



2017 ROTAX PRO TOUR SERIES SPORTING REGULATIONS

CLASSES:



MICRO MAX



MINI MAX



JUNIOR MAX TROPHY



JUNIOR MAX



ROTAX 125 LIGHT



ROTAX 125 HEAVY



DD2



DD2 MASTERS



1 - Preamble & Jurisdiction

- a) The Australian Karting Association trading as Karting Australia (“**KA**”) in conjunction with International Karting Distributors (“**IKD**”) will organise the 2017 Rotax Pro Tour (the “**Series**”) for Drivers in: Micro Max, Mini Max, Junior Max (Trophy), Junior Max, Rotax 125 (Light), Rotax 125 (Heavy), DD2 and DD2 (Masters).
- b) This Series has been sanctioned by KA as a National Series.
- c) These Sporting Regulations (the “**Series Regulations**”) are specific to the Series and are formulated for the Classes and Divisions to Compete within a National Series at a level commensurate with a National Series competition.
- d) Unless otherwise specified, the definitions in the National Competition Rules (the “**Rules**”) shall apply to these Series Regulations.
- e) KA and/or IKD with the approval of KA, may modify the Series Regulations, from time to time.
- f) The Series Regulations apply solely to the specified Classes and Divisions at Rounds of the Series.
- g) The Rotax Pro Tour is conducted to meet the following objectives:
 - i. To provide a National Series that determines which Drivers will qualify to receive a Rotax Max Challenge Grand Finals invitation.
 - ii. To provide a National Series that gives Competitors experience for International competition in Rotax Classes.
 - iii. To promote karting as a sport to be enjoyed as a participant, an official and as a spectator.
 - iv. To create a karting sporting platform that is attractive to Competitors and sponsors and that enhances the aims and objectives of Karting Australia to grow and develop the sport of karting.
 - v. The conduct of the Series Events within each Meeting should be the benchmark for quality in karting administration, promotion and operation of race meetings. In achieving this it is intended to improve the experience, attitude and standard of karting officials and officiating on a national basis.

2 - Events

- a) The Series will be contested over seven (6) rounds of Competition (“**Rounds**”).
- b) Rounds will be conducted in Australian States as determined by KA and IKD.
- c) In 2017 Rounds of the Series will be conducted in Victoria, Queensland, New South Wales and South Australia.
- d) The date and venue for each Round will be:

Round 1	26 - 28 January	Todd Road, VIC
Round 2	10 - 12 March	Bolivar, SA
Round 3	5 - 7 May	Ipswich, QLD
Round 4	16 - 18 June	Port Macquarie Coffs Harbour, NSW
Round 5	4 - 5 August	Puckapunyal, VIC
Round 6	15 - 17 September	Albury/Wodonga, VIC (Jason Richards Memorial)
- e) KA, following advice from IKD, reserves the right to vary the date, time and venue for any Rounds at their discretion.
- f) The classification of a Series Champion Driver will be established through the results obtained by a Driver and in accordance with these Series Regulations.
- g) The classification of the Manufacturers Cup will be established through the results obtained in all Rounds of the Series.
- h) Entry to all Rounds will be open to authorised Drivers holding the appropriate International or National Licence.

3 - Organisation & Administration

- a) The Series will be conducted under the provisions of the International Sporting Code of the FIA, the National Competition Rules, these Series Sporting Regulations and such Supplementary Regulations, Further Regulations, Addendum’s and Bulletins (the “**Rules**”) as may be issued by, or in conjunction with, the Organising Committee of each Round.

- b) KA reserves the right to issue Supplementary Regulations and/or instructions to Competitors and/or Drivers and these shall be of the same effect as these Regulations.
- c) All the concerned parties, Officials, promoters, Competitors, Participants and Drivers may only participate in the Series on the condition that they respect all texts and documents, which govern it.
- d) The Series will be promoted by IKD.
- e) The following personnel have been appointed to the Series by KA and/or IKD and have the authority to administer the various aspects of these Series Regulations in accordance with the Rules.
 - i. Series Manager: Ian Black (IKD)
 - ii. Series Coordinator: Donald Stevens (IKD)
 - iii. Series Steward: TBA
 - iv. Series Race Director: Russell White
 - v. Series Clerk of the Course: TBA
 - vi. Series Commentators: Liam Meegan, Matt Payne
 - vii. Series Media Coordinator: Brinley Gread
- f) Subject to the agreement of KA and IKD, the Series personnel listed above may be added to or replaced in the Supplementary Regulations for a Meeting.

4 - Commercial Exclusivity

- a) The right to associate the name of any company, sponsoring entity, organiser or brand with the Series for all Classes and Divisions is exclusively reserved for IKD.

5 - Additional Classes

- a) IKD may, subject to the prior approval of KA, determine any and all additional Classes or Divisions to compete on the event program at any Round.

