ROTAX MAX CHALLENGE GRAND FINALS 2014
VALENCIA / SPAIN November 25 - 29, 2014

www.rotax-kart.com
BNL, YOUR WAY TO VALENCIA?!-

The BNL Karting Series is a championship, raced over 3 rounds and a separate Kick Off with more than 120 drivers present from 19 different nations, every round guarantees great racing.

This year, 30 of our drivers managed to make it to the Grand Finals, 5 Grand Final tickets were awarded. Good luck to all of “our” drivers. We look forward to seeing you race in our series in 2015 and maybe the BNL will be your ticket to the Grand Final.

www.BNLKartingSeries.com
Welcome all drivers to the 15th Rotax MAX Challenge Grand Finals 2014 in Valencia, Spain.

The Grand Finals 2014 will be run at Kartodromo Internacional Lucas Guerrero from November 25 to 29, 2014. At this brand new kart track located around 30 km west from the city of Valencia 288 qualified Rotax MAX Challenge Grand Finals racers feel the spirit of racing in Valencia. Valencia is not only famous for its historic monuments, views and cultural attractions, it is also known for its motorsport events like the Formula One Grand Prix and the motorcycle Grand Prix.

As your host and as a member of the Rotax MAX family I am very proud that drivers from more than 50 nations will compete in this outstanding international finale – once again the season highlight including the best of the best in kart racing! The Grand Finals will see an impressive range of Rotax-powered karts, demonstrating why the Rotax MAX Challenge is one of the best in motorsports.

As a motorsports fan myself, I am very excited for this extraordinary racing event. Also hats off to everybody involved in the organization of the MAX Challenge Grand Finals 2014 and to all our ROTAX partners. With their passion, they engaged in a strenuous effort to organize the most successful karting event in the world.

Finally I want to wish all participants much success and a fair and safe competition.

Good luck to all of you!
ANNUAL SUBSCRIPTION

- € 57,00 Europe
- € 88,00 USA and Canada
- € 99,00 rest of the world

DELIVERY NAME AND ADDRESS (capital letters)

PHONE,

E-MAIL

SIGNATURE

SIGNATURE

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For further information: Tel +39/0692062356 - Via Mozart, 1 - 04011 Aprilia (LT)
e-mail: info@vroom.it

www.vroom.it
The Rotax MAX Challenge Grand Finals is an event eagerly awaited by those who love the world of karting, first of all due to the prestige and quality that are attached to the brand.

For those who work in the Kartódromo Internacional Lucas Guerrero, this is a dream come true, to host this major world event in our circuit. The ROTAX philosophy, based on equal opportunities for all drivers, becomes an additional incentive for motor enthusiasts. An exciting show of speed, in which the only individual advantage is the own ability and experience. The project of Kartódromo Internacional Lucas Guerrero has grown to become the most modern kart racing track in Spain, in facilities, runway length, and quality of the track, as it is certified by the CIK / FIA.

Therefore, holding the Rotax MAX Challenge Grand Finals means to reaffirm the importance at a regional, national, and now international level of this circuit.

The Kartódromo Internacional Lucas Guerrero is ready to welcome the riders participating in this great world karting party. The 15th edition of the Rotax MAX Challenge Grand Finals can now guarantee that it will be one of the events that we will remember for a long time, because the organization of this great competition is supported by a great human and technical team. Also, Valencia is well-known to be a land of passion for motor sports and speed experience. The festive mood and the support of fans are unconditionally guaranteed. I just want everyone, fans, sponsors, teams and people from Chiva, to enjoy this unique experience of kart.

The engine is ready, the speed will start 25th November.

We are waiting for everyone!

We are very proud to welcome the Rotax fans from all over the world to the biggest karting event – the Rotax MAX Challenge Grand Finals – as country representatives, and to host such a big event, in a country where Spaniards are famous as top ten world champions in various types of motorsports.

Spain is a country of motor sports enthusiasts, and karting has developed quite a lot in the past 15 years, with Fernando Alonso as strongest Spanish representative worldwide.

In the last decade several new tracks were built throughout the country, and now Spain has some of the best and modern kart tracks in Europe. The requirements to host the Rotax MAX Challenge Grand Finals are tough. Not only the facility has to fit to the needs, there are also the weather conditions at this season of the year.

Organizing the Rotax MAX Challenge Grand Finals in Spain (mainland) has always been a goal and a big challenge for Korridas as Rotax distributor for this country.

The brand new Kartódromo Internacional Lucas Guerrero fulfills the main requirements for hosting a Rotax MAX Challenge Grand Finals and therefore we accepted the challenge to organize this big event in 2014.

The Kartódromo Lucas Guerrero has a nice track which is fun to drive, a big paddock area, is a good location, generally with good weather conditions in November and plenty of flight connections from/to all over the world.

Valencia, the Spanish capital of La Comunidad Valenciana, is a nice, historic, modern city strongly linked to motorsports. The city has quite a lot of interesting places to visit, very good restaurants and nice seaside locations.

To put it in a nutshell: Valencia is the right spot to celebrate the 15th anniversary of the Rotax MAX Challenge Grand Finals, the best place for spectators to watch an outstanding racing event and a great opportunity for supporters to be part of it. Most important – a challenging track for drivers and a pleasant location.

To all drivers (to the best in their home countries) we ask you for fairness here, at Kartódromo Internacional Lucas Guerrero. If so, everybody will, of course, enjoy this terrific event. Have fun…
CONGRATULATIONS AND GOOD LUCK IN VALENCIA!

