



# 2022 ROTAX PRO TOUR SERIES SPORTING REGULATIONS

## CLASSES:



Micro Max



Mini Max



Junior Max



Senior Max Light



Senior Max Heavy



DD2



DD2 Masters

**Clubbie**

Senior Max Restricted @177kg

## 1 - Preamble & Jurisdiction

- a) Karting (New South Wales) Inc (KNSW) in conjunction with RaceMax will organise the 2021 Rotax Pro Tour (the “**Series**”) for Drivers in: Micro Max, Mini Max, Junior Max, Senior Max Light, Senior Max Heavy, DD2, DD2 Masters and Senior Max Restricted @177kg
- b) This Series is sanctioned by KNSW as a National Series.
- c) These Sporting Regulations (the “**Series Regulations**”) are specific to the Series and are formulated for the Classes scheduled to Compete within at the Series.
- d) Unless otherwise specified, the definitions in the KNSW Competition Rules and handbook (the “**Rules**”) shall apply to these Series Regulations.
- e) KNSW and/or RaceMax with the approval of KNSW, may modify the Series Regulations, from time to time.
- f) The Series Regulations apply solely to the specified Classes and Divisions at each Round of the Series.
- g) The Series 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 Competitor’s 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 KNSW and RaceMax 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 in general.

## 2 - Events

- a) The Series will be contested over five (5) rounds of Competition.
- b) Rounds will be conducted at suitable Circuits as determined by KNSW and RaceMax.
- c) The date and venue for each Round of the Series will be:

<b>Round 1</b>	Canberra Kart Club	24 – 27 March 2022
<b>Round 2</b>	Geelong Kart Club	12 – 15 May 2022
<b>Round 3</b>	Ipswich Kart Club	16 – 19 June 2022
<b>Round 4</b>	Griffith Kart Club	28 – 31 July 2022
<b>Round 5</b>	Coffs Harbour Kart Club	1 – 4 September 2022

- d) KNSW, following advice from RaceMax, reserves the right to vary the date, time and venue for any Rounds at their discretion.
- e) The classification of a Series Champion Driver will be established through the results obtained by a Driver and in accordance with these Series Regulations.
- f) Entry to all Rounds will be open to authorised Drivers holding the appropriate International or National Licences.

## 3 - Organisation & Administration

- a) The Series will be conducted under the provisions of the KNSW 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) KNSW reserves the right to issue Supplementary Regulations and/or instructions to Competitors and/or Drivers and/or Participants and these shall be of the same effect as these Series Regulations.

- c) All the concerned parties, Officials, promoters, Competitors, Participants and Drivers may only participate in the Series on the condition that they comply with all documents, which govern it.
- d) The Series will be promoted by RaceMax.
- e) The following personnel have been appointed to the Series by KNSW and/or RaceMax and have the authority to administer the various aspects of these Series Regulations in accordance with the Rules.
  - i. Series Manager: Richard Bethune (RaceMax)
  - ii. Series Coordinator: Tim Craig (RaceMax)
  - iii. Series Steward: Phil Twigg
  - iv. Series Clerk of the Course: Victor Maastricht
  - v. Series Chief Scrutineer: Graeme Abbott
  - vi. Series Commentators: TBA
  - vii. Series Media Coordinator: Richard Bethune (RaceMax)
- f) Subject to the agreement of KNSW and RaceMax, 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 RaceMax.

#### 5 - Additional Classes

- a) RaceMax may, subject to the prior approval of KNSW, 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 in championship classes, are eligible to apply for a wildcard entry to the Rotax Max Challenge Grand Finals (“**RMCGF**”) invitation providing they meet the criteria of the RMCGF.
- c) To be eligible to apply for the wildcard in DD2 Masters, the Driver must have turned 32 years of age by December 31<sup>st</sup> 2021.

#### 7 - Series Registration

- a) Competitors
  - i. Each Competitor will be required to Register for the Series prior to entering the first Round in which they intend to Compete, regardless of the number of Meetings in which they intend to compete.
  - ii. Series Registration must be completed on the official Series Registration form available at [www.rotax.com.au](http://www.rotax.com.au) or at conclusion of this document.
  - iii. Registration for the 2022 Series will open on the 10<sup>th</sup> February 2022.
    - 1) Series Registration will remain open up to and including the closing date for entry into the last Round of the Series.
  - iv. At the time of Registering for the Series, each Competitor must 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.
    - 1) In the event that more than one Competitor nominates the same competition number, the Series Manager will allocate the competition number to Competitors who submitted their request at the earliest time.
- b) Fees
  - i. There is a \$100 fee for Drivers to register for the Series.
  - ii. Competitors will pay an entry fee to Compete at each Round of the Series.
  - iii. All competitors shall receive a Free 2022 ProTour Tee Shirt at round 1