6 - Competitor and Driver Eligibility

- a) To be eligible to Compete in a Round of the Series, each Competitor and/or Driver must hold a current International or National Competition licence.
- b) All Drivers Competing in the Series are eligible to receive the Rotax Max Challenge Grand Finals (“**RMCGF**”) invitation.
- c) To be eligible to compete in DD2 Masters, the Driver must have turned 32 years of age by December 31st 2017.
- d) A Driver who finished in the Top 20 of the 2016 Series in the Junior Max Class is not eligible to compete in the Junior Max Trophy Division.

7 - Series Registration

- a) Competitors
 - i. Each Competitor will be required to register (regardless of the number of Meetings in which they intend to compete) on the official registration form for the Series available at www.rotax.com.au
 - ii. When registering, a Competitor will nominate three (3) preferred competition numbers (one or two digits only) for each Class or Division in which they intend to Compete which they shall retain for all Rounds of the Series. In the event that more than one Competitor nominates the same competition number, IKD will allocate the competition number to Competitors who have finished inside the Top 20 of that specific Class or Division in the previous year’s Series. After that, allocation will be in order of the earliest submitted request.
 - iii. Top 20 ranked competitors from the 2016 series get priority of their race number in their Class or Division.
- b) Manufacturers
 - i. All Chassis manufacturers are eligible for the Manufacturers Cup.
- c) Fees
 - i. There is no fee for Drivers to register for the Series.
 - ii. There is no fee for Chassis manufacturers to register for the Series.

- iii. Competitors will pay an entry fee to Compete at each Round of the Series.

8 - Licences Required

- a) The Series Events are restricted to Drivers holding the appropriate Licence for that Class or Division
- b) Eligible Licences are:

Class / Division	KA Minimum Licence Requirement		Kartsport NZ Minimum Licence Requirement
Micro Max	Cadet 9	C Grade	Tier 2
Mini Max	Cadet 12	C Grade	Tier 2
Junior Max Trophy	Junior	B Grade	Tier 1
Junior Max	Junior	B Grade	Tier 1
Rotax 125 Light	Senior	B Grade	Tier 1
Rotax 125 Heavy	Senior	B Grade	Tier 1
DD2	Senior	B Grade	Tier 1
DD2 Masters	Senior	B Grade	Tier 1

- c) A current Participants Licence or current Senior Drivers Licence (for a Driver who is over 18 years of age) must be held by the parents and/or legal guardian of each Driver under the age of 18 years who enters to Compete in a Round of the Series. The Participants Licence is available through CMS.
- d) A Competitors Licence must be held by a person entering a Team in the Series.
- e) A "Mechanic and Pit Crew Licence" will be required by each mechanic, pit crew member, parent and guardian who does not hold a Participants, Drivers or Competitors Licence and who requires access to the Race Track Area, the in-grid, out-grid, technical and scrutineering areas and Parc Fermé areas at an Event. The Mechanic and Pit Crew licence are available through the CMS.

9 - Entries and Minimum Entries

- a) Details of the entry method and closing date for entries will be listed in the Supplementary Regulations for each Round of the Series.
- b) The entry fee payable to the Organiser will be listed in the Supplementary Regulations for each Round of the Series.
- c) If less than eight (8) genuine entries are received to constitute a Class or Division by the listed closing of entries then the Class or Division may not be contested.
- d) All Drivers whose entry is not accepted for any Class or Division shall be notified as soon as possible and the entry fee will be refunded.

10 - Circuits and Practice Restrictions

- a) Unless otherwise specified in the Supplementary Regulations, the Race Track shall be closed to all Competitors from 12.01am on the Monday prior to the Round and shall remain closed until the first official session of the Round.
- b) The only exception to this shall be as authorised by KA or IKD for the purpose of promotion only.
- c) Unless otherwise specified in the Supplementary Regulations for a Meeting, the Race Track Area will be closed to Karts after the last session on Friday and the last session on Saturday and will remain closed until opened for official on-track activity the following day.

11 - Administrative Checking & Scrutineering

- a) Administrative checking and scrutineering will take place at the time and venue listed in the Supplementary Regulations.
- b) Engine and chassis seals will be issued and it is the Competitor's responsibility to ensure they are correctly fitted prior to qualifying.
- c) Competition numbers and sponsors stickers are required to be in place from the commencement of practice. The placement of official sponsor's stickers on the bodywork of competing Karts is compulsory when so advised.

- d) It is the Competitor's responsibility to have a mechanic, or representative, available at the time requested by the Chief Scrutineer for the dismantling of engine(s) to enable technical inspections and verifications to occur.
- e) Each Competitor in the Micro Max and Mini Max Classes will be issued with a controlled restrictor prior to the commencement of qualifying. It is the Competitor's responsibility to ensure that the restrictor is correctly fitted and sealed in accordance with the Rules and used from the commencement of qualifying for the remainder of the Meeting. It is also the Competitor's responsibility to ensure the restrictor is returned to IKD at the end of the Meeting. Failure to return the restrictor will result in a \$100 fine being imposed and the Competitor will forfeit all Series Points for that Round.