UK
Sandy Mitchell  Junior Max
Dean McDonald  Junior Max
David Wooder  Junior Max
Alex Quinn  Junior Max
Jack Bartholomew  Senior 125 Max
Joseph Reilly  Senior 125 Max
Harry Webb  Senior 125 Max
Guan Yu Zhou  Senior 125 Max
Josh White  Senior 125 Max
Josh Price  Senior 125 Max
Adam Glear  DD2
Sean Babington  DD2
Edward Brand  DD2
Barrie Pullinger  DD2
Shaun Slavin  DD2

IRELAND
Shane Mullins  Junior Max
Gary Donnelly  Senior 125 Max
Aaron Sherlock  DD2
Richard Faulkner  DD2 Master
Martin Pierce  DD2 Master
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>>> BRP-Powertrain Vice-President

5 EDITORIAL
>>> CEO Kartodromo Lucas Guerrero
>>> CEO Korridas E Kompanhia

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9 - 15 Feb (CAMPILLOS)
30 Mar - 5 Apr (SALBRIS)
25 - 31 May (CASTELETTO)
20 - 26 July (WACKERSDORF)
31 Aug - 6 Sep (GENK)

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25 - 31 May (CASTELETTO)
20 - 26 July (WACKERSDORF)
31 Aug - 6 Sep (GENK)

19 - 25 Oct (TBA)

Let's go Racing
www.rotaxmaxeurochallenge.com
Let’s take a look at RMCs impressive numbers in the course of its 2014 worldwide campaign. A success of global scale.

- 288 drivers 4 classes
- 50+ National RMCs
- 8 International RMCs (series with international participation)
- 500+ RMC events counting for qualification to the Rotax Grand Finals
- 7,500+ drivers that participated in national and international RMC events

With over 15,000 active drivers in more than 50 countries, the Rotax Max Challenge is the biggest and fastest growing racing series in the world.
15 YEARS OF THE ROTAX GRAND FINALS

Fifteen editions, 9 countries, four continents, 53 titles, 36 winners and as many as 2,500 drivers (give or take) have made the Rotax MAX Challenge Grand Finals the most successful single-make series in the history of the sport.
2001 Malaysia (68 entries)
Claudio P. Musso (South Africa) - 125 MAX

2005 Malaysia (140 entries)
Wesleigh Orr (South Africa) - RM1
Luuk Glansdorp (Netherlands) - 125 MAX
Satya Rasa (Indonesia) - 125 MAX MASTERS
Kenneth Hildebrand (Estonia) - 125 JUNIOR MAX

2002 South Africa (68 entries)
Mark Cronje (South Africa) - 125 MAX

2003 Egypt (68 entries)
Cristiano Mercado (South Africa) - 125 MAX
Omar Martin (Spain) - 125 JUNIOR MAX

2009 Egypt (216 entries)
Caleb Williams (South Africa) - 125 MAX DD2
J. Perez Santander (Spain) - 125 MAX DD2 MASTERS
Luke Varley (United Kingdom) - 125 MAX
Christophe Adams (Belgium) - 125 MAX MASTERS
Ukyo Sasahara (Japan) - 125 JUNIOR MAX
Nations Cup - UK

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Nations Cup - UK

2008 Italy (216 entries)
Leeroy Poulter (South Africa) – 125 MAX DD2
Dennis Kroes (Netherlands) – 125 MAX DD2 MASTERS
Ben Cooper (United Kingdom) - 125 MAX
Martin Pierce (Ireland) - 125 MAX MASTERS
Facundo Chapur (Argentina) - 125 MAX JUNIOR
Nations Cup – UK

2010 Italy (252 entries)
Daniel Merad (Canada) - 125 MAX DD2
Scott Campbell (Canada) - 125 MAX DD2 MASTERS
Caleb Williams (South Africa) - 125 MAX
Martin Rump (Estonia) - 125 JUNIOR MAX
Nations Cup - Spain

12 titles South Africa
1 title Argentina, Australia, Austria, France, Indonesia, Lithuania
4 titles Netherlands
3 titles Estonia, Spain
7 titles Canada
10 titles United Kingdom

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2015 SUPERONE BRITISH KARTING CHAMPIONSHIP

MINI MAX  JUNIOR MAX  ROTAX MAX

It's Where World Champions are Born!

For more information: John Hoyle Tel: 07774 646784  Johnhoyle@me.com
www.superoneseries.com
MICRO MAX INVITATIONAL RACE

The thrill of pro racing

Now at its fourth edition, the Micro MAX Invitational Race will take on the track in Valencia as a support event to the Rotax Grand Finals. Dedicated to Rotax youngest drivers, the idea to organize an event on an international level was brought on by their parents. Their vision and idea was that by being part of this elite program it would help young drivers to grow in motorsport, if they were able to compete on an international stage such as the Rotax MAX Challenge Grand Finals, gaining experience in such a huge event, alongside their idols and peers.

Started in 2011 as a stand-alone event by BRP’s national distributor, Korridas e Kompanhia, the Micro MAX Invitational Race was included in the Rotax Grand Finals the following year during the RMCGF taking place in Portimao, Portugal. The RMCGF of 2013 held in New Orleans saw 2 categories (Micro MAX and Mini MAX) and 72 drivers taking part. This year the Micro MAX class is the sole class, with 28 drivers from Spain and 4 drivers from Portugal, thanks to the agreement between the Spanish and Portuguese karting federations allowing this to take shape.

