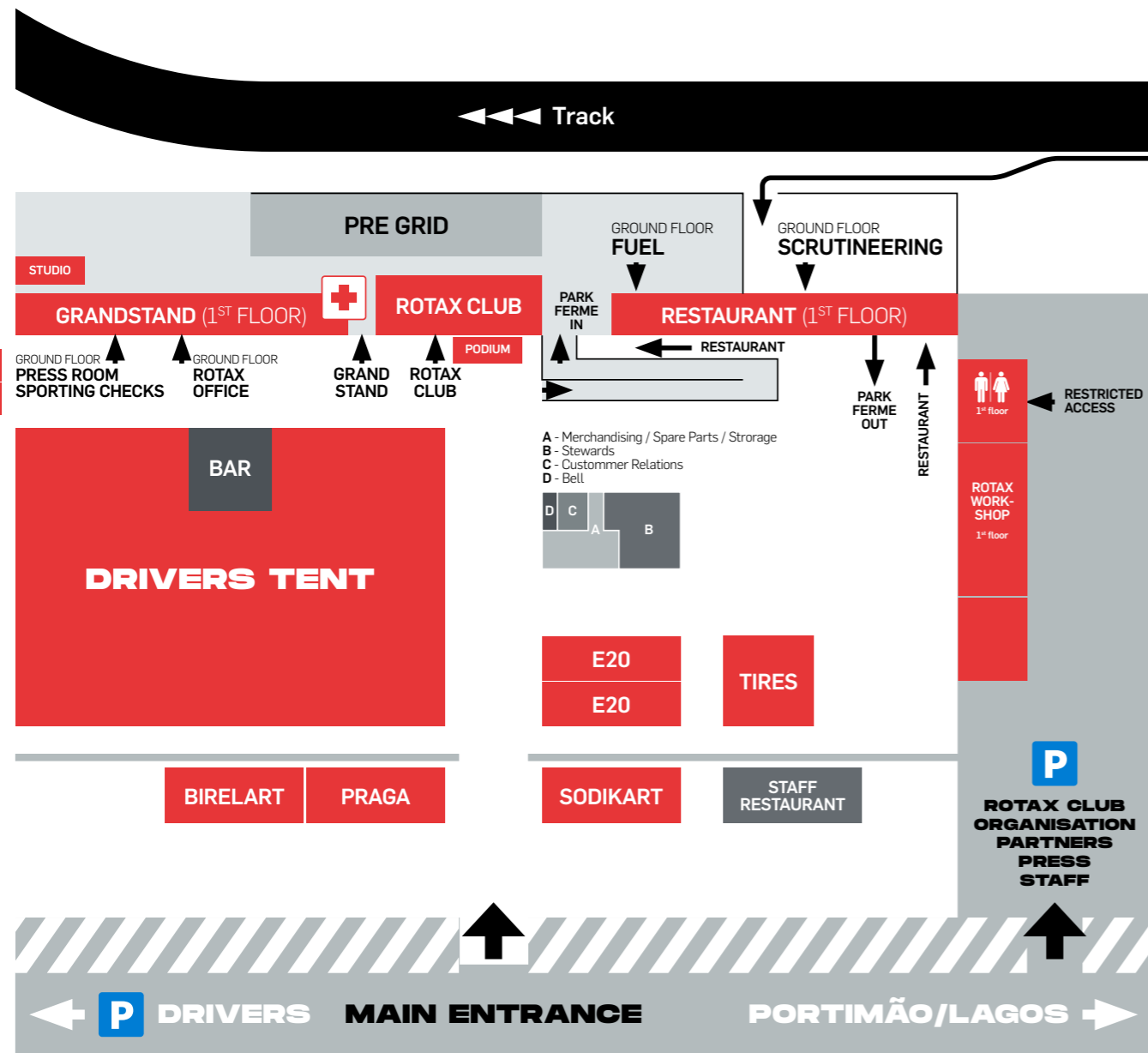




Paddock Plan

ROTAX MAX CHALLENGE GRAND FINALS 2022

Paddock Plan



OFFICIAL PHOTOGRAPHER

PHOTO SERVICE 2022

2 POSTER

CALENDAR

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USB

EXTRA PACKAGE: ALBUM GOLD VIDEO

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THE TRACK

1,600 M LENGTH
10 TURNS



READY TO RACE
 ROTAX MAX CHALLENGE GRAND FINALS 2022

KARTODROMO INTERNACIONAL DO ALGARVE



The Rotax MAX Challenge Grand Finals returns once more to the ever popular Kartódromo Internacional do Algarve (KIA) from November 19-26 this year, for the 22nd edition of the racing season highlight. KIA will welcome the Rotax community again for the fourth time in the history of this amazing event

Take a closer look at this very fast and quite technical circuit that brings the best out of the competition in the racing, providing the ideal venue for the show-down of nearly 400 Rotax champions from around the world.

The 1,600 metre international circuit Kartódromo Internacional do Algarve is most definitely one of the top ranking karting locations on the racing calendar and is located along the Atlantic coastline of the Algarve region in the south of Portugal. With its warm weather and beautiful beaches, surrounded by a mountainous natural landscape, it is rich

with culture, great food and leisure. The Autódromo do Algarve is the favourite home to motorsport events in Portimão and one of the premier racing facilities worldwide, with its 5-star hotel spa resort and serviced apartments. The kart circuit was completed in 2010 as part of a huge modern complex and overlooks the big race circuit, which also plays host to various international car and motorcycle events annually. It is just a 15 minute drive from the cities of Portimão and Lagos, situated within good driving distance from two international airports: Faro (70km) and Lisbon (200km).



S15

NEW KARTS FOR SEASON 2023

● KZ RANGE ● OK RANGE ● MINI RANGE

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PORTIMAO IS SMOOTH & FAST THE CORNERS WILL BE THE KEY

The kart track offers a very nice and fast layout to drive with a really smooth surface over a varying degree of elevation. It has many different types of corners that can make the contrast between drivers during the competition, with good 'user-friendly' kerbs defining the apex and edge of the circuit. There is a fast 400-metre-long straight and without any doubt, plenty of places to pass throughout the lap.