12 - Driver's Briefing

- a) A Drivers Briefing will take place at a location and time to be nominated in the Supplementary Regulations or as announced on the circuit's public address system.
- b) It is compulsory for each Driver, and if the Driver is under 18 years of age, for a parent or legal guardian to attend all Drivers' briefings.
- c) Drivers and if required by these Regulations the parent or legal guardian of a Driver who fail to attend a briefing and sign the attendance sheet will be referred to the Stewards of the Meeting for possible disciplinary action.

13 - Parc Fermé

- a) The area of Parc Fermé includes, but is not limited to the In-grid, Out-grid, weigh scales area, the mechanical breakdown lane, the technical inspection area, the Race Track Area and such other areas nominated in the Supplementary Regulations or notified by Addendum or Bulletin
- b) Only persons with the correct accreditation may enter Parc Fermé and then only with the prior approval of the Chief Scrutineer or their representative. Controls are in place as to the nature of equipment and materials that may be brought into Parc Fermé. These controls are communicated by the Rules, the Event regulations and will be interpreted and enforced by the responsible Parc Fermé officials.

14 - Parc Fermé In and Out Grid Entry

- a) Entry to the In-grid and Out-grid will be restricted to two (2) pit crew per Driver for each Class or Division.
- b) All nominated pit crew entering the In-Grid or Out-Grid areas must have their pit crew licence on display at all times.
- c) Entry to the In-Grid or Out Grid areas shall only be granted at specific times as detailed in the timetable, which will be available at the Meeting.

15 - Chassis & Engine Equipment

- a) **Chassis**
 - i. Chassis must comply with either the current KA Technical Regulations or the current CIK-FIA International Karting Regulations and be either CIK homologated or KA homologated and be Approved for competition by KA.
 - ii. To be eligible to Compete in the Junior Max Trophy Division a Competitor must use the Intrepid Freedom 30mm Control Chassis as supplied by IKD and detailed in the Technical Specifications available at www.rotax.com.au.
 - iii. Competitors must present themselves and their equipment in a clean, well maintained and professional manner at all times.
 - iv. Number plates will be in accordance with the Rules.
- b) **Front Fairing**
 - i. **The following conditions apply to the fitment of the Front Faring (Nose Cone)**
 - 1) **The use of the CIK-FIA homologated front fairing mounting kit (the "Mounting Kit") of the bodywork homologation period 2015 – 2020 is mandatory.**

- 2) From the commencement of Qualifying the first Heat until the conclusion of the Final, each Driver must enter the Out Grid area with the front fairing detached from their kart.
 - 3) The Pit Crew member or the Driver themselves must mount the front fairing in the Out Grid area under the supervision of a Scrutineer or an appointed Official.
- ii. Correct installation of the “Front Fairing”
- 1) From the commencement of the first Heat onwards the front fairing (using the Mounting Kit) must be in the correct position at all times during a Competition (see Appendix 1: CIK-FIA Technical Drawing No. 2c).
 - 2) If the Judge of Fact reports that the front fairing on one or more karts was no longer in the correct position when the “black and white chequered flag” was waved and the Kart(s) concerned crossed the finish line, in all situations a time penalty of 10 seconds will be imposed automatically on the driver(s) concerned.
 - 3) This time penalty is not susceptible to appeal but may be reviewed by the Stewards at their absolute discretion solely on the basis of video evidence presented by the Driver from their own Kart that irrefutably shows that the incident which caused the front fairing to be in the incorrect position was not caused by them.
 - 4) Should the Stewards find that the video evidence presented does not irrefutably show that the incident which caused the front fairing to be in the incorrect position was not caused by them, the Driver shall be excluded from that section of the Event.
 - 5) Should a Driver be found/proved to have intentionally replaced a front fairing which is not installed correctly during the last lap or after the “black and white chequered flag” was waved they will be excluded from the Meeting.
- iii. Drivers Are To Purchase the Mounting Kits
- 1) Drivers will be required to purchase the Mounting Kits from a designated supplier

c) Engine

- i. Competitors are only permitted to use the following spark plugs during of a Meeting:

Class / Division	Denso Iridium				NGK
Micro Max, Mini Max	IW24	IW27	IW29	IW31	GR8DI-8
Junior Max Trophy, Junior Max, Rotax 125 Light, Rotax 125 Heavy, DD2, DD2 Masters	IW24	IW27	IW29	IW31	GR9DI-8

Karts will be randomly checked throughout the Meeting to ensure adherence to this requirement. Spark plugs must be original as supplied by the manufacturer and no machining or removal of the washer is permitted.

- ii. 2017 Rotax MAX EVO components (Homologation Bulletin 7 – 21) will not be permitted for use in competition until Wednesday 1st March 2017.