The concept of the invitational race is exactly the same as the RMCGF. Drivers will receive a complete kart, including engine, tyres, fuel, etc, as well as trackside support. All Micro MAX drivers present at the event will be sharing the track and paddock with the Junior MAX, MAX and DD2 class drivers they look up to. The official chassis supplier for the Micro MAX Invitational Race is IPKarting with their OK1 chassis, called “Speedy”. Korridas e Kompanhia will supply the engines and the technical support.

The participation of the youngest kart enthusiasts and their parents in the RMCGF gives them a better understanding of the Rotax MAX Challenge (RMC) and how this racing series is organized. They can experience the professionalism behind this concept. For Korridas e Kompanhia it is a great chance to strengthen the category for the youngest drivers, who are racing in the Rotax Micro MAX in Spain.

"Is there any better experience a young driver can get than being involved in this huge and unforgettable event together with 288 drivers from 60 countries, and being part of the Rotax MAX Challenge Grand Finals? I think there is none", says Arnaldo Frias, BRP distributor in Spain and Portugal.

FOR MORE INFORMATION ON THE ROTAX MAX CHALLENGE (RMC) VISIT WWW.ROTAX-KART.COM
When it comes to performance, you can trust DENSO parts. Over the last 60 years DENSO has demonstrated that our inventions contribute to a better driving experience. So it’s no surprise that nine out of every ten cars already feature original DENSO parts. Parts like our Iridium Spark Plugs that enhance acceleration and prevent misfires. If major car manufacturers place their trust in DENSO, why shouldn’t you?
STAY TUNED

The new fantastic website www.rotax-kart.com has a very useful tool for all Rotax fans and enthusiasts. The Race Calendar features all Rotax races from around the world.

Here the forthcoming events:

**7TH DECEMBER**
- RMC JAPAN #6 MOTEGI
- RAINBOW CUP #8 JAPAN
- RMC JAPAN #7 KYUSYU

**13TH-14th DECEMBER**
- ROTAX INVITATIONAL RACE THAILAND
- RMC ARGENTINA #1 ZARATE S.C.
- RMC JAPAN #6 SUZUKA
- RMC JAPAN #7 KOBE

**21ST DECEMBER**
- RMC JAPAN #6 KOTA

Launched in November 2013, the Kart Cloud is an online platform developed by BRP to support newcomers in discovering the right way to go-karting. The Kart Cloud is a service tool accessible free of charge to all karting enthusiasts. Thanks to its modern design, the Kart Cloud can be accessed from all operating systems, web browsers, and mobile devices. Already many users have registered and are active part of the Kart Cloud online community. Not only the new karter that can benefit from the features of this platform. Professional drivers can also track their performance and ultimately improve it. The Kart Cloud offers various online tools, such as Profile listing, Kart Track Locator, Academy and Logbook.

**Profile**
This feature enables the driver to create his own profile and to personalize his account with pictures and individual information. The social aspect of karting is supported by the most popular social media features, like adding friends, writing messages, starting challenges.

**Kart Track Locator**
Featuring already more than 500 kart tracks worldwide, the Kart Track Locator shows the rating each track received by the Kart Cloud members. Registered members can start a kart challenge directly from the track locator and are able to view who will race on which track and when. Invitations to the challenges can be sent to Kart Cloud members as well as to any other e-mail address. Additionally, members will be able to view the profile of these drivers, including the equipment they use.

**Academy**
Complete by lesson on how to use the equipment, drive safely and make the most of the on-track experience. Each chapter is concluded by a test, and features many useful tips and tricks, as well as track recommendations for all skill levels. With three levels already online, the Academy is a useful source of up to date information. The chapters cover the following topics:
- Basics and equipment
- Performance preparation
- Problem solving
- Frequently asked questions
- Solution for speed
- Fit and fast
- Working smarter, not harder
- Organization and efficiency
- Value for money

**Logbook**
The karting logbook enables the driver to register his specific settings (tyres, chassis, engine) for each track and for every session. After completing the session the user can enter the results and save the data, stored online and available on mobile devices.

NEW SINCE 12th NOVEMBER 2014: ONLINE FORUM - SHARE YOUR EXPERIENCES

JOIN THE KART CLOUD ON WWW.KART-CLOUD.COM
80 years of history and excellence for one of the most significant Italian company in the automotive sector.

Recently nominated 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.
A year of many changes and novelties at BRP. The 15th anniversary of the Rotax MAX Challenge Grand Finals, an exciting brand new web-based project with the Rotax Kart Cloud, a superb new circuit added to the list of venues that host the RMCGF, and the first edition with Daniel Erhardt, organizing the Rotax MAX Challenge Grand Finals together with BRP’s national distributor Korridas e Kompanhia.

What's new for the 2014 Rotax Grand Finals?

“The level of the competition is increasing year after year. Of course this puts even more pressure on us to make sure that the event is flawless and meets everyone’s expectations. One of the areas where we focused greater attention to guarantee highest standards of level playing field is the carburettor provided by Dell’Orto. In the past, some competitors played around with it in order to gain an advantage. This year, we will use sealed carbs with only two possible adjustments, by means of changing the position of the jet-need and the main jet.”

And of course the circuit, a brand new facility in one of the most exciting regions in Spain.

“The Kartódromo International Lucas Guerrero is a brand new circuit, and a very beautiful one, located very handily near Valencia and Spain’s east coast. The circuit has been tested several times by our team, and it ticked all the boxes. One of the top priorities for us are the safety features of the facility, and from this point of view it’s a state of the art venue. The track has also been approved by the CIK, so it fulfils all the standards for international homologation, the asphalt is of the highest quality, extremely smooth and the layout very exciting.”

As the international economy seems to be slowly recovering, what’s Rotax strategy going to be like in the near future?

