



Challenge of the Americas Series Structure

1. Organizer:

-The National Organizer of the Challenge of the Americas (CotA) Rotax Max Challenge (RMC) is Full Throttle Karting.

Visit www.RotaxChallenge.com for more information.

2. License for participation:

-The Challenge of the Americas is an Invitational Rotax Max Challenge. Participation requires the driver to present at registration one of the following:

A current International karting license issued by an ASN affiliated to the FIA along with any other requirements of their ASN.

For drivers without an international license, a current National karting license issued by the ASN affiliated to the FIA, such license/memberships are issued by the WKA.

For all Micro and Mini Max Drivers a current National karting license issued by an ASN affiliated to the FIA.

3. The Challenge of the Americas Description:

-As an official Rotax Max Challenge, the CotA will provide an opportunity for Rotax drivers from all over North, Central and South America, the Caribbean, and indeed every country in the world, to compete against the best Rotax racers from the Americas.

-The Challenge of the Americas will offer the Micro-Max, Mini-Max, Junior Max, Senior Max, Masters Max, Shifters and Masters Shifter classes. Results of each race will be calculated throughout the series to determine the winning drivers of the Challenge of the Americas.

-The point system can be found online at www.RotaxChallenge.com

-The Challenge of the Americas will be broken down into:

-3 double race weekend events with; timed practice, qualifying, pre-final and final races for each Saturday and Sunday.

4. Qualification for the Challenge of Americas:

-The CoTA will be an open international race. The driver must be properly licensed and if need be; Full Throttle Karting can issue a letter of invitation for the event to any driver considering to participate.

5. Challenge of the Americas Regulations:

-Event Regulations will be posted prior to the event at www.RotaxChallenge.com

6. Challenge of the Americas Eligible Engines and Seals:

-All Rotax engines must be in conformity with the CoTA RMC Technical Regulations and CoTA RMC Supplemental Technical Regulations at all times. All shifter engines must also comply with appropriate regulations at all times as well.

*IMPORTANT – During any official element, including official practice days, only declared equipment may be used.

7. Class Age and Weight Structure:

Micro Max Class (235lbs minimum): 7 – 11 years old. The driver must be 7 years old or older before competing. The driver must have their 12th birthday after 12/31/2017.

Mini Max Class (265lbs minimum): 10 – 13 years old. The driver must turn 10 years old or older during 2017. The driver must have their 14th birthday after 12/31/2017.

Junior Max Class (320lbs minimum): 12 – 16 years old. The driver must turn 12 years old or older in 2017. The driver must have their 17th birthday after 12/31/2017.

Senior Max Class (364lbs minimum): 15 years old and above. The driver must turn 15 years old or older during 2017.

Masters Max Class (395lbs minimum): 32 years old and above. The driver must turn 32 years old or older during 2017.

Shifter Senior Class (385lbs minimum): 15 years old and above. The driver must turn 15 years old or older during 2017.

Shifter Masters Class (405lbs minimum): 30 years old and above. The driver must turn 30 years old or older during 2017.

Lo206 Class (365lbs minimum): Sr. 14 years old and above. The driver must turn 14 years old or older during 2017. LO206 Junior Age 11+ (320lbs minimum) "Yellow Slide"

-It will be allowed to race and participate in more than one class as long as the driver is within the proper age requirements of each class.

-If a driver wants to move up in class before the age requirement they can ask for an Age Waiver, which will be reviewed by the series director/promoter. Please email ftk51@sbcglobal.net to receive a current 2017 form. Drivers that are granted a waiver to move up in class will not be allowed to compete in the higher class at other events unless another waiver is approved.

8. Technical Inspection

-The appointed Technical Director of the series has the right to confiscate an illegal or suspicious Rotax part, but that part must be submitted to the MAXSpeed Group.

-The part must be accompanied by the name of the driver, serial number of the engine; number of the top engine seal and bottom engine seal if available, the name of the service center according to the engine Passport, the engine passport and in no case will an illegal part be returned.

9. Technical Inspector supplied by the Maxspeed Group.

-The CotA may also appoint a technical inspector supplied by MaxSpeed Group at any of the race events.

-This technical inspector may, at any time during the event, conduct a technical inspection of Rotax engines and or declared equipment. The power of this technical inspector is the same as the chief technical inspector appointed at the event by the series organizer.

10. Appeal of Technical Disqualification:

-Appeal process will be the sole responsibility of MAXSpeed Group.

-If a competitor is found to be illegal during an event, the competitor may file an official technical appeal. Basic appeal process will be as follows; the part will be confiscated and submitted to the MAXSpeed Group via mail. The MAXSpeed Group will collect the information, inspect the part and discuss internally to make an official decision. The decisions made by MAXSpeed Group will be final.

11. Code of Conduct:

In the interest of providing and organizing events with the highest level of professionalism and maintaining a desirable atmosphere, Full Throttle Karting expects all those in attendance to conduct themselves in a controlled and professional manner consistent with the following code of conduct, throughout the duration of an event.

By taking part in any CotA activity you are automatically agreeing to adhere to the CotA code of conduct.

For purposes of this Code of Conduct a participant in any CotA sponsored event is defined to include the driver and any relative, guest, tuner, or mechanic (hereinafter "associates") of the driver. Drivers are therefore responsible and accountable for the conduct of their associates, as well as their own conduct.

Participation in the CotA is a privilege, not a right. All CotA participants must agree to conduct themselves in accordance with the spirit and dictates of this Code of Conduct when participating in any CotA activity. All participants must agree to conduct themselves in a sportsmanlike manner, and are responsible for their actions, as well as the actions of their associates, at all times including while in attendance or participation in any type of CotA activity.

Sportsmanlike conduct is defined as, but is not limited to: respect for CotA competition officials, staff, and employees, and the kart racing public, respect for facilities, privileges and operating procedures, the use of courtesy and good manners, acting responsibly and maturely, and refraining from the use of profane or abusive language. While participating in any CotA activity:

Code of Conduct

1. CotA participants shall conduct themselves at all times and in all places as befits worthy representatives of the RMC and in accordance with the best traditions of competition.
2. CotA participants are responsible for knowledge of and adherence to RMC regulations, rules and procedures.
3. CotA participants shall maintain high standards of moral and ethical conduct, which includes self-control and responsible behavior, consideration for the physical and emotional well-being of others, and courtesy and good manners.
4. CotA participants shall abide by RMC regulations, rules and procedures, including its Code of Conduct while participating in official RMC activities.
5. CotA participants shall abstain from illegal and/or immoderate consumption of drugs and or alcohol.
6. No CotA member shall engage in any conduct that could be perceived as harassment based upon gender, age, race, religion or disability.
7. CotA participants will avoid profane or abusive language and disruptive behavior.
8. CotA participants shall respect and obey the directives of the RMC race officials and Full Throttle Karting including its owners, officers, directors, employees, and agents and shall refrain from any and all threats of retaliation and lawsuits.
9. CotA participants shall respect the rights and dignity of fellow drivers, race officials, and the public at all times during race events.

10. CotA drivers shall refrain from abusive, uncomplimentary, defamatory, or disrespectful comments on social media including Facebook, Twitter, etc., regarding other drivers, race officials, organizers, or any person or entity associated with the CotA.

Failure to comply with any of the above provisions may lead to disciplinary action against an offending driver or associate including, but not limited to, one or all of the following:

- Exclusion from competition.
- Removal from the race premises for the duration of an event.
- Permanent ban from CotA activities.
- Or any other restriction appropriate under the circumstances.