16 - Data Logging

- a) KA and/or IKD may require the fitment of technical equipment for the purpose of data logging to ensure the technical conformity of certain equipment with the Rules.

17 - Timing

- a) It is the Competitors responsibility to fit and maintain their timing transponder in accordance with the Rules.
- i. It is compulsory for all Competitors to affix an AMB compatible transponder to their Kart in a working condition from the start of the Friday practice session at each Meeting. Failure to do so will result in exclusion from the next practice session. In the event of it being the final session a \$200 fine will apply.
 - ii. Transponder fitting instructions are to be in accordance with the Rules.

18 - Fuel and Lubricants

- a) The Fuel permitted to be used must be in accordance with the Rules and will be listed in the Supplementary Regulations for each Round.

19 - Tyres

- a) All Tyres will be barcoded.
- b) Only the Tyres listed in the Rules are permitted to be used at a Round.
- c) Only tyres imported and supplied by IKD are permitted to be used at a Round.

20 - Tyre Pooling

- a) Tyre pooling and impounding may be employed and will be advised in Supplementary Regulations for each Round.
- b) Failure to collect Tyres within the published time period may result in a penalty.

21 - Video Recording Systems - Recording Medium (SD Card) Procedures

- a) Prior to the commencement of on-track activity on each day of a Round, the Recording Medium used in the camera fitted to a Kart must be completely cleared and reformatted.
- b) No recorded vision on the Recording Medium may be deleted from the time that on-track activity has commenced on each day of a Meeting until 0700 hours the next day, without the prior written permission of the Stewards.

22 - Mechanical Breakdown Lane

- a) Other than during Qualifying, a Mechanical Breakdown Lane will be in operation at all Rounds unless stated otherwise in Supplementary Regulations.

23 - Full Course Yellow

- a) When the order is given to neutralise the Race, all Flag points will display yellow lights / waved yellow flags.
 - i. The order to neutralise the Race will be the words "FULL COURSE YELLOW".
 - ii. A "SLOW" board (yellow board with the word "SLOW" written in black) will be displayed at the Start Line and generally one other location around the Race Track.
 - iii. These will be displayed until immediately before racing recommences under Green Light/Flag conditions.
- b) When the Full Course Yellow order is given, and yellow lights/ waved yellow flags are displayed, all of the Karts in the Race must:
 - i. Stop racing, slow down (Ref.: Competition Rules Chapter 2 Rule 4 e) and line up behind the lead Kart in single file.
 - ii. Overtaking is strictly forbidden.
 - The sole exception to this is if a Kart slows down because of a serious problem and cannot keep up.
 - iii. Once the line has formed and it is safe to do so, Drivers are permitted to weave on the straights to keep their tyres warm.
- c) During the neutralised laps, the leading Kart will dictate the pace of the other Karts. All Drivers should drive at a consistent, moderate speed.
 - i. All the other Karts must remain in a tight formation. One (1) Kart length between each Kart.
 - ii. Karts may enter the mechanical breakdown lane during the neutralisation.
 - They may re-join the Race Track only when authorised to do so by an Official.
 - iii. A Kart re-joining the Race Track shall proceed at a moderate speed until it reaches the end of the line of Karts behind the leading Kart and must remain in that position.
- d) When the Race Director or Clerk of the Course decides to end the neutralisation, they will order that the yellow lights be switched off and yellow flags will be held immobile (they will not be waved).
 - i. This will be the signal to the Drivers that the Race will resume the next time that the Karts cross the Start Line.
 - ii. The "SLOW" boards will continue to be displayed until immediately before racing is recommenced.

- iii. The leading Kart will continue to set the pace, at a consistent, moderate speed.
- e) The Race Director or the Clerk of the Course will give the instruction to the Starter for the resumption of the Race.
 - i. The “SLOW BOARDS” will be withdrawn from the Race Track.
 - ii. The Starter will wave the Green Flag / switch the lights to Green to indicate the resumption of racing.
 - iii. Drivers may accelerate only after their Kart has crossed the acceleration line approaching the Start Line, when the green light is turned on/ green flag is being waved by the Starter.
 - iv. Overtaking is prohibited until your Kart has crossed the Start Line under Green Light / Green Flag conditions. The sole exception to this is if a Kart slows down because of a serious problem.
- f) Each lap completed during the neutralisation will be counted as a racing lap.
- g) If the race finishes during the neutralisation, the Karts will take the chequered flag as usual.

24 - Practice

- a) Untimed practice may be scheduled at a Meeting.
- b) Official Practice will be conducted for all Classes on the Friday of a Round
- c) Each Class or Division will have a minimum of two (2) timed practice sessions at a Meeting. The duration of these sessions will be listed in the Supplementary Regulations.
- d) Micro Max, Mini Max and Junior Max Trophy will be restricted to one (1) set of tyres during Friday practice.