## 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	KNSW Minimum Licence Requirement		Kartsport NZ Minimum Licence Requirement
Micro Max	Novice	C Grade	Tier 2
Mini Max	Rookie	C Grade	Tier 2
Junior Max	Junior	B Grade	Tier 2
Rotax 125 Light	Senior	B Grade	Tier 2
Rotax 125 Heavy	Senior	B Grade	Tier 2
DD2	Senior	B Grade	Tier 2
DD2 Masters	Senior	B Grade	Tier 2
Senior Max Restricted	Senior	B Grade	Tier 2

- c) A current Legal Guardian or Pit Crew Licence or current Senior Race 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 Legal Guardian Licence is available through KNSW [here](#).
- d) A Pit Crew Licence will be required by each pit crew member, parent and guardian who do not hold a Legal Guardian Licence, Driver or Competitor Licence, and who requires access to the Race Track Area, the in-grid, out-grid, scrutineering and Parc Fermé areas at an Event. The Pit Crew licences are available through KNSW.
- e) Kartsport NZ licence holders shall still be required to obtain a KNSW licence, their KSNZ licence grading shall be recognised with a licence of equivalent status by KNSW.

## 9 - Entries and Minimum Entries

- a) Details of the entry method will be listed in the Supplementary Regulations for each Round of the Series.
- b) Unless otherwise prescribed in Supplementary Regulations, the closing date for entries for each Round of the Series are as follows:

Round No.	Round Date	Venue	Entry Closing Date
Round 1	24 – 27 March	Canberra Kart Club	5pm 18 March 2022
Round 2	12 – 15 May 2022	Geelong Kart Club	5pm 6 May 2022
Round 3	16 – 19 June 2022	Ipswich Kart Club	5pm 10 June 2022
Round 4	28 – 31 July 2022	Griffith Kart Club	5pm 22 July 2022
Round 5	1 – 4 September 2022	Coffs Harbour Kart Club	5pm 26 August 2022

- c) The entry fee payable to the Organiser will be listed in the Supplementary Regulations for each Round of the Series.
- d) If less than six (6) 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.
- e) 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.
- f) DD2 and DD2 Masters shall be combined on track using a middle weight of ~~178kg~~ 180kg until such time as either class reaches and entry of 20 competitors or the combined field exceeds track limits.

## 10 - Circuits and Practice Restrictions

- a) Circuits that are hosting a round of the Series will not have a planned practice weekend prior to the Event.

- b) Where competitors participate in any practice prior to any Round, this will not be considered to be private practice. It will:
  - i. Not form part of the meeting;
  - ii. Be organised and under the control of the organising club;
  - iii. Incur a practice fee, payable directly to the organising club.
- c) Unless otherwise specified in the Supplementary Regulations for a Meeting the Track 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.
- d) The Thursday prior to each round will see the tracks available for testing. This testing will not be official and the practice fees will be set by the host clubs.

## **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, may at RaceMax's sole discretion, 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 RaceMax 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 may be distributed prior to the Event, or 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 the Guardian who entered the Driver in the Event to attend all Drivers' briefings.
- c) Drivers and if required by these Regulations the Guardian of a Driver who fails 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 Track 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 may be required to wear a wrist band 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 KNSW Technical Regulations or the current CIK-FIA International Karting Regulations and be either CIK homologated or Approved for competition by KNSW.
  - ii. Competitors must present themselves and their equipment in a clean, well maintained and professional manner at all times.
  - iii. Number plates will be in accordance with the Rules.
  - iv. Micro Max and Mini Max classes shall be required to comply with their respective homologation documents, axle dimensions and track width.
- b) Engine
- i. Competitors are only permitted to use the following spark plugs for the duration of a Meeting:

Class / Division	Denso Iridium				NGK	NGK
Micro Max, Mini Max	IW24	IW27	IW29	IW31	GR8DI-8	BR8EIX, BR8EIX BR10EIX
Junior Max Trophy, Junior Max, Rotax 125 Light, Rotax 125 Heavy, DD2, DD2 Masters	IW24	IW27	IW29	IW31	GR9DI-8 or GR8DI-8	BR8EIX, BR8EIX BR10EIX

- ii. Spark plugs must be OEM as supplied by the manufacturer and machining and/or removal of the washer is not permitted.
- iii. All engines must show Australian or New Zealand engine stamping.

## 16 - Changing of Equipment

- a) Notice of any change of equipment must be notified to the Chief Scrutineer before the start of any Qualifying session or Race.
- b) Equipment, as entered on the Scrutineering Form, may be used at the Competitor's discretion with the approval of the Chief Scrutineer.
- c) The change of Chassis, engine or Tyres is forbidden during the starting procedure and between the start and finish of any race unless the race is stopped and the Track is declared Wet.