START

The main straight is approximately 400 metres in length, with a slight kink to the right at around the 200-metre mark. This is taken at full acceleration all the way to the end and into the heavy braking zone. The slipstreaming effect along the straights is extremely important for a good lap time and overtaking opportunity at the end.



TURN 1

This is a 90° right-hander so the braking into the corner should be late and heavy to position the kart for a tight exit so as to prepare for the second corner.



TURN 2

A nice approach here helps maintain speed and flow through corner 2 with a wide exit heading downhill to corner 3.



TURN 3

A sweeping type of corner which can be approached with full attack. You need to be late on the brakes, carrying good speed through the middle of the corner and maintaining it with a wide exit. Coming out, it's uphill which then leads into two left kinks taken under full acceleration.



TURN 4

You need a late braking effort on the approach to this double apex corner. Be slightly wide of the apex on the initial turn in, then picking up the apex on the second part of the corner. No sliding, as good flow is required to carry speed through **TURN 5** – a full acceleration 90° right-hander – and down to corner 6.

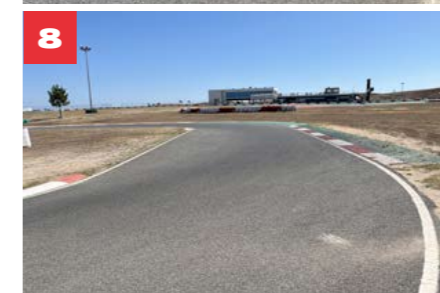
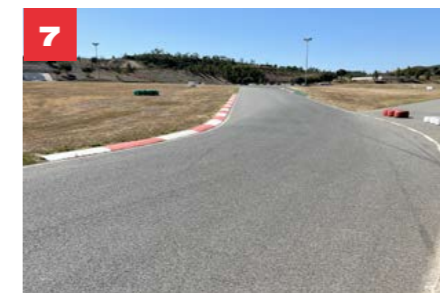


TURN 6

It can be a difficult corner. It's very fast and requires a slight lift, necessary to maintain good positioning. You need to drive through this right each lap, as any mistake will certainly affect exit speed and the approach to corner 7.

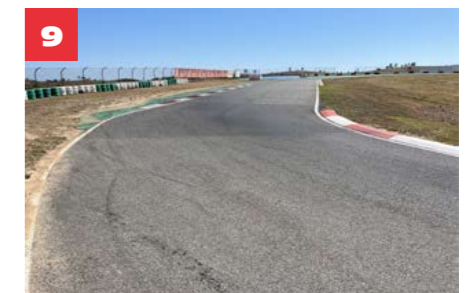


Circuit length 1,600 metres	Facilities Café restaurant, kart shop and spectator viewing area
Circuit width 8-9 metres	
Paddock and Parking Big and fully serviced	



TURN 7

Take this corner with caution because getting it wrong opens the door for you to be overtaken. Make it a wide turn in and brake later. Corners 7 and 8 (**TURN 8** being a slow left hand 180° corner), are the slowest corners on the track and slightly uphill, so a nice flow through these is necessary to enable a good exit speed and fast approach to corner 9.



TURN 9

Corner 9 is a 90° right hand corner and uphill. A slight lift is an option in order to allow an easier set up and positioning of the kart in the middle of the corner, and then exit in the lead up to corner 10.



TURN 10

This is driven with full acceleration all the way through the apex and onto the main straight – over the finish line.



DANIEL SLIVA
 IP Karting



Praga

OUR CHASSIS PARTNER SUPPORTING
ROTAX 125 MINI MAX
ROTAX 125 MAX DD2 MASTERS



RONNI SALA
 BirelART



birelART

OUR CHASSIS PARTNER SUPPORTING
ROTAX 125 MICRO MAX
ROTAX 125 MAX DD2

MINI MAX



CIK Homologation No	006/CH/15
Brand name and type	Praga Monster Evo 3
Tube Diameter	28 mm
Wheelbase	950 mm
Axle Diameter	30 x 5 x 960 mm
Brakes	IPK MKB.V2
Weight (with engine)	63 kg
Website	www.ipkarting.com
Engine Type	Rotax 125 Mini MAX Evo MY20
MAX performance	9.6 kW / 13 hp at 7,500 rpm
Max torque	13 Nm at 6,000 rpm

MICRO MAX



CIK Homologation No	007/CH/92
Brand name and type	C28 S12
Tube Diameter	28 mm
Wheelbase	950 mm
Axle Diameter	30 x 5 x 960 mm
Brakes	Hydraulic CX I24
Weight (with engine)	63 kg
Website	www.birelart.com
Engine Type	Rotax 125 Micro MAX Evo MY20
MAX performance	7 kW / 9.5 hp at 7,000 rpm
Max torque	10.9 Nm at 6,000 rpm

MAX DD2 MASTERS



CIK Homologation No	006-CH-90
Brand name and type	Praga Dragon Evo3
Tube Diameter	30 mm
Wheelbase	1045 mm
Axle Diameter	40 x 1040 mm
Brakes	IPK STR.V2
Weight (with engine)	90 kg
Website	www.ipkarting.com
Engine Type	Rotax 125 MAX DD2 Evo
MAX performance	25 kW / 34 hp at 12,000 rpm
Max torque	22 Nm at 10,500 rpm

MAX DD2



CIK Homologation No	007/CH/10
Brand name and type	CRY30 RX-S14
Tube Diameter	30 mm
Wheelbase	1045 mm
Axle Diameter	50 mm
Brakes	Hydraulic 3RR
Weight (with engine)	88 kg
Website	www.birelart.com
Engine Type	Rotax 125 MAX DD2 Evo
MAX performance	25 kW / 34 hp at 12,000 rpm
Max torque	22 Nm at 10,500 rpm



BERTRAND PIGNOLET
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OUR CHASSIS PARTNER SUPPORTING
ROTAX 125 JUNIOR MAX
ROTAX 125 SENIOR MAX
ROTAX E20 JUNIOR
ROTAX E20 SENIOR