“Our main focus will not change. We will continue to provide ever-competitive products, more affordable, at lower operating costs. Another key issue is to provide the best and most efficient customer support for all our customers around the world.”

Every year you look for things to improve. This ought to be one of the keys that have allowed 14th successful editions of the Rotax Grand Finals, a true landmark...

“We have reached a fantastic milestone! When we started the first Grand Finals in Puerto Rico we had a vision, but we did not expect it would become such a huge global success. It’s been a long way, we found few hurdles on our path, but I believe we have exceeded expectations.

The massive international participation is one of the things that we are more proud of, what really makes our series unique. But the Grand Finals is only the tip of the iceberg, as the Rotax community has been responding very well to our on-line platform, the Rotax Kart Cloud, which helps us reach all our members, also fostering the community’s growth.”
Download the full catalogue on: www.rotax.com

For more information pls. ask your local distributor or dealer!
Landmark achievement for the Rotax Grand Finals this year in Valencia, Spain. The most successful single-make series in the world has gone a long way since its inception, back in 1999. And at that time, it was a groundbreaking concept. In fact, after years of success and a huge collection of CIK titles and trophies, Rotax bet hard on a brand new project, simple, original and revolutionary at the same time, both at technical and organization level.

The MAX engine and its dedicated single-make series were born. Debuting in 1999 as a “playground” for ambitious leisure kart drivers, the Rotax MAX Challenge (RMC) is now one of the most prestigious events in karting. An annual highlight of the racing season, the Grand Finals bring together drivers from all over the globe.

After launching the MAX engine in 1999, the first edition of the Grand Finals took place in 2000 on the island of Puerto Rico with 66 drivers representing 19 countries in the “125 MAX” class. In 2001, the finalists were invited to Malaysia, where 68 drivers from 29 countries competed for the RMC “World Champion” title in the “125 MAX” class. 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. For the first time, Rotax worked with a chassis manufacturer to supply competitors with comparable karts. 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 from close to 40 countries.

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 following year in Malaysia, the 2005 Grand Finals ran three different categories: “125 Junior MAX”, “125 MAX” and “125 MAX DD2”. The event attracted 140 drivers from 43 nations and a new sponsor, Swiss Hutless from Switzerland, which supplied 55 race-ready chassis for the “125 Junior MAX” category. BRP also unveiled the newly designed MOJO tyres on this international platform. The rainy coast of Viana do Castelo, Portugal hosted the 2006 edition of the RMC Grand Finals. The event reached a record 186 participants from close to 50 countries. The 2007 edition saw another great event in Al Ain in the United Arab Emirates: 216 drivers from more than 50 countries raced in the three categories using CRG and Intrepid chassis.

The world’s top karting race series found itself on European soil once again when Italy – regarded as the home of karting – hosted the Grand Finals in 2008. Sharm el Sheikh, Egypt hosted the Rotax MAX Challenge Grand Finals the following year, marking the event’s 10th anniversary. In 2010 the Grand Finals took place once again in Italy at La Conca circuit and the number of drivers went up to 250. The introduction of the new category – 125 MAX DD2 MASTERS – allowed for another 36 drivers over the age of 32 to compete in the world’s biggest kart race series. The 2011 Grand Finals went back to Al Ain, UAE at the Al Ain Raceway circuit. Some 264 drivers from about 60 countries raced in four categories. After a wet experience in 2006 in the north of Portugal, the 2012 Rotax MAX Challenge Grand Finals moved to the south of the country to the Kartodrome Internacional Algarve near the city of Portimao. The event, again with four categories, increased to an astounding 276 drivers from about 60 countries. After over 10 years of growing success, the most popular single-make event was in search of a new challenge, which was represented this time by the American dream. Last year, the RMCGF crossed the ocean to race at the NOLA Motorsports Parc, close to New Orleans, U.S.A. Entries reached a whopping 380, coming from close to 60 countries – the largest turnout in the history of the Rotax MAX Challenge Grand Finals. 72 Mini and Micro MAX drivers from USA, Mexico and Canada signed up and competed in a three-day invitational event as the other 308 entrants. A massive organizational effort, which resulted in the most memorable Rotax Grand Finals to date.
Only few kilometres away from Valencia and its superb coast, the Circuit Kartódromo Internacional Lucas Guerrero is set to be one of the best venues the event has ever been hosted in.

Especially designed for Karting, with a very technical area and succession of fast turns, where the engine stays at high rpm all the way, the event was put together by BRP management with the support of Rotax distributor for Spain and Portugal Korridas e Kompanhia, who approached circuit owner Lucas Guerrero with the opportunity to host the highlight annual meeting of the most successful single-make series in the world.

**TRACK FEATURES:** track surface is extremely smooth, with 3 magnetic strips. The asphalt is very similar to that used at the F1 Grand Prix in Valencia each year. The layout of the track is very fast and flowing, with a technical middle section, 13 corners and 2 chicanes. The chicane leading onto the main straight is not so difficult but still requires a cautious approach. The kerbs are low and smooth, but during our testing, very slippery. The 2 straights (front and back) are fast, with a full acceleration time of around 10 seconds. The track is wide enough with many overtaking opportunities. Very good asphalt run-off area into turn one should there be anyone out of position, with the rest of the layout looking safe and gentle on equipment.

**PADDOCK AREA:** nice size to accommodate everyone, and a very large area designated for the mechanics viewing area. The track is completely flat, so the whole track can be viewed from any surrounding areas.