25 - Qualifying

- a) Each Class or Division will have one (1) qualifying session at a Meeting.
- b) The duration of the Qualifying session will be listed in the Supplementary Regulations.
- c) A Driver may only qualify one (1) Kart in each Class or Division at a Meeting.
- d) For Under-subscribed Classes, a combination of the times set in the final two (2) timed practice sessions will determine the order of Karts for qualifying from fastest to slowest, with the fastest Driver occupying grid position 1, second fastest Driver occupying grid position 2 and so on.
- e) Over-subscribed Classes will be split into two (2) qualifying groups based on the times set in the final two (2) timed practice sessions. The slowest 50% will be classified as Group 1 and the fastest 50% will be classified at Group 2.
- f) Where the separation results in an odd number of Karts, the lesser number will comprise Group 1.
- g) The fastest Driver in each group will occupy grid position 1, second fastest grid 2 and so on.
- h) At the end of the qualifying session for both groups, Drivers will be split into four (4) groups:
 - i. Group A
 - ii. Group B
 - iii. Group C
 - iv. Group D
- i) Group A will include the fastest qualifier, fifth fastest qualifier and so on
- j) Group B will include the second fastest qualifier, sixth fastest qualifier and so on
- k) Group C will include the third fastest qualifier, seventh fastest qualifier and so on
- l) Group D will include the fourth fastest qualifier, eighth fastest qualifier and so on
- m) This process will continue until all Drivers are allocated a group.

26 – Top 5 Shootout

- a) At each Round, one (1) eligible Class or Division will have a Top 5 Shootout as follows:
 - i. Round 1 – Todd Road, VIC: Rotax 125 Light
 - ii. Round 2 – Bolivar, SA: Rotax 125 Heavy
 - iii. Round 3 – Ipswich, QLD: DD2 Masters ~~NSW: Junior Max~~
 - iv. Round 4 – Coffs harbour NSW: Junior Max ~~Ipswich, QLD: DD2 Masters~~
 - v. Round 5 – Puckapunyal, VIC: DD2
 - vi. Round 6 – Albury/Wodonga, VIC: Mini Max

- b) The Top 5 Shootout will be conducted after the completion of Qualifying.
- c) The Top 5 Shootout will be regarded as the final qualifying session for those Drivers who achieve the top five (5) places in qualifying.
- d) The starting order for the shootout will be from fifth to first as established by the results of Qualifying
- e) Each Driver will be released on one (1) warm-up lap from the Grid. As the Kart crosses the Start Line, the Driver will be shown the green flag to signal the start of that Driver's timed lap.
- f) When the Kart crosses the Finish Line at the end of its timed lap, the Driver will be shown the chequered flag indicating the end of the timed lap, whereupon the Driver must immediately reduce speed and return to the Pit via the in-grid.
- g) Each Kart and Driver nominated to participate in the shootout must be on the grid at the scheduled start time of the session.
- h) Any Competitor that fails to participate in the shootout will have their times excluded from Qualifying and will start from the rear of the grid for each Heat race.
- i) Any Competitor that commences but does not complete their shootout lap will be classified at fifth (5th). Should more than one (1) Kart not complete the shootout lap, the order of their shootout placing will be determined by that Competitor's Qualifying result.

27 - Grid Procedure

- a) Undersubscribed Classes
 - i. The results of the qualifying session will determine the grid for each Heat Race from fastest to slowest.
 - ii. The combined points accumulated by a Driver from Heat Race one (1), Heat Race two (2) and Heat Race three (3) will determine the grid for the Pre-final Race.
 - iii. The results of the Pre-final Race will determine the grid for the Final Race.
 - iv. In the event of a tie on points, the lower grid position will be awarded to the Driver with the faster original qualifying time.
- b) Oversubscribed Classes
 - i. The fastest qualifier (1st in Group A) will start three (3) Heat Races from pole position.
 - ii. The second fastest qualifier (1st in Group B) will start two (2) Heat Races from pole position
 - iii. The third fastest qualifier (1st in Group C) will start one (1) Heat Race from pole position
 - iv. The grid allocation for each heat race is detailed in v. – x. below.
 - v. Heat 1A – Group A vs Group D with the following grid order:
 - Group A will occupy grid positions 1, 3, 5, 7, etc,
 - Group D will occupy grid positions 2, 4, 6, 8, etc
 - vi. Heat 1B – Group B vs Group C with the following grid order:
 - Group B will occupy grid positions 1, 3, 5, 7, etc,
 - Group C will occupy grid positions 2, 4, 6, 8, etc
 - vii. Heat 2A – Group A vs Group C with the following grid order:
 - Group A will occupy grid positions 1, 3, 5, 7, etc,
 - Group C will occupy grid positions 2, 4, 6, 8, etc
 - viii. Heat 2B – Group B vs Group D with the following grid order:
 - Group B will occupy grid positions 1, 3, 5, 7, etc,
 - Group D will occupy grid positions 2, 4, 6, 8, etc
 - ix. Heat 3A – Group A vs Group B with the following grid order:
 - Group A will occupy grid positions 1, 3, 5, 7, etc,
 - Group B will occupy grid positions 2, 4, 6, 8, etc
 - x. Heat 3B – Group C vs Group D with the following grid order:
 - Group C will occupy grid positions 1, 3, 5, 7, etc
 - Group D will occupy grid positions 2, 4, 6, 8, etc
 - xi. To be eligible for a grid position in the Pre-Final Race and the Final Race a Competitor must:
 - Register a qualifying time