JUNIOR MAX



CIK Homologation No	022/CH/97
Brand name and type	Sodi Sigma RS3
Tube Diameter	30 mm
Wheelbase	1050 mm
Axle Diameter	50 mm
Brakes	Tekneex
Weight (with engine)	79 kg
Website	www.sodikart.com
Engine Type	Rotax 125 Junior MAX Evo
MAX performance	17 kW / 23 hp at 8,500 rpm
Max torque	19 Nm at 8,500 rpm

E20 JUNIOR



CIK Homologation No	022/CH/97
Brand name and type	Sodi Sigma DD2
Tube Diameter	30 mm
Wheelbase	1044 mm
Axle Diameter	50 mm
Brakes	Tekneex
Weight (with engine)	142 kg
Website	www.sodikart.com
Top Speed	127 km/h
MAX Performance	17 kW

SENIOR MAX



CIK Homologation No	022/CH/97
Brand name and type	Sodi Sigma RS3
Tube Diameter	30 mm
Wheelbase	1050 mm
Axle Diameter	50 mm
Brakes	Tekneex
Weight (with engine)	79 kg
Website	www.sodikart.com
Engine Type	Rotax 125 Senior MAX Evo
MAX performance	22 kW / 30 hp at 11,500 rpm
Max torque	21 Nm at 9,000 rpm

E20 SENIOR



CIK Homologation No	022/CH/97
Brand name and type	Sodi Sigma DD2
Tube Diameter	30 mm
Wheelbase	1044 mm
Axle Diameter	50 mm
Brakes	Tekneex
Weight (with engine)	142 kg
Website	www.sodikart.com
Top Speed	135 km/h
MAX Performance	24 kW

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SWOOSH

THE POWER OF SILENCE: ROTAX E20

THE PROJECT E20 JUNIOR COMES ALIVE IN 2022



2022 is the year the Rotax Project E20 Junior Class makes its exciting debut at the RMC Grand Finals in Portugal, just as the E20 Senior did in Bahrain last December.

It follows the successful maiden season of the electric junior category in Europe, having been on the program at the RMC

Euro Trophy for a three-round series and racing alongside the Project E20 Senior class in Sweden and Germany. The Junior E-Kart was part of the 2022 E20 Tour visiting numerous countries for demonstrations, exhibitions and test drives. The response has been excellent with many young drivers taking the chance to enjoy this new experience.

Rotax Project E20 Junior Champions & RMC GF ticket winners in 2022

- RMC Euro Trophy Series – Thijs Stevens (BEL) & Tijs Daems (BEL)
- Swedish E-Kart Championship – Joel Bergstroem (SWE)
- DMSW E-Kart Race, Germany – Christopher Holst (SUI)
- E-Karting Cup Portugal – Daniel Hauswirth (AUT) & Henrique de Oliveira (POR)

How is the Rotax E20 Junior different to the E20 Senior E-Kart?

- The Rotax E20 Senior is 20kw while the E20 Junior is 17kw
- Both the E20 E-Karts have that extra 4kw boost setting available every 30 seconds whilst driving, using the cool Boost button feature
- Only the E20 Senior runs a Qualifying mode which is roughly one second

per lap faster than the standard race settings

- The lap time should be quite similar between both the E20 Senior and Junior classes (depending on the track, as we don't change gear ratio in the E20) due to the lower weight limit of the E20 Juniors (difference of minimum weight is 20kg)

How does the E20 Junior compare to the Rotax Junior MAX?

- The obvious difference between Rotax Junior MAX and the E20 Junior is the chassis, which is a Sodikart Sigma DD2 – so it is a direct drive without a sprocket and chain
- The E20 Junior E-Kart also has front brakes just like the Rotax DD2 category



Steven Chapman, Rotax E-Kart Team Manager

"I believe the E20 helps to train and educate young drivers for good driving techniques due to the extra weight, where mistakes are highlighted. Also with the incredibly parity the product offers and the shared data we do for the competitors during the race event weekends, it's very simple to see where and how a driver can find speed. This really highlights 'The difference is you' concept we strive for at ROTAX."

Darrell Smith, BRP-Rotax Test and Development Driver, Tech Support & Driver Coach

"Drivers used to racing a Junior Max kart will feel the difference in acceleration immediately. The torque of the E20 Junior is outstanding! Aside from a base set up, charging and keeping the kart clean, the E20 Junior is easy to use with minimal workload. The performance is down to the driver. Realistically, the kids adapt very quickly and those who can get their head around the heavier kart, heavier steering and higher cornering loads, progress to the front. With the advantage of having front brakes, it allows for later braking as well as having more grip with the MOJO D5 tyres. When it comes to using the Boost feature, it is important to think about the best places to use this to find the best opportunity to pass. So race strategy comes into play here. In some instances especially qualifying, you can boost two times to get the best lap – depending on the length of the track, of course. Initially, there's always the transition from not hearing the combustion engine because there is no sound with the E20. However, the competitors soon learn about driving from the sound of the tyres."

- MOJO D5 Racing Tyres are used for the E20 Junior, as they are in all senior Rotax classes, while the Junior MAX use the MOJO D2 slick tyre (dry) and both use W5 wets
- Each class has the easy push button start, but the E20 Junior currently has reverse too!
- The age limit is 12 to 15 years the E20 Junior, while the Junior MAX is up to 14 years old

- Minimum weight is 195kg for the E20 Junior and 145kg for Junior MAX, with a regulation maximum weight of 225kg including driver and race gear in the E-Kart categories
- Either a National or International race licence are both accepted in the E20 Junior class
- A variation in number of laps in the finals and the total grid size of 18, compared to 36

SWEDEN'S FIRST E-KART CHAMPIONS WIN IN WILD WEATHER



The first ever Swedish E-Kart Championship took place at the GTR Motorpark (Green Track Resort) in Eskilstuna over the weekend to crown the 2022 champions in the Rotax E20 Junior and Senior classes, Joel Bergström and Jesper Sjöberg respectively, where the competitors battled for the victory in some torrential and windy conditions at times during the racing.

The debut of the national E-Kart event was a new addition to the program at the annual Prince Carl Philip's Racing Trophy and Swedish Rotax MAX Challenge series.