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**DARRELL SMITH,**
**ROTAX TEST DRIVER’S OPINION:**
“during our test, the circuit was extremely slippery as a result of the dust settling and no rain since the track had been completed. The racing lines will vary slightly as the grip goes down, as will the gear ratio. With the high speeds and smooth surface, this track is a lot of fun to drive on, and will certainly be a challenge for all drivers who qualified for this year’s Rotax MAX Challenge Grand Finals.”
The main straight
Wide, long and smooth for easy overtaking.

Corner 1.
Fast entry, good overtaking opportunity, smooth kerbs, wide run-off area.

Corner 1 exit, left kink and approach to chicane 1.
Wide exit leading into left hand kink and then approach into chicane no 1. Overtaking opportunity with late braking.

Chicane no 1 and exit.
Tight chicane. Smooth run through without hitting kerbs for good exit speed is required.

Triple APEX right hand corners.
The perfect line required to run through this technical section as smooth and fast as possible.

Left hand middle section.
Easy application of throttle to exit middle section and to carry speed onto middle straight. Caution required on exit as the correct race line requires maximum track usage, with the track tightening, leaving no room for error. One of the slowest corners on track, but also one of the difficult ones.

Left hand section, leading onto middle straight.
A series of full throttle left hand sweeping corners. Must keep the kart as straight as possible to maintain momentum and good speed. Good overtaking opportunity leading into next left hand corner.

Left corner at end of middle straight.
A late braking and good overtaking opportunity into this corner. Very tight exit, leading into right hand curve and onto back straight.

Right hand corner leading onto back straight.
Smooth exit required with easy application of throttle to maintain momentum and speed leading onto back straight.

Back straight.
Full speed ahead. Overtaking opportunity.

Right hand sweeping corner leading into chicane 2.
End of back straight, right hand sweeping corner. Taken at full throttle with a good kart set-up and a good lead into the final chicane and onto the main straight. Pit exit to the left.

Final chicane before main straight.
Very fast approach leading into final chicane and the last overtaking opportunity before running onto the main straight. Kerbs smooth but knock you offline if hitting them, so caution must be taken. Good exit speed required to lead onto main straight.
RONNI SALA  Birel

“I am sure that this partnership with Rotax will guarantee an excellent image feedback considering that at this event there will be about 300 pilots from more than 50 different countries and, in particular, it 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. Indeed, Birel 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, with particular attention for the Euro Max Challenge, 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. Moreover, I am very happy that we have reached an agreement for the Senior category, the most popular on a global scale, also because this will allow us to launch targeted promotional initiatives after the event through our global marketing network”.

BERTRAND PIGNOLET  Sodikart

“For more than 20 years, we have been working with Rotax as a real partner, on a long-term basis. In November 2014, for the 5th consecutive year, Sodikart will be proud to participate in the most exciting karting event in the world, the Grand Finals. For this 15th Grand Finals anniversary in Spain, Sodikart will be the official supplier of the Junior Class. All the Sodikart team will make everything possible to satisfy all the drivers with our fantastic Sodi Sigma. “Rendez-vous” in Spain for this fantastic event.”
DANIEL SLIVA IPKarting

“We are extremely proud to have the privilege of being chosen again after a very successful Grand Finals in New Orleans. Our next experience, under the global exposure of this important event, represents a big challenge on to accounts since our company will be involved in two categories with two brands: DD2 MASTERS with PRAGA and MICRO MAX with OK1. Top drivers from around the world will be gathered in Valencia. They will have the amazing chance to express their racing instinct, thanks to the high performances offered by the best selling chassis PRAGA DRAGON DD2 and OK1 SPEEDY 950 especially created and developed in view of the Grand Finals 2014. 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 premiere brands that we are proud to share with the world racing community. Throughout our 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!”

GIANCARLO TININI CRG

“As founder and president of CRG I am honored to contribute once again in the support of the Rotax Max Grand Finals. I believe in the BRP program and have made it a point to offer our collaboration starting with the very first GF back in 2000. CRG has forged its reputation at the highest levels of karting and the GF is without question one of the few karting venues able to generate such an overwhelming degree of exposure on all seven continents. That has to tell you something about where the direction of our sport is heading. I’ve had the opportunity of accompanying many talented drivers to the highest levels of formula racing and if I could make one recommendation that would be to never stop aspiring to be better. Now is your chance to showcase your talent to the world. Good luck to you all.”
OFFICIAL CHASSIS PARTNER OF THE ROTAX MAX CHALLENGE GRAND FINALS 2014

SODIKART.COM
### TECHNICAL BOX

**Official web site of chassis manufacturer:** [www.birel.it](http://www.birel.it)

**Brand name and type:** BIREL RY 30 S6 EVO 1R model

**Diameter of main tubes:** Ø30mm

**Wheelbase (mm):** 1,045mm

**Brand name and type of seat:** FREELINE

**Total weight (kg) of chassis with appropriate Rotax engine + accessories, L-size seat, rims and appropriate Mojo tyres, without fuel and coolant:** 75 kg

**Brake system (type and description):** HYDRAULIC RR

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### TECHNICAL BOX

**Official web site of chassis manufacturer:** [http://www.sodikart.com](http://www.sodikart.com)

**Brand name and type:** SODI Sigma S3

**Diameter of main tubes:** Ø30mm

**Wheelbase (mm):** 1,044mm

**Brand name and type of seat:** TEKNEEX Polyester

**Total weight (kg) of chassis with appropriate Rotax engine + accessories, L-size seat, rims and appropriate Mojo tyres, without fuel and coolant:** 70.5 kg

**Brake system (type and description):** 4 pistons hydraulic brake system – CIK

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### CHASSIS SPECS

**Sodikart 125 Junior MAX**

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**Birel 125 MAX**
...coming soon
### CRG 125 MAX DD2