## 17 - Data Logging Equipment

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

## 18 - Timing

- a) It is the Drivers responsibility to fit and maintain their timing transponder in accordance with the Rules.
  - i. It is compulsory for all Competitors to affix a MYLAPS compatible transponder to their Kart in a working condition from the start of the first 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.

## 19 - 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.
- b) For the duration of the Series, the only oil that is permitted to be used at a Round of the Series is, XPS Full Synthetic Oil (Z297461). The entry fee for all events will include one (1) litre of oil per Kart entered and will be distributed at the times listed for tyre scanning.
- c) Random fuel testing will be conducted during the series to ensure competitors are using the controlled fuel and oil as specified.

## 20 - Tyres

- a) All Tyres will be barcoded.
- b) Only the Tyres listed in the Rules and distributed by RaceMax are permitted to be used at a Round of the Series.
- c) Tyres will form part of the entry fee for each round. For the avoidance of doubt:-
  - i. First practice session (of 5) the tyres used are free
  - ii. Practice 2 to Practice 5 on the Friday only 1 set of scanned in tyres as supplied by RaceMax may be used. Previous round tyres may be used however, the 4 tyres that start practice 2 are the only permitted tyres able to be used.
  - iii. Saturday and Sunday warm up session tyres are free.
  - iv. All competitors will commence qualifying on their new green unused set of allocated tyres. In the event of a wet qualifying session, the first dry session will be on the new green unused set of allocated tyres.
  - v. Entry fee will include 1 set of race tyres.
  - vi. Senior Max Restricted, will run their usual wet tyres and run Mojo D2 slick tyres. The use of Mojo wet tyres for this class has been exempted.

## 21 - 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 of the competitors fastest 2 lap times of qualifying being deleted.

## 22 - Video Recording System & Recording Medium (SD Card) Procedures

- a) It is compulsory for Competitors to have at least one forward facing video recording system in operation at all times, from the commencement of each days on track activity. Failure to do so will result in exclusion from that Section of the Event.
- b) A separate SD card must be used for each Series Class or Division contested at an Event.
- c) Prior to 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.
- d) 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 prior written permission of the Stewards.

## 23 - 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.

## 24 – Nose Cone – CIK-FIA Drop Down

- a) The CIK-FIA Drop Down nose cone kit will be used for all classes with penalties as prescribed in the KNSW rulebook applied for the balance of the series.

## 25 - Practice

- a) Untimed practice be scheduled on the Thursday prior to each Meeting.
- b) Each Class or Division will have Five (5) timed Official practice sessions at a Meeting that will take place on the Friday of the Meeting. The duration of these sessions will be listed in the Supplementary Regulations.
- c) From official Practice 2 onwards, all classes will be restricted to one (1) set of Dry Tyres and one (1) set of Wet Weather Tyres for the duration of the Official practice sessions.

## 26 - 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, the times set in the morning warm up practice session 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 morning warm up practice session.
  - i. The slowest 50% will be classified as Group 1 and the faster 50% as Group 2.
  - ii. Where the separation results in an odd number of Karts, the lesser number will comprise Group 1.
  - iii. The fastest Driver in each group will occupy grid position 1, second fastest grid 2 and so on.
  - iv. At the end of the qualifying sessions for both groups, Drivers will be split into two (2) groups - Group A and Group B.
  - v. Group A will include the fastest, third fastest, fifth fastest qualifier and so on.
  - vi. Group B will include the second fastest, fourth fastest, sixth fastest qualifier and so on.
  - vii. This process will continue until all Drivers are allocated a group.

## 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.
- b) Oversubscribed Classes
  - i. The results of the qualifying sessions will determine the grid for the two (2) Heat Race groups, from fastest to slowest.
  - ii. The fastest qualifier in each group A and B, will start the Heat Races from pole position.
- c) To be eligible for a grid position in the Pre-Final Race and the Final Race a Competitor must:
  - i. Compete in at least two (2) Heat Races.
- d) 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.
  - i. The Driver who has accumulated the least points in the Heat Races will start on Pole Position for the Pre-Final Race.
  - ii. 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.
  - iii. In the event of a tie on points, the lower grid position will be awarded to the Driver with the faster qualifying time.
- e) The finishing order from the Pre-Final Race will determine the grid for the Final Race.
- f) The winner of the Pre-Final Race will start on Pole Position for the Final race.
  - i. The Driver who finishes second in the Pre-Final Race will start in Grid position 2 for the Final race and so on.
  - ii. 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. Micro Max and Mini Max: 10km (Heats 1, 2 and 3).
  - ii. Junior Max, Senior Max Light, Senior Max Heavy, DD2, DD2 (Masters), Senior Max Restricted: 12 km (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 A and B will race three (3) heat races.