Following a successful demonstration at the annual event in 2021 with Prince

Carl Philip himself testing the Rotax E20 E-Kart, the Rotax team returned to the Eskilstuna venue for the first Swedish E-Kart Championship from August 26-28.

27 drivers from various levels of experience and classes did not lose any of their enthusiasm and excitement although the weather conditions can only be described as almost monsoon at times. The professionalism and teamwork of the support crews also experiencing this future alternative to karting for the first time only added to this.

Prince Carl Philip of Sweden, who races the Porsche Sprint Challenge Scandinavia this season, has competed in the Rotax DD2 Masters category on the past two occasions at the GTR Motorpark.

This time around, he participated in the Rotax E20 Senior and was impressed by the balance and even more by the torque of the E-Powertrain, saying "Awesome! I felt the full effect immediately." He enjoyed the opportunity to drive the Rotax E20 once again in the competition, adding "this is a new type of kart for everyone and they are all quite interesting to see how quickly they adapt to this in racing."

It was also the first time he has been involved in organising a karting event with Swedish Championship status too; while also celebrating the tenth edition of his own initiative to support the future development of young Swedish karters in motorsport.

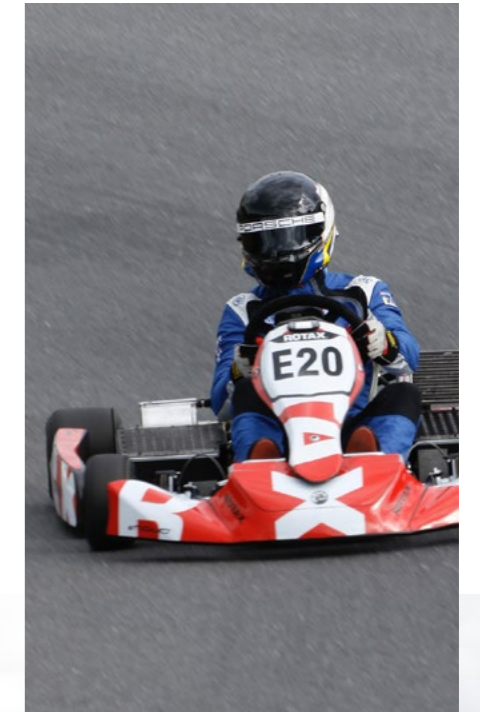


SUPERSTARS OF SPEED TEST ROTAX E20 AT PORSCHE FESTIVAL IN NORWAY

Former F1 race driver and four time class winner of the 24 Hours of Le Mans, **Jan Magnussen**, who was competing at the event in the Porsche Carrera Cup Scandinavia, was clearly impressed by the power of the Rotax E20.

It was the first time the Dane has been back in a kart since progressing from his highly successful karting career thirty years ago, having won two CIK-FIA Junior World Cups (ICA) and the World Karting Championship (Formula K), the last two being with Rotax engines. "Wow! Lots of power! I don't know what I was really expecting, but this was way better than what I was expecting. Really impressed, it gives good feedback and is fun to drive. It's different, but it's good." Porsche Sprint Challenge teamma-

tes and two of the most accomplished snow skiers of their time – **Aksel Lund Svindal** and **Ingemar Stenmark**, also tested the E-Karts on the fast, undulating Rudskogen circuit. Known as the "King of Speed" during his outstanding alpine skiing career, which included two Olympic Gold medals and overall World Cups plus five World Championships, Svindal is no stranger to going quick. For fellow Porsche team driver Stenmark, who has been regarded as Rotax presented their Project E20 E-Kart at



the Porsche Festival on September 16th - 17th at Rudskogen Motorsenter in Norway, where three superstars of speed [in their own discipline] jumped on board to test the high performance electric kart from the Austrian manufacturer. More than 7,000 spectators attended the race event and exhibition where the E-Kart was on display the greatest Slalom and Giant Slalom specialist of all time, a two

time Gold medallist with 86 World Cup victories, the session in the Rotax E20 was most enjoyable. "It was very nice, fantastic feeling and very fast from the start. It's good for the environment and I really didn't miss the sound at all, but I think it is good to keep the noise down anyway," adding that he would like to drive the Rotax E20 again sometime soon.



From left to right: **INGEMAR STENMARK, AKSEL LUND SVINDAL, JAN MAGNUSSEN**

WE ROCKED THE DESERT!

The 21st edition of the Rotax MAX Challenge Grand Finals took place at the Bahrain International Karting Circuit in Sakhir in the Kingdom of Bahrain from December 11th to 18th, 2021. After a long wait since the last RMC GF in Sarno, Italy in 2019, the RMC GF 2021 had several premieres in store, which excited not only the drivers but also all the participants and followers of the Live Stream.

What a hot and action-packed week in the middle of the Kingdom of Bahrain at this fantastic karting track with the wonderful skyline of the prestigious Formula1 circuit. After two years since the last RMC Grand Finals in Italy, the Rotax Team kept their tail up and organized the annual highlight of the Rotax karting season in this truly special location.

"I am honestly very proud of the whole Rotax team and our partners, who spare no effort every year to make this event one of the most amazing and unforgettable experience for the Rotax racers, their companions and families", stated Peter Ölsinger, General Manager,

Member of the Management Board, VP Sales, Marketing RPS Business & Communications. "I would like to congratulate all the participating drivers at the RMC Grand Finals for their outstanding performance during this week and for making this event so special. It is much more than racing. As soon as you enter the paddock, you can feel the excitement, anticipation, and team spirit as well as the passion."



DRIVERS
378

The best of the RMC season's best compete for victory in their respective categories.

NATIONS
61

Competitors represent over 60 nations at the Rotax MAX Challenge Grand Finals.


FLOODLIGHT
3

Training and the pre-finals took place in floodlight.

CATEGORIES
8

Drivers compete in five classic categories: Micro MAX, Mini MAX, Junior MAX, Senior MAX, DD2, DD2 Masters, and two new classes, E20 Junior and E20 Senior.





The whole Rotax family would like to say a big 'Thank you' to the team of the Bahrain International Karting Circuit for hosting a very special and memorable RMCGF.