<table>
<thead>
<tr>
<th>TECHNICAL BOX</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Official website of manufacturer</td>
<td><a href="http://www.kartcrg.com">www.kartcrg.com</a></td>
</tr>
<tr>
<td>CIK Homologation no.</td>
<td>Rotax registration</td>
</tr>
<tr>
<td>Brand name and type</td>
<td>CRG Dark Rider</td>
</tr>
<tr>
<td>Diameter of main tubes</td>
<td>Ø32 mm</td>
</tr>
<tr>
<td>Wheelbase (mm)</td>
<td>1,050 mm</td>
</tr>
<tr>
<td>Brand name and type of seat</td>
<td>CRG</td>
</tr>
<tr>
<td>Fuel tank capacity (liters)</td>
<td>8.5 l</td>
</tr>
<tr>
<td>Total weight (kg) of chassis with appropriate Rotax engine + accessories, L-size seat, rims and appropriate MOJO tyres, without fuel and coolant.</td>
<td>90 kg</td>
</tr>
</tbody>
</table>

### Praga 125 MAX DD2 Masters

<table>
<thead>
<tr>
<th>TECHNICAL BOX</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Official website of manufacturer</td>
<td><a href="http://www.ipkarting.com">www.ipkarting.com</a></td>
</tr>
<tr>
<td>CIK Homologation no.</td>
<td>64 CH-17</td>
</tr>
<tr>
<td>Brand name and type</td>
<td>Praga Dragon</td>
</tr>
<tr>
<td>Diameter of main tubes</td>
<td>Ø30 mm</td>
</tr>
<tr>
<td>Wheelbase (mm)</td>
<td>1,055 mm</td>
</tr>
<tr>
<td>Brand name and type of seat</td>
<td>IPK &quot;racing&quot;</td>
</tr>
<tr>
<td>Fuel tank capacity (liters)</td>
<td>8.5 l</td>
</tr>
<tr>
<td>Total weight (kg) of chassis with appropriate Rotax engine + accessories, L-size seat, rims and appropriate MOJO tyres, without fuel and coolant.</td>
<td>90 [+/- 1] kg</td>
</tr>
</tbody>
</table>
IN THE LINE OF FIRE
## 125 Junior MAX

### TECHNICAL BOX

<table>
<thead>
<tr>
<th>Age</th>
<th>13 - 16 years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Race Class</td>
<td>National / International</td>
</tr>
<tr>
<td>Maximum</td>
<td>15 kW / 20.4 hp at 8,500 rpm</td>
</tr>
<tr>
<td>Performance</td>
<td>17 Nm at 8,500 rpm</td>
</tr>
<tr>
<td>Maximum Torque</td>
<td>bare engine: 11.8 kg / 26.0 lbs</td>
</tr>
<tr>
<td>Weight</td>
<td>with complete power pack: 23.6 kg / 51.6 lbs</td>
</tr>
<tr>
<td>Special Features</td>
<td>Junior cylinder without exhaust valve</td>
</tr>
<tr>
<td>Power Pack</td>
<td>silencer, carburetor, fuel pump, engine, exhaust system, radiator, battery, battery box, cable harness, start button, ON/OFF switch</td>
</tr>
<tr>
<td>Chassis Compatibility</td>
<td>wheel base from 780 mm to 1,050 mm</td>
</tr>
</tbody>
</table>

## 125 MAX

### TECHNICAL BOX

<table>
<thead>
<tr>
<th>Age</th>
<th>15 years +</th>
</tr>
</thead>
<tbody>
<tr>
<td>Race Class</td>
<td>National / International</td>
</tr>
<tr>
<td>Maximum</td>
<td>21 kW / 28.5 hp at 11,500 rpm</td>
</tr>
<tr>
<td>Performance</td>
<td>21 Nm at 8,750 rpm</td>
</tr>
<tr>
<td>Maximum Torque</td>
<td>bare engine: 12.0 kg / 26.5 lbs</td>
</tr>
<tr>
<td>Weight</td>
<td>with complete power pack: 23.6 kg / 58.6 lbs</td>
</tr>
<tr>
<td>Special Features</td>
<td>cylinder with pneumatic timed exhaust valve</td>
</tr>
<tr>
<td>Power Pack</td>
<td>silencer, carburetor, fuel pump, engine, exhaust system, radiator, battery, battery box, cable harness, start button, ON/OFF switch</td>
</tr>
<tr>
<td>Chassis Compatibility</td>
<td>wheel base up to 1,050 mm</td>
</tr>
</tbody>
</table>

## 125 MAX DD2

### TECHNICAL BOX

<table>
<thead>
<tr>
<th>Age</th>
<th>15 years +</th>
</tr>
</thead>
<tbody>
<tr>
<td>Race Class</td>
<td>National / International</td>
</tr>
<tr>
<td>Maximum</td>
<td>24 kW / 32.6 hp at 11,750 rpm</td>
</tr>
<tr>
<td>Performance</td>
<td>20 Nm at 10,500 rpm</td>
</tr>
<tr>
<td>Maximum Torque</td>
<td>bare engine: 16.8 kg / 37.0 lbs</td>
</tr>
<tr>
<td>Weight</td>
<td>with complete power pack: 29.2 kg / 64.4 lbs</td>
</tr>
<tr>
<td>Special Features</td>
<td>Chainless drive system, 2-speed gearbox, operated by shift paddle from the steering wheel</td>
</tr>
<tr>
<td>Power Pack</td>
<td>silencer, carburetor, fuel pump, engine, exhaust system, radiator, battery, battery box, cable harness, start button, ON/OFF switch</td>
</tr>
<tr>
<td>Chassis Compatibility</td>
<td>wheel base up to 1,050 mm</td>
</tr>
</tbody>
</table>
**OK1 Speedy 125 Micro MAX**