- Compete in at least two (2) Heat Races
- xii. The combined points accumulated by a Driver from Heat Race one (1), Heat Race two (2) and Heat Race three (3) will determine the grid for the Pre-Final race.
 - The Driver who has accumulated the least points in the Heat Races will start on Pole Position for the Pre-Final Race.
 - The Driver who has accumulated the second least points in the Heat Races will start on Grid 2 for the Pre-Final Race and so on until the grid is filled to Track Density.
 - In the event of a tie on points, the lower grid position will be awarded to the Driver with the faster qualifying time.
- xiii. The finishing order from the Pre-Final Race will determine the grid for the Final Race.
 - The winner of the Pre-Final Race will start on Pole Position for the Final race.
 - The Driver who finishes second in the Pre Final Race will start in Grid position 2 for the Final race and so on.
 - Non finishers in the Pre-Final Race will be gridded at the rear of the field in order of laps completed, followed by grid position from the Pre-Final Race.

28 - Heat Races

- a) Each Class or Division will have three (3) Heat Races at a Meeting.
- b) The Heat Races will be conducted over the following approximate distances:
 - i. Junior Max, Rotax 125 (Light), Rotax 125 (Heavy), DD2, DD2 (Masters): 12 km (Heats 1, 2 and 3).
 - ii. Micro Max, Mini Max, Junior Max Trophy: 10km (Heats 1, 2 and 3).
- c) The duration of each Heat Race will be expressed as a number of laps which will be listed in the Supplementary Regulations for each Round.
- d) Over Subscribed Classes
 - i. Each group will race against each other group over three (3) heat races
 - ii. Heat races will be conducted between the following groups:
 - Heat 1A: Group A and Group D
 - Heat 1B: Group B and Group C
 - Heat 2A: Group A and Group C
 - Heat 2B: Group B and Group D
 - Heat 3A: Group A and Group B
 - Heat 3B: Group C and Group D

29 - Point Score To Determine Grid For Pre-Final

- a) The point score outlined in this regulation will only be used to determine the Grid for the Pre-Final Race in each Class or Division at a Meeting. These points will not count towards the Series points.
- b) Points for each the heat race will be awarded as follows:
 - i. 1st place - 0 points,
 - ii. 2nd place - 2 points,
 - iii. 3rd place - 3points and so on with one (1) point being added for each place.
- c) Non-starters and non-finishers in a Heat Race will be awarded a finishing position based on the number of laps completed.
- d) If a Driver fails to make the Start they will be classified in grid order behind the number of starters in the race. If a Driver is Excluded from a Heat Race they will be awarded points equal to the number of entries in the Heat of that Class or Division plus one (1).

30 - Junior Max Oversubscribed

- a) Where the Junior Max Class is Over-Subscribed at a Round, a standalone race may be included on the program at the sole discretion of IKD and the Organiser.

- b) Only those Competitors who are not allocated a grid position for the Pre-Final may participate in this standalone race.
- c) This standalone race may only be scheduled where eight (8) or more Drivers are not allocated a Grid position for the Pre-Final.
- d) Series Points will not be awarded for this race.
- e) The duration of this race will be at the sole discretion of the Organiser.

31 - Pre-Final Race

- a) Each Class or Division will have one (1) Pre-Final Race at a Meeting.
- b) The duration of the Pre-Final race will be expressed as a number of laps which will be listed in the Supplementary Regulations.
- c) The Pre-Final will be conducted over the following approximate distances:
 - i. Micro Max, Mini Max and Junior Max Trophy: 15km
 - ii. Junior Max, Rotax 125 Light, Rotax 125 Heavy, DD2, DD2 Masters: 18km

32 - Final

- a) Each Class or Division will have one (1) Final Race at a Meeting.
- b) The duration of the Final Race will be expressed as a number of laps which will be listed in the Supplementary Regulations.
- c) The Final will be conducted over the following approximate distances
 - i. Micro Max, Mini Max and Junior Max Trophy: 18km
 - ii. Junior Max, Rotax 125 Light, Rotax 125 Heavy, DD2, DD2 Masters: 22km

33 - Starts

- a) All Races will be started using a Rolling Start.