TRACKING DOWN THE 2021 CHAMPIONS



Micro MAX **Nikita Ljubimov** **(EST)**

Nikita Ljubimov became the first Estonian to secure a Rotax Champion title since former Red Bull Racing rising star Juri Vips in Junior MAX in Valencia 2014. The 10-year-old has once again (for the third time) won his RMC GF ticket and lines up in the number 146 at Portimao.

"I was excited about winning and returned home to be greeted by some classmates with their parents at the airport to congratulate me on my victory. They had made me a special sweatshirt with 'World Champion' written in golden letters. We had an interview for an Estonian magazine about how my parents raised a champion and the Estonian

Autosport Union congratulated me also. This season we decided to only do 3-4 day trips in Europe, but still 24 races. My racing soulmate, coach and mechanic, graduated and joined an academy to become a pilot so I have had my dad and other mechanics this year. We started 2022 in Campillos at the RMCET Winter Cup then Jesolo to the CEE. I realised it will take time to adapt to the Mini MAX class with new engines, chassis, speed and weight, plus adapt my driving style and improve my skills. The main events are Estonian Championship CIK-FIA Mini 60, and Estonian and Rotax Nordic Challenge in Rotax Mini MAX class. All were top 3 results and great races, along with the challenges. And I won the first podium in Estonian Simracing ACC GT3 Challenge. I have been busy with my school studies, doing my best to be one of the top students, learning new languages and have a Spanish course twice a week. I play chess and finally, I've learnt how to swim. Important is also the training to be fit and stronger.

I knew that this season will be complicated and I had only one main aim: to win the ticket to RMC GF 2022. Next goal is to be the champion again, if not this year, then next."



Mini MAX **Arata Endo** **(JAP)**

This was Arata's first trip to the RMC Grand Finals, although he had won the Japanese Micro MAX title in 2020 when the event had to unfortunately be cancelled. After winning in Bahrain, he and his mechanic had to quarantine at home under local rules for two weeks. This year, the decision was made to move up to Junior MAX when Arata was given special permission to compete in several championships, but not be awarded any points due to his age. From around 13 races and two still remaining this year, he has the chance to finish at the top of the series' standings. In fact, he won his first race in Juniors at the beginning of the season. Now his sights are firmly set on winning his way to the RMC GF in 2023. For his trusted mechanic Matsuu-ra Masanori, Bahrain was his fifth Grand Finals and he's confirmed they plan to be back for more titles in the future. Besides that, he enjoys this amazing event and looks forward to meeting his many friends again from the worldwide Rotax family.

"Bahrain was my first experience racing at night, which felt different – like an F1 race. I was so excited about this. When I returned home after winning, many other drivers and friends called to congratulate me which was a nice surprise. They said they were excited watching the final on the livestream! After this, I feel like it is fun and enjoy driving more. I was already looking forward to the next race, training and practicing on my home track. I will be trying to win the ticket again for next year's Grand Finals in Junior MAX."



Junior MAX **Tomass Stolcermanis** **(LAT)**

This 15-year-old young gun is racing around the world, as part of the official Energy Corse factory team. He's been driving since the age of three-and-a-half with his dad beside him on the spanners until now. We know him since he raced Rotax Micro MAX from six years and won his first national Mini title at 8, also taking victory at the RMC Grand Festival in Austria. Just before he became Junior MAX champ in Bahrain, Tomass

We recently caught up with the talented champions from the 21st Rotax Grand Finals to see where their journey in racing has taken them since winning in Bahrain last December. The passion to race and the desire to win keeps pushing them, as most move into new classes. Take a look at their progress in this competitive world of motorsport that is a lifestyle to them.

started on the front row at the FIA Karting World Championship in OK-J, finishing 5th. He's the first Latvian driver to win the Rotax #1 title. Ever focused, he enjoyed being around his national teammates at the Grand Finals, which is unique for him nowadays. In February, Tomass moved into the OK class and won the COTF Winter Cup and was 3rd in the series. He had podiums in the FIA European to finish 7th, as he did at the World Karting Championship. In the WSK he's Open Cup Champion and was 5th in the Final Cup. He coaches at the RM Latvia Karting School and studies by correspondence to meet the demands of racing. A dream came true when he joined the Ferrari Driver Academy Scout Camp this year and drove the F4 at Fiorano Circuit. He surprised his sister on her birthday with her first special helmet using his Lucky Design award for winning the RMC GF 2021 in Bahrain. Watch this space and remember his name.

"For me the Grand Finals is a very high level where everyone has the same equipment, engines and everything else. This event was so fantastic for me; I qualified on pole and won all the races. My dad was very happy and said even when there were yellow flags, I stayed calm and won. This was my fourth Rotax Grand Finals, but I have won six tickets. Everything was crazy then, everyone wrote to me and I had a lot of places to go to with interviews on TV and in the media. When it all calmed down, I had the trophy."



Senior MAX **Mark Kimber** **(GBR)**

Making the switch to DD2 after winning the Senior MAX title in Bahrain, Mark Kimber took no time at all adapting to the two-speed gearbox kart with front brakes. He wrapped up the BNL Karting Series Kick-off, the RMC Euro Trophy title and most recently the BNL championship. He's already been twice RMC GF champion in two categories plus runner-up in Senior MAX.



"It's great to come to the Grand Finals for another year and hopefully we can go on to win the title, having already won it in Junior and Senior MAX. My goal is to be the only driver to win all three, which would be a great achievement. There's not a lot of preparation I can do and the weather can be unpredictable at this time of year. We raced on the BirelART chassis in Genk at the RMC Golden Trophy [in mixed conditions] to help us prepare. At the Grand Finals you have the best drivers from around the world so it will be a challenge and going there as the European Champion can add a little pressure, but it's nothing we haven't done before. Being a one-off race it can be more difficult to win compared a championship too. Sometimes you need a bit of luck on your side, but I'm confident with my team we will have the speed to fight for the win. Time and time again the top drivers come back to the DD2 class and with the help of Jan Daems this year we've proven how competitive we can be. This season I have been supporting my team Strawberry Racing at the British Championship and in Le Mans as coach, which I'll do more of next year. The best memories from the RMC GF were always with my dad. Just to see him on the podium with me in Bahrain after he didn't mechanic me for 8-9 years and it was difficult all week for him, but he didn't make any mistakes. I'm so proud of him."