<table>
<thead>
<tr>
<th>TECHNICAL BOX</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Official website of manufacturer</td>
<td><a href="http://www.ipkarting.com">www.ipkarting.com</a></td>
</tr>
<tr>
<td>CIK Homologation no.</td>
<td>22 CH-14</td>
</tr>
<tr>
<td>Brand name and type</td>
<td>OK1</td>
</tr>
<tr>
<td>Diameter of main tubes</td>
<td>Ø28 mm</td>
</tr>
<tr>
<td>Wheelbase (mm)</td>
<td>950</td>
</tr>
<tr>
<td>Brand name and type of seat</td>
<td>IPK &quot;racing mini&quot;</td>
</tr>
<tr>
<td>Fuel tank capacity (liters)</td>
<td>3.5 l</td>
</tr>
<tr>
<td>Total weight (kg) of chassis with appropriate Rotax engine + accessories, L-size seat, rims and appropriate MOJO tyres, without fuel and coolant.</td>
<td>63 [+- 1] kg</td>
</tr>
</tbody>
</table>

**125 Micro MAX**

<table>
<thead>
<tr>
<th>TECHNICAL BOX</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Age</td>
<td>8 - 10 years</td>
</tr>
<tr>
<td>Race Class</td>
<td>mainly national</td>
</tr>
<tr>
<td>Maximum</td>
<td>5 kW / 6.8 hp at 6,500 rpm</td>
</tr>
<tr>
<td>Performance</td>
<td>8 Nm at 5,500 rpm</td>
</tr>
<tr>
<td>Maximum Torque</td>
<td>bare engine: 11.8 kg / 26.0 lbs</td>
</tr>
<tr>
<td>Weight</td>
<td>with complete power pack: 21.6 kg / 47.6 lbs</td>
</tr>
<tr>
<td>Special Features</td>
<td>Junior cylinder without exhaust valve, radiator and exhaust that fit special kids chassis</td>
</tr>
<tr>
<td>Power Pack</td>
<td>silencer, carburetor, fuel pump, engine, exhaust system, radiator, battery, battery box, cable harness, start button, ON/OFF switch</td>
</tr>
<tr>
<td>Chassis Compatibility</td>
<td>wheel base from 780 mm to 1,050 mm</td>
</tr>
</tbody>
</table>
On occasion of the 2013 Rotax Grand Finals held in New Orleans, USA, BRP held a contest where participants raced to adjust a balance drive. The winner, 20-year-old racer and mechanics Matas Kiznis from Lithuania had the opportunity to visit the BRP installations in Valcourt, Canada, birthplace of the Ski-Doo snowmobile, from May 7-9, 2014, and to connect with BRP employees. “I have been racing professionally for 7 years, I attended the Grand Finals as a driver 4 times and I have been working as a mechanic for 3 years but I still participate in some local races. I have been using Rotax engines since 2008 and the week of the Rotax Grand Finals 2013 was the most memorable of my life. I was a mechanic for Lithuanian Kazimieras Vasilisaukas in DD2. I applied to the 3-day Connecting with BRP contest because I didn’t want to miss the opportunity to see how the number one products in the world are being manufactured.”

https://www.youtube.com/watch?v=S5y0PEBZ2uI&list=UUxFO9K0dIXNDRSCH0B7DTW

2013 ROTAX DISTRIBUTORS OF THE YEAR

Unlike previous years, in 2013 Rotax awarded as many as three of its distributors for sales and operational efficiency with the prestigious Distributor of the Year Award. BRP honoured Kartodrom from Germany, Kombikart b.v. from the Netherlands and Stelios.Marcou & Sons Ltd from Cyprus. “We congratulate our distributors to their success. To claim all the points of BRP’s evaluation system, all of them work hard throughout the year” said Helmut Voglsam, sales Rotax kart engines. BRP uses six parameters to evaluate each distributor’s performance. The annual award program recognized its distributors demonstrating sales achievements coupled with operational excellence. “Strong partners like our distributors enable us to further improve our business. They showed a level of professionalism and with the effort they put in their business we are pleased with,” concluded Voglsam.

GET ON WITH MOJO

After an intensive product development, which started back in 2005, MOJO tyres, the official rubber of the RMC, have reached a landmark achievement and are now used in over 50 countries. Since their introduction on the market in 2006, with the launch event being the Rotax MAX Challenge Grand Finals 2006 in Portugal, the MOJO tyre family has expanded. A wide range of 2 types of wet, 3 slick and 2 cadet tyres have been developed to satisfy the needs of various markets in terms of grip, speed and lifetime in different categories. Continuous improvement, as well as quality control ensures that MOJO tyres have gained a great acceptance among thousands of customers worldwide for their quality and consistency. Besides the thousands of races throughout the year, MOJO highlight event is the MOJO Tyre Changing Contest. Mechanics of the racing teams are welcome to match with one another. The first part takes place during the welcome party, while the best 5 then battle for the title at the prize giving party, the last event of the Rotax MAX Challenge Grand Finals.
## TIME SCHEDULE AT A GLANCE