34 - Rolling Start Procedure

- a) Each Race will be started using a Rolling Start in accordance with the Rules.

35 - Non-competition

- a) It is the spirit and intent of the competition that all Races should be contested to the fullest.
- b) Where a Driver is considered to have missed or retired from a race in an attempt to gain an advantage, they may be required to appear before the Stewards of the Meeting for the appropriate action and/or penalty.

36 - Round Results

- a) The placing's for each Round will be determined by the placing's obtained in the Final race.
- b) Any Driver, who has not completed the full number of provided laps, even if the Driver does not finish the final, will be classified according to the number of laps completed.

37 - Series Points - Drivers

- a) Points shall be awarded to Competitors in each Class or Division at each Round of the Series as follows:

Pos.	Standard Point Round PRE-FINAL	Standard Point Round FINAL
1	1275	1700
2	1179	1572
3	1090	1454
4	1008	1345
5	932	1244
6	862	1150

7	797	1064
8	737	984
9	682	910
10	630	842
11	583	778
12	539	719
13	498	665
14	460	657
15	425	608
16	393	562
17	363	520
18	335	481
19	309	445
20	285	410

- b) Each Competitor in a Class or Division can score in a total of 12 Series Points results (6 x Pre-Final Start Positions & 6 x Finals Results) in the Series, however, only their 10 highest scoring results will be used to calculate their ranking.
- c) Points shall only be awarded to the Drivers classified as finishers in the final results of each race.
- d) Non-finishers will not be awarded Series points.
- e) Any race which is stopped, and not restarted, and where less than 50% of the race distance has been completed by the leader shall be deemed a non-race in respect of Series points and no points shall be awarded.
- f) Any race which is stopped, and where 50% or more of the race distance has been completed by the leader, shall be deemed to have finished and full Series points shall be awarded.
- g) Each Competitor wishing to qualify for the RMCGF must comply with the '2017 Conquer the World' Terms and Conditions available at www.rotax.com.au

38 - Series Points - Manufacturers Cup

- a) Points are awarded to the Chassis manufacturer for the three (3) podium finishers of each eligible Class or Division at each Round as follows:
 - i. 1st Place – 25 points
 - ii. 2nd Place – 20 points
 - iii. 3rd Place – 16 points
- b) Manufacturers Cup Points will only be awarded in the following Classes or Divisions:
 - i. Micro Max
 - ii. Mini Max
 - iii. Junior Max
 - iv. Rotax 125 Light
 - v. Rotax 125 Heavy
 - vi. DD2
 - vii. DD2 Masters.
- c) The Manufacturers Cup Winner will be awarded their trophy at the Rotax Pro Tour Grand Final.

39 - Series Results When a Tie Exists

- a) In the event of two (2) or more Drivers scoring equal points at the end of the Series in a Class or Division, the final Series order for that Class or Division will be determined by the Driver who achieves highest result in the Final at the Rotax Pro Tour Grand Final.
- b) In the event the result is still tied, the Series order will be determined by the highest result in one of the previous Finals (Rounds 1 to 6), starting from the most recent event and working backwards through the results the Series.

40 - Trophy Presentation

- a) Unless a Driver has the prior approval of IKD, a 1000 point penalty will be applied to a Driver's ranking points when a Driver who is receiving a trophy or prize does not attend the podium presentation on time, wearing their race suit at each Series Round.
- b) Drivers are required to be available for the presentation if commenced prior to 4:30pm.
- c) First, Second and Third in each Class or Division will receive a trophy at each Round.
- d) Drivers on the Podium are expected to stay on the Podium steps while spraying the champagne.

41 - Recognition of State Champions

- a) The nominated rounds for the State Championships are as follows:
 - i. SA 10 – 12 March Bolivar, SA
 - ii. QLD 5 – 7 May Ipswich, QLD
 - iii. NSW 16 – 18 June **Coffs Harbour** ~~Port Macquarie~~, NSW
 - iv. VIC 4 – 6 August Puckapunyal, VIC

42 - Series Champion

- a) The Rotax Max Australian Challenge Champion (1st place getter in the Series point score) will be recognised and awarded at the conclusion of Round 6.
- b) The Rotax Max Australian Challenge Champion will be allocated the Number 1 for Rotax Pro Tour events in that Class or Division in the following year and will receive a Red Champion's Plate.
- c) The 2nd and 3rd place getters in the Series point score will be recognised and awarded at the Rotax Pro Tour Awards Night.

Update Log	
15 February 2017	Regulation 15 a), 15 b) and 15 c) and Appendix 1
26 April 2017	Regulation 2d); 15 b) (i), (ii); 26, 41

Deletions are black strike through, additions are red text.