DD2
Martijn van Leeuwen
(NED)

Securing the title in 2021 was a major highlight in the successful racing career of this very experienced Dutch driver and coach who has competed head-to-head against many of the stars of motorsport. At 24, Martijn continues to be a factory-supported driver as well in the KZ shifter class at FIA Karting level and can be found on track every week testing and coaching, when he is not racing himself in Rotax DD2 at the international European events.

"The final day after I won the Rotax title was such a relief, for me and my family, finally winning a big title – so the pressure was off after that. Afterwards I got a lot of messages on the social channels from many people, from people at my dad's company and everyone who had heard about it, who wanted to congratulate me. They seemed pretty happy! For the team at Schepers in Belgium,

there was a big surprise party for the boss Ingo because it was his first world title too. For both of us, it was a great result. It influenced some things for me as a coach and for our team. We gained some new drivers for the local RMC in the Netherlands and Belgium, as well as the RMC Euro Trophy. It's been really good. The main highlight from this year for me was when we won everything at the RMCET Winter Cup in Campillos – from qualifying through to the final. The second big thing was the victory of Maxim Dirickx in Mariembourg when he won the DD2 final at the RMCET round. It was not my victory, but his, and when I look back at how he has progressed since working with him the past two years, I can be really proud of what he achieved until now."



DD2 Masters
Morgan Riche
(FRA)

It was Morgan Riche's dream to return to the highest level of Rotax Racing in DD2 Masters since his last RMC GF in

La Conca 2008. Then he won his ticket at the RMC Golden Trophy. Double Canadian champion Pier-Luc Ouellette beat him at the RMC GF 2007 in Al Ain (UAE) and Morgan got one back in 2021 to make it even. For now, the plan is to race for victory in Portugal with his RM Concept drivers with Team France. Ouellette has qualified another time to be on the grid in Portimao and Morgan is seriously considering entering the BNL Karting Series in 2023 with a view to winning his RMC GF ticket. So it's GAME ON – once again!!

"In Bahrain I had a great week on an extraordinary circuit, the best track in my 20 years of karting. It is a constantly improving organization and I want to thank Rotax for everything... No racing this year for me until last weekend (mid-November) at a small circuit in the north to close the season with some fun, which I won in the classification for DD2 and DD2 Masters. Instead, I took care of my team all season and set up an RM Power Rotax engine service support van. The highlights of our 2022 season are the victory in Le Mans at the RMC International Trophy in Senior MAX with Nolan Lemeray and the qualification of two more RM Concept and RM Power drivers for the RMC Grand Finals as well; Sketchon and Barbaroux in DD2. I did drive one raid in Morocco to prepare for competing in the 2023 Rally Raid with the Can-Am Maverick X3 XRS."



Rotax Project E20
Senior
Oscar Pellemele
(FRA)

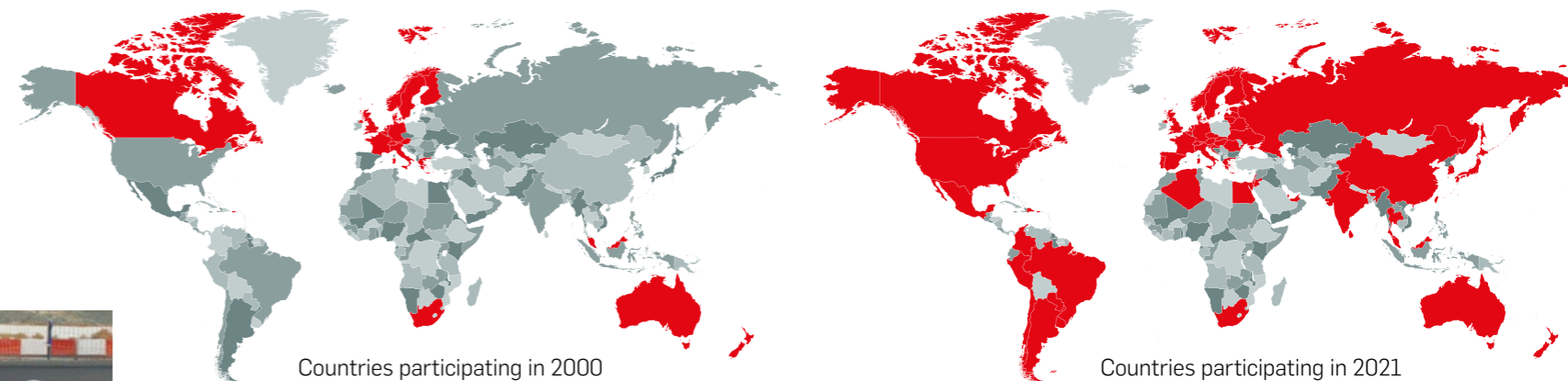
The French driver said after winning the first RMC GF E20 title that it was a dream to participate at the Grand Finals. He was very happy to have lived it, in Bahrain more-so, there with family and friends. Saying it was one of the most beautiful seasons, if not the most beautiful, working together with his father as mechanic as they have for the past 11 years.

"After my victory in Bahrain in December 2021, I received a lot of messages of congratulations from my family, close friends and other people I didn't know so well. It made me very happy! Concerning the 2022 season, I came back in Rotax Senior MAX and participated

in eight races which included three rounds of the Rotax Euro Trophy, RMC International Trophy and one race in the NSK (National Series Karting) in France. The highlights of my 2022 season were finishing 6th in the final race of the RMCET round in Val d'Argenton, 3rd in the Open Kart in Salbris, two victories in two regional races, as well as racing at the RMCIT in Le Mans. During this event, I missed the qualifying (ranked P51) and had to come back through the field in the heats and pre-final then in the final, gained 19 places to end up 13th. I am studying and in my third year of engineering school in Le Mans, working in the company „La Trinitaine“, a biscuit factory in Brittany, as an apprentice method engineer. I am also looking for an internship abroad, this time in the field of motorsports. The fact that I won the Rotax E20 Grand Finals in 2021 didn't really change my vision of things. I do karting to have fun above all, with my dad as mechanic, and I am still as motivated as ever to give my best on every weekend and to win races. I obviously still don't want to stop karting and even less when I live a moment like I did in Bahrain. I don't really have any best memories in Bahrain – the 10 crazy days we lived there are the memories!"