### WEDNESDAY 26.11.2014
**QUALIFYING PRACTICE - 10 MIN.**
13:55 14:05 JUNIOR ODD NUMBERS
14:10 14:20 JUNIOR EVEN NUMBERS
14:25 14:35 SENIOR ODD NUMBERS
14:40 14:50 SENIOR EVEN NUMBERS
14:55 15:05 DD2 MASTERS ODD NUMBERS
15:10 15:20 DD2 MASTERS EVEN NUMBERS
15:25 15:35 DD2 ODD NUMBERS
15:40 15:50 DD2 EVEN NUMBERS

### THURSDAY 27.11.2014
08:30 10:25 WARM-UP
**QUALIFYING HEATS (ROUND 1)**
11:00 11:15 RACE 1 - JUNIOR (A+B) 7 laps
11:20 11:35 RACE 2 - JUNIOR (C+D) 7 laps
11:40 11:55 RACE 3 - SENIOR MAX (A+B) 8 laps
12:00 12:15 RACE 4 - SENIOR MAX (C+D) 8 laps
12:20 12:35 RACE 5 - DD2 MASTERS (A+B) 8 laps
12:40 12:55 RACE 6 - DD2 MASTERS (C+D) 8 laps
13:00 13:15 RACE 7 - DD2 (A+B) 8 laps
13:20 13:35 RACE 8 - DD2 (C+D) 8 laps
13:35 14:05 LUNCH BREAK
**QUALIFYING HEATS (ROUND 2)**
14:25 14:40 RACE 9 - JUNIOR (A+C) 7 laps
14:45 15:00 RACE 10 - JUNIOR (B+D) 7 laps
15:05 15:20 RACE 11 - SENIOR MAX (A+C) 8 laps
15:25 15:40 RACE 12 - SENIOR MAX (B+D) 8 laps
15:45 16:00 RACE 13 - DD2 MASTERS (A+C) 8 laps
16:05 16:20 RACE 14 - DD2 MASTERS (B+D) 8 laps
16:25 16:40 RACE 15 - DD2 (A+C) 8 laps
16:45 17:00 RACE 16 - DD2 (B+D) 8 laps

### FRIDAY 28.11.2014
08:30 10:25 WARM-UP
**QUALIFYING HEATS (ROUND 3)**
10:55 11:10 RACE 17 - JUNIOR (A+D) 7 laps
11:15 11:30 RACE 18 - JUNIOR (B+C) 7 laps
11:35 11:50 RACE 19 - SENIOR MAX (A+D) 8 laps
11:55 12:10 RACE 20 - SENIOR MAX (B+C) 8 laps
12:15 12:30 RACE 21 - DD2 MASTERS (A+D) 8 laps
12:35 12:50 RACE 22 - DD2 MASTERS (B+C) 8 laps
12:55 13:10 RACE 23 - DD2 (A+D) 8 laps
13:15 13:30 RACE 24 - DD2 (B+C) 8 laps
13:30 14:05 LUNCH BREAK
13:45 14:00 DRIVER’S GROUP PICTURE AT GRAND STAND
**QUALIFYING PRACTICE MICRO MAX - 10’**
14:35 14:45 QUALIFYING PRACTICE
**SECOND CHANCE RACE**
14:50 15:05 RACE 25 - JUNIOR 7 laps
15:10 15:25 RACE 26 - SENIOR 7 laps
15:30 15:45 RACE 27 - DD2 MASTERS 8 laps
15:50 16:05 RACE 28 - DD2 8 laps
**QUALIFYING HEAT MICRO MAX - 10’**
16:10 16:25 QUALIFYING HEAT 7 laps

### SATURDAY 29.11.2014
08:30 09:40 WARM-UP
**PRE-FINALS**
09:45 10:05 PRE-FINAL MICRO MAX 8 laps
10:10 10:30 PRE-FINAL JUNIOR 11 laps
10:35 11:00 PRE-FINAL SENIOR 14 laps
11:05 11:30 PRE-FINAL DD2 MASTERS 14 laps
11:35 12:00 PRE-FINAL DD2 14 laps
12:20 13:10 DRIVERS PRESENTATION
**FINALS**
13:40 14:00 FINAL MICRO MAX 10 laps - Winner’s parade at the track
14:20 14:40 FINAL JUNIOR 15 laps - Winner’s parade at the track
15:00 15:25 FINAL SENIOR 18 laps - Winner’s parade at the track
15:45 16:10 FINAL DD2 MASTERS 18 laps - Winner’s parade at the track
16:30 16:55 FINAL DD2 18 laps - Winner’s parade at the track
17:20 PRIZE GIVING CEREMONY
21:00 DRIVERS PARTY AT RESTAURANTE FERRADURA
THE ONLY PLACE TO RACE THIS WINTER

2015 ROTAX MAX CHALLENGE GRAND FINALS TICKETS ARE ON THE LINE

WEST COAST

2015 ROTAX CHALLENGE OF THE AMERICAS SCHEDULE
JAN 9 - 11 musselman honda circuit
FEB 13 - 15 phoenix kart racing association
MAR 13 - 15 simraceway karting center

EAST COAST

2015 FLORIDA WINTER TOUR ROTAX SCHEDULE
JAN 23 - 25 homestead karting
FEB 27 - MAR 1 orlando kart center
MAR 27 - 29 ocala gran prix

where will you #gorotax?
ARRIVE AND DRIVE
PACKAGES AVAILABLE AT ANY OF OUR 7 ROUNDS.
GREAT AUSSIE LOCATIONS WITH STRONG COMPETITION.
• JUNIOR MAX • SENIOR MAX • DD2 • DD2 MASTERS
CONTACT IKD TODAY

E: brinley@internationalkarting.com.au   Ph: +612 4735 1344