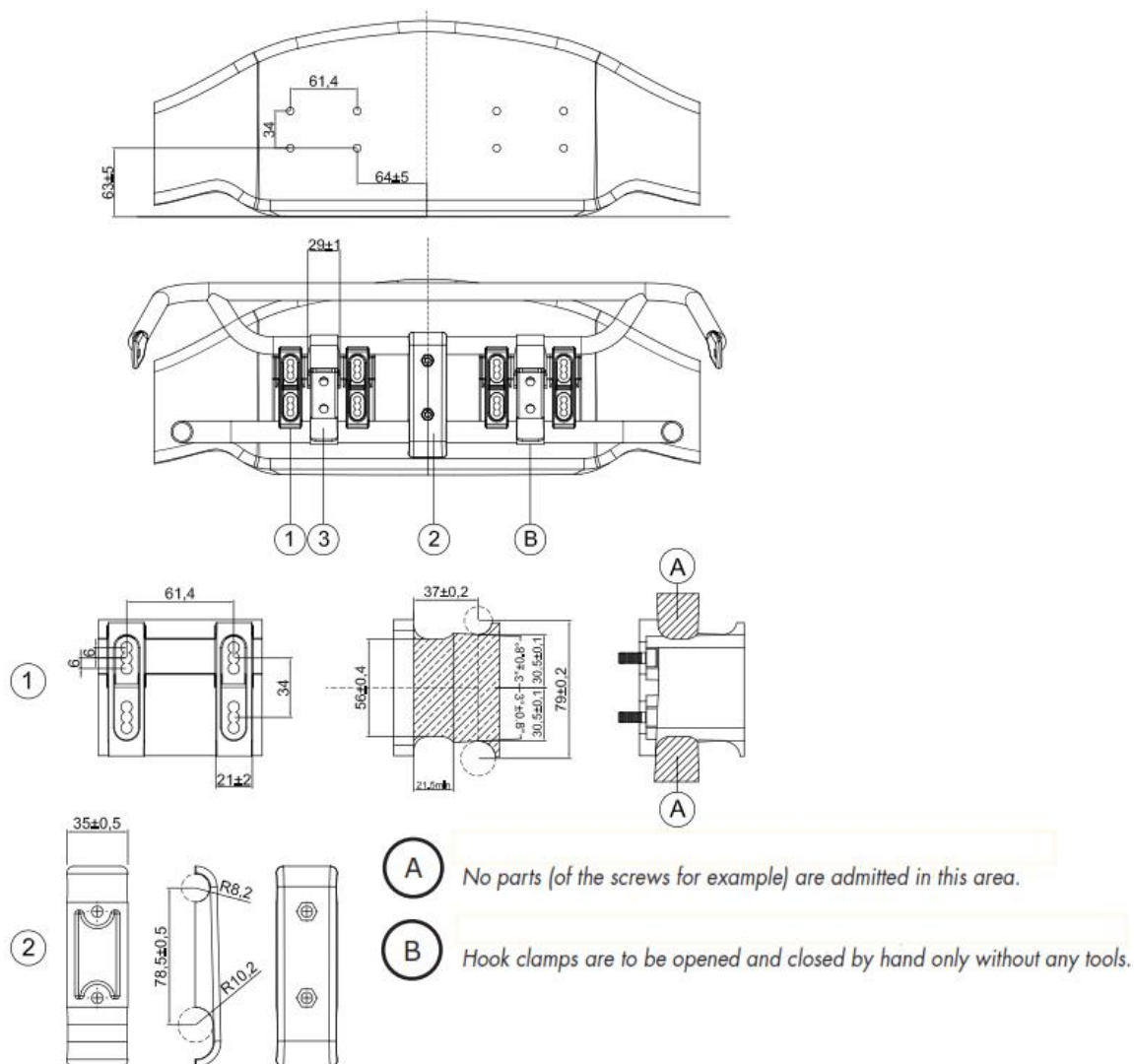
IMPORTANT NOTE

These Series Sporting Regulations are correct at the time of publication but are subject to change by KA.

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APPENDIX 1: TECHNICAL DRAWINGS AND EXPLANATIONS

CIK-FIA Technical Drawing No.2c – Front Fairing Mounting Kit



1. It is only permitted to fix the front fairing onto the kart using the front fairing mounting kit. No other device is authorised. It must be possible for the front fairing to move freely back in the direction of the chassis without any obstruction from any part that may restrict movement.
2. The front bumpers (lower and upper tube) must be rigidly connected with the chassis and must have a smooth surface. Any mechanical work or other intervention to maximize the friction of the front bumpers is strictly forbidden.

Definition - Front Fairing Mounting Kit

1. Mounting bracket kit for front fairing (2 pieces + 8 screws in total).
2. Front bumper support (2 half shells + 2 screws in total).
3. Adjustable hook clamps (the 2 pieces, shall be made of metal).

CIK Logo & Homologation number shall be embossed on each piece.

1. Mounting bracket kit for front fairing (the two (2) pieces shall be made of plastic).
2. Front bumper support (the two (2) half shells shall be made of plastic).