CONGRATULATIONS

THE HISTORY OF THE GRAND FINALS



The first edition of the Grand Finals took place in **2000** on the island of Puerto Rico with 66 drivers in the "125 MAX" class representing 19 countries.



The year **2003** was also the first time the company worked with a chassis manufacturer to supply comparable karts to competitors. The junior category raced on a "single make" chassis supplied by CRG while the more experienced drivers raced on their private chassis. This move increased the number of Grand Finals participants to almost 100 drivers.



The following year in Malaysia, the **2005** Grand Finals ran three different categories: 125 Junior MAX, 125 MAX and the 125 MAX DD2. The event attracted 140 drivers from 43 nations and BRP-Rotax also unveiled the newly designed MOJO tyres on this international platform.



In **2001**, the finalists were invited to Malaysia, where 76 drivers from 29 countries competed for the RMC "World Champion" title in the 125 MAX class.



The volcano island of Lanzarote, Spain welcomed the 5th Grand Finals in **2004**. For the first time, all competitors raced either on supplied "single make" chassis provided by CRG (for the 125 Junior MAX category) or by BRP (for the 125 MAX category).



The rainy coast of Viana do Castelo, Portugal, hosted the **2006** edition of the RMC Grand Finals. The event reached a record of 186 participants from close to 50 countries.



In **2002**, kart drivers from 33 different countries vied for the gold at the Grand Finals in South Africa, and in Egypt in 2003, the "125 Junior MAX" category was introduced.



The **2007** edition saw another great event in Al Ain in the United Arab Emi-

rates: 216 drivers from more than 50 countries from all five continents raced for victory in the 3 categories.



The world's top karting race series found itself on European soil once again when Italy – arguably the home of karting – hosted the Grand Finals in **2008**. Sharm el Sheikh, Egypt then hosted the Rotax MAX Challenge Grand



In **2010** the Grand Finals took place in Italy at the La Conca race circuit. Or the first time, the series held 4 different categories and the number of drivers went up to 250. The introduction of the new category – the 125 MAX DD2 Masters – allowed for another 36 drivers over the age of 32 to compete in the world's biggest kart race series.



After a wet experience in 2006 in the north of Portugal, the **2012** Rotax MAX Challenge Grand Finals edition returned to Portugal but to the south end of the Country. The Kartodromo Internacional Algarve race track near Portimao welcomed 276 drivers from about 60 countries who competed in four categories. A whopping 360 drivers including the invitational race of Rotax: 125 Micro and Mini MAX drivers raced



Finals in **2009**, marking the event's 10th anniversary.



In **2011** the Grand Finals returned to Al Ain, United Arab Emirates. Some 264 drivers from about 60 countries raced in four categories.



for the titles at NOLA Motorsports Park in New Orleans in **2013**.



HISTORY

ROTAX MAX CHALLENGE GRAND FINALS 2022



The 15th anniversary of the Rotax MAX Challenge Grand Finals was celebrated at Kartódromo Internacional Lucas Guerrero in Chiva/Valencia, Spain in **2014**. The 320 drivers came from 58 countries. The rain presented a new challenge for drivers and mechanics, as they had to readjust driving styles and chassis setups to stay competitive.



In **2015** the RMC Grand Finals returned to the wonderful south coast of Portugal to the Kartodromo Internacional Algarve near Portimao. This event also gave the opportunity to 36 Rotax 125 Micro MAX and 36 Rotax 125 Mini MAX drivers to take part at this international level race in an invitation only race.



The Circuito Internazionale di Napoli in Sarno, Italy was the track of choice for the RMC Grand Finals in **2016**. This year BRP-Rotax announced a new con-

cept to make the Rotax 125 Micro and Mini MAX classes more attractive. After the decision of the FIA and CIK to allow younger drivers to race outside their home countries, these classes were fixed part of the Grand Finals from then. This means that 2016 were 360 drivers from nearly 60 countries competing for the title.



In **2017** the RMC Grand Finals again took place in Portugal in the Kartodromo Internacional Algarve near Portimao. 360 drivers from almost 60 countries were racing against each other for the gold. Portimao was furthermore the platform to present the first Rotax THUNDeR e-kart in a demo race with 4 former karting champions.



The 19th edition of the Rotax MAX Challenge Grand Finals in **2018** took place on South American soil for the first time. Boasting the world's greatest elevation change in karting, the Paladino

circuit offered drivers both a technical and fast-flowing track. Tropical temperatures, exotic surroundings and an extraordinary track excited 360 drivers from 55 nations, battling a week to win. In Brazil, the RMCGF was the first time hosting the e-karting cup FIA-Americas consisting of 14 drivers and also organized an extra race of the e-kart championship (DEKM).



In **2019** BRP-Rotax returned to Italy, to the Circuito Internazionale di Napoli in Sarno where we celebrated the 20th anniversary of this exceptional and prestigious event. 360 drivers from nearly 60 countries were going to compete against each other during one week in Italy for the title. Additionally the last race of the e-kart championship (DEKM) took place in Sarno at this 20th anniversary of the RMCGF.

In **2020** we unfortunately had to cancel the RMC Grand Finals due to the worldwide Covid-19 pandemic.



