



REF 26032501

BULLETIN – GEAR OIL

Dear Competitors/Entrants,

Please note the below addendum to the UAE RMC Technical Regulations 2025-26 (UAE RMC TR) which comes into force at all events from 01 March 2026 onwards.

In line with ROTAX Global Technical Regulations, the following now applies (refer to [Article 6.1](#) of the UAE RMC Technical Regulations):

125 Micro MAX, 125 Mini MAX, 125 Junior MAX and 125 Senior MAX – a minimum volume of 50ml of gear oil must be able to be sampled at all times during the event. This volume must be able to be extracted via the oil drain port within 1 minute.

XPS KART GEAR Oil must be used. Changing of the gear oil for an alternative brand is not permitted.

125 MAX DD2 – a minimum volume of 100ml of gear oil must be able to be sampled at all times during the event. This volume must be able to be extracted via the oil drain port within 1 minute.

XPS DD2 KART GEAR Oil must be used, changing of the gear oil for an alternative brand is not permitted.

Yours,

GUY SHEFFIELD
CHAMPIONSHIP DIRECTOR
UAE ROTAX MAX CHALLENGE



REF 26032502

BULLETIN – SPROCKETS & GEARING MICRO MAX AND MINI MAX

Dear Micro MAX and Mini MAX Competitors/Entrants,

Mandatory gear ratios (engine and rear axle sprocket combinations) are fixed for both Micro MAX and Mini MAX categories by means of Event Supplementary Regulations and shall not be modified under any circumstances.

Only rear axle sprockets of 219 pitch are permitted.

The use of half-tooth sprockets, offset-tooth sprockets, non-standard tooth profiles, or any device, process, machining, treatment, or modification intended to alter the effective gear ratio is strictly prohibited.

During scrutineering, compliance must be verified using an original ROTAX rear sprocket of the specified tooth count as a reference gauge. The outside diameter and tooth count must match the corresponding original ROTAX rear sprocket.

Normal wear and tear resulting solely from use, which does not alter the effective gear ratio, is permitted. Any wear, damage, or modification that results in a change to the effective gear ratio shall be considered non-compliant.

Yours,



GUY SHEFFIELD
CHAMPIONSHIP DIRECTOR
UAE ROTAX MAX CHALLENGE



REF 26032503

BULLETIN – REED VALVE ASSEMBLY STOPPER PLATE GAP

Dear Competitors/Entrants,

Since the introduction of the 'double-sealing' of engines from summer 2024, Al Ain Raceway has meticulously ensured that the distances between the reed valve assembly stopper plates have been set:

125 JUNIOR MAX, 125 MAX, 125 MAX DD2 – within the range of 19.0 mm +/- 0.1 mm

125 MICRO MAX, MINI MAX – within the range of 16.00 mm +/- 0.1 mm

(refer to Article 5.6.2 of the UAE RMC Technical Regulations 2025-26)

These stated stopper-gap tolerances have been deliberately reduced to a very small range in order to retain performance parity in each category, since variations will influence performance.

Detailed, authenticated service records back up these (and other) component measurements which are used as references when carrying out any further service/repair work on the same engine units.

It has come to our attention recently that in a few cases the stopper plate gaps measured as part of our in-house service protocol are inconsistent with the previously-recorded setting.

Competitors are reminded that any manipulation of original components is strictly prohibited. This includes the reed valve stopper gaps.

Please note that event Scrutineers will have access to all relevant engine measurements recorded during previous services in order to determine whether any manipulation has occurred which constitutes a technical non-conformity.

Teams/competitors who have doubts as to their reed valve stopper gap conformity (for whatever reason) are encouraged to get their engines submitted for verification no later than Wednesday 08 April 2025.

Yours,



GUY SHEFFIELD
CHAMPIONSHIP DIRECTOR
UAE ROTAX MAX CHALLENGE