### **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 – 3 points 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.
- e) 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 - Oversubscribed Classes**

- a) Where the Class is Over-Subscribed at a Round, a standalone race may be included on the program at the sole discretion of RaceMax and the Host Club.
- 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**

- 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: 15km
  - ii. Junior Max, Senior Max Light, Senior Max 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: 18km
  - ii. Junior Max, Rotax 125 Light, Rotax 125 Heavy, DD2, DD2 Masters Senior Max Restricted: 22km

### **33 – Rounds 3&4**

- a) Will have formats and points scoring methodology published with relevant supplementary regulations.

### 34 - Starts

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

### 35 - Rolling Start Procedure

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

### 36 - 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.

### 37 - 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.

### 38 - Series Points - Drivers

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

Pos.	PRE-FINAL	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 11 Series Points results (5 x Pre-Final Start Positions, 1 Enduro finish (using pre-finals points structure) & 5 x Finals Results) in the Series, the best 5 Pre-Final points scores and 4 best Final points results will be used to calculate their ranking for the series. For the avoidance of doubt a driver may drop a round
- c) Points shall only be awarded to the Drivers classified as finishers in the final results of each race.
- d) Non-finishers or drivers Disqualified from a final 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) Series points are allocated to individual Drivers and are not transferable between Drivers.
- h) Each Driver wishing to apply for the RMCGF wildcard entry must comply with the '2022 Conquer the World' Terms and Conditions available at [www.rotax.com.au](http://www.rotax.com.au)

### **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 final round.
- 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 5), starting from the most recent event and working backwards through the results the Series.

### **40 - Trophy Presentation**

- a) 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 & boots 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 and remain available for a few moments for photography.

### **41 - Recognition of State Champions**

- a) Four of the Rounds will be contested for the respective State Championships.

### **42 - Series Champion**

- a) The Rotax Max Challenge Australian National Champion (1st place getter in the Series point score) will be recognised and awarded at the conclusion of Round 5.
- b) The Rotax Max Challenge Australian National 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 Green 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.

### **43 – Senior Max Restricted**

- a) The class is being run as a demonstration class. As such trophies will be presented to the top 3 drivers at each round.
- b) There shall not be recognition of state or national champion status for this class. RaceMax will arrange for a series trophy and prizes.
- c) The class will run on KNSW Tag Restricted rules including wet tyres, at a weight of 177kg but on Mojo D2 Slicks.

### **44 - General Safety and Paddock Area**

- a) Fire

- i. Each Paddock space area must contain at least one (1) certified and fully functioning effective dry chemical fire extinguisher. The Fire Extinguisher/s must be readily accessible in the working area at all times.
- b) Smoking
  - i. The Series Paddock is designated as a public area at a Meeting. As such it is a **NO SMOKING** area.
  - ii. Smoking in the Paddock is strictly prohibited.
- c) Paddock Allocation
  - i. All requests for Paddock Space is to be made in writing to the host club contact listed on the Supplementary Regulations prior to the close of entries for each round of the Series;
  - ii. The layout of the Paddock Area will be the decision of the Series Manager;
  - iii. No vehicle or trailer on the premises can measure more than 19m in overall length when connected. For the avoidance of doubt, this means that no B Double transporters will be permitted on the premises at any time during the event.
  - iv. The parking of trailers, trucks and vehicles in the Paddock Area is at the absolute discretion of the Series Manager.

#### **IMPORTANT NOTE**

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



# 2022 ROTAX ProTour Series Registration

I agree to the publication of any or all of the information supplied on this entry form for the purpose of publicity of this event. I acknowledge my right to access and correction of this information.

Name of Competitor \_\_\_\_\_

Class/Classes \_\_\_\_\_

Kart Number Preference

1st	2nd	3rd
-----	-----	-----

Email		D.O.B	
Phone Number		Name of Guardian	
Licence Held		Address	
Issued By			
Licence Number		Post Code	
Expiry Date		Tee Shirt Size	
		Tee Shirt Colour	Black Grey

Member of Which Club \_\_\_\_\_

Make of Kart \_\_\_\_\_

Sponsors \_\_\_\_\_

Thanks To My Pit Crew \_\_\_\_\_

Placing at Previous ProTour \_\_\_\_\_

Other Achievements: \_\_\_\_\_

Credit Card Series Entry Payment			Amount \$100
Credit Card Number	Expiry	CVC	Name On Card

Please email this completed form to [racing@rotax.com.au](mailto:racing@rotax.com.au)