HISTORY

ROTAX MAX CHALLENGE GRAND FINALS 2022

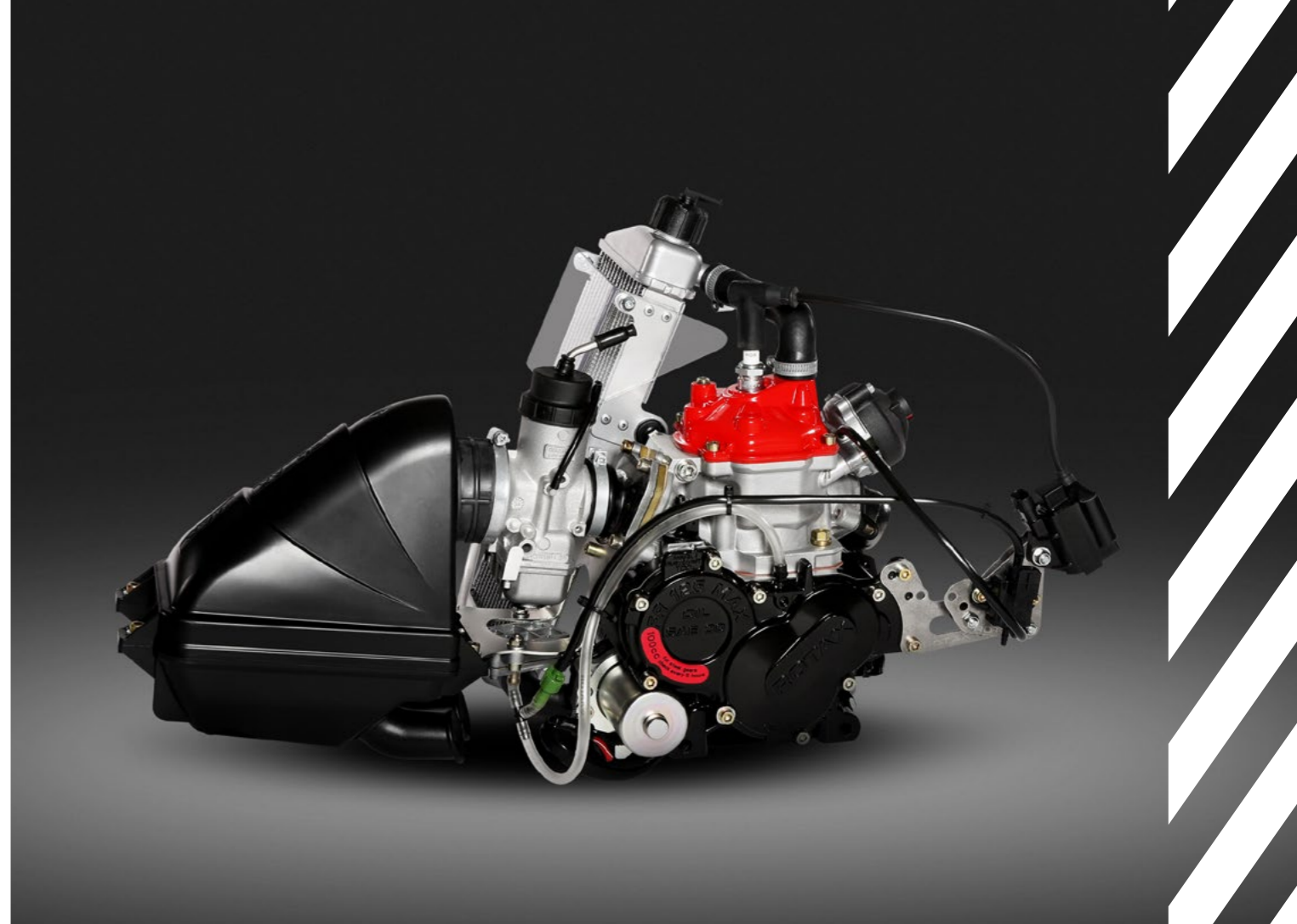


2021 the RMCGF came up with some premieres: It was the first time that the RMC Grand Finals took place in the Kingdom of Bahrain, we had the

biggest number of drivers and added another category to the schedule: the Rotax E20 E-Kart and we crowned the first ever E20 E-Kart Champion of the

RMCGF in the desert. The Bahrain International Karting Circuit (BIKC) furthermore gave us the opportunity to hold the pre-finals under floodlights.

Special thanks to our chassis partners and supporters over all the years!



HISTORICAL MILESTONE ACHIEVED: 125.000 ROTAX MAX ENGINES

Gunskirchen, Austria, November 14, 2022 – Another milestone in the longlasting history of Rotax Karting took place this week: the 125.000th edition of a Rotax 125 MAX engine left the assembly line at BRP-Rotax in Gunskirchen, Austria. Introduced in 1997, the Rotax 125 MAX engine can proudly be named a success story.

“When we launched the Rotax 125 MAX karting engine in 1997, we wanted to give the driver more time on the track and less time in the pits,” said Peter Oelsinger, General Manager BRP-Rotax / Member of the Management Board, Vice President Sales, Marketing RPS-Business & Communications. “Since

then, the Rotax MAX engines have been setting the benchmark in terms of equal opportunities, reliability, low cost of ownership as well as durability and ease of use. In combination with the Rotax MAX Challenge race series, where the skill of the driver is determining the race success, and the Rotax Life concept for

hobby and club racers, we are looking forward to continuing this success story together with our customers”, he added. The Rotax MAX Challenge (RMC) is a professional kart racing series established, owned and organized by BRP and its Rotax kart engine distributors. In compliance with and sanctioned by FIA

Karting and the local authorities, the RMC is a „one-make-engine“ formula: only Rotax kart engines that are checked and sealed (for equal performance) will be used. With an equal technical playing field, the success in the competition is primarily dependent on the skills of the driver. The RMC cumulates in the highlight of the Rotax karting season – the RMC Grand Finals, with approx. 400 drivers on the grid. This year the RMC Grand Finals will take place

from November 18th-26th, 2022 in Portimão, Portugal.

Rotax Life is an easy racing concept for hobby and club racers. It offers the possibility to connect, exchange knowledge, share experience and have fun - a place to live the Rotax Life. A single day, multi-brand race to get familiar with an organized racing event and schedule. It is not about winning but having fun. Only a set of basic regulations for more fun

on the track and less time and money to spend – the perfect concept for hobby and club racers

With 47 authorized Rotax Karting distributors and a network of more than 700 authorized Rotax karting service centers and dealers, BRP-Rotax provides worldwide professional service and race opportunities for its customers. For more information about the Rotax Karting world, please visit our website.

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NEW RACER MERCH LINE AVAILABLE