



International Karting Distributors



PRESENTS:



2020 ROTAX PRO TOUR NATIONAL SERIES SPORTING REGULATIONS

CLASSES:



MICRO MAX

MINI MAX

JUNIOR MAX

ROTAX 125 LIGHT

ROTAX 125 HEAVY

DD2

DD2 MASTERS



Approved
16 December 2019

1 - Preamble and Jurisdiction

- a) The Australian Karting Association Ltd. trading as Karting Australia (“KA”) in conjunction with International Karting Distributors (“IKD”) will organise the 2020 Rotax Pro Tour (the “Series”) for Drivers in: Micro Max, Mini Max, Junior Max, Rotax 125 - Light, Rotax 125 - Heavy, DD2 and DD2 - Masters.
- b) This Series is sanctioned by KA as a National Series.
- c) These Sporting Regulations are specific to the Series (the “Series Regulations”) 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) These 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 high level National Series for Rotax competitors in Australia.
 - 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 four (4) Meetings (“Rounds”).
- b) Rounds will be conducted in three Australian States, at suitable Circuits as determined by KA and IKD.
- c) The date and venue for each Round of the Series will be:
 - i) Round 1 March 21-22 Todd Road VIC
 - ii) Round 2 May 16-17 Ipswich QLD
 - iii) Round 3 July 18-19 Eastern Creek NSW
 - iv) Round 4 August 28-30 Albury VIC
- d) The Rounds that have been nominated for a State Championship or designated as a Special Events are as follows:
 - i) Round 1 Todd Road VIC State Championship
 - ii) Round 2 Ipswich QLD State Championship
 - iii) Round 3 Eastern Creek NSW State Championship
 - iv) Round 4 Albury Jason Richards Memorial - Double Header
- 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) Entry to all Rounds will be open to authorised Drivers holding the appropriate International or National Licence.

3 - Organisation and 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, Participants and/or Drivers 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 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: Maddie Black (IKD)
 - iii) Series Steward: Phil Lane
 - iv) Series Race Director: Russell White
 - v) Series Technical Officer: Les Allen (QLD. & NSW Rounds) Harold Arnett (Victorian Rounds)
 - vi) Series Commentator: Scott Auld
 - vii) Series Media Coordinator: Maddie Black (IKD)
- 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 issued or recognised by KA.
- b) To be eligible to compete in DD2 Masters, the Driver must have turned 32 years of age by December 31st, 2020.
- c) Series Registrations are not required.

7 - Fees

- a) There is no fee to register for the Series.
- b) Competitors must pay an entry fee for each Round of the Series. No portion of the Entry Fee will be refunded after the Close of Entries for the respective Round unless a Class is cancelled.

8 - Competition Numbers

- a) IKC will promulgate in Supplementary Regulations for each Round, a list of reserved Competition numbers for each Class and/or Division (Reserved Number). Only the Driver to whom such Reserved Number has been allocated will be permitted to use the Reserved Number in any Round in the Series.
- b) All remaining Competition numbers in each Class or Division are available on a Round by Round basis and will be issued via the requests on the CMS together with the Entry for each Round.
 - i) If more than one Competitor nominates the same Competition number, the Series Manager will allocate the competition number to the Competitor who submitted their request first.

9 - Licences Required

- a) The Series Events are restricted to Drivers holding the appropriate Licence for that Class or Division
- b) Eligible KA and Kartsport NZ 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	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 driver holding a Licence issued by a foreign ASN other than New Zealand, may be eligible to Compete in a Meeting in accordance with the provisions of KA Competition Rules, Chapter 4, Rule 15 a). To be eligible for an invitation to Compete, a Driver must in the first instance make written application to IKD maddie@internationalkarting.com.au
- d) 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.
- 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 Track, the in-grid, out-grid, technical and scrutineering areas and Parc Fermé areas at a Round. The Mechanic and Pit Crew licence are available through the CMS.

10 - 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	21 – 22 March	Todd Road	Sunday 15 th March
Round 2	16 – 17 May	Ipswich	Sunday 10 th May
Round 3	18 – 19 July	Eastern Creek	Sunday 12 th July
Round 4	28 – 30 August	Albury	Sunday 23 rd August

- 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 reason and for any Class or Division shall be notified as soon as possible and the entry fee will be refunded.

11 - Circuits and Practice Restrictions

- a) Circuits that are hosting a round of the Series will be open for practice and testing up until the close of entries for the Event.
- b) Unless otherwise specified in these Series Regulations and/or Supplementary Regulations, the Track shall be closed to all Competitors and the equipment as follows:

Round	Track Close From 12:01am	Track Open from 8:00am
1	Monday 16 th March 2020	Saturday 21 st March 2020
2	Monday 11 th May 2020	Saturday 16 th May 2020
3	Monday 13 th July 2020	Saturday 18 th July 2020
4	Monday 24 th August 2020	Friday 28 th August 2020

- c) Practice on Friday 28th August at Round 4 will be considered to be private practice. It:
 - i) Will not form part of the Meeting;
 - ii) Will be organised and under the control of the Organising Club;
 - iii) May incur a practice fee for each driver payable direct to the Organising Club.
- d) The only exception to the dates specified in 11b) herein will be as authorised by KA and IKD at their sole discretion.
- e) Unless otherwise specified in the Supplementary Regulations for a Meeting the Track will be closed to Karts after the last session on Saturday and will remain closed until opened for official on-track activity the following day.
- f) At Round 4 the Track will be closed after the last session on Friday and will remain closed until opened for official on-track activity the following day.
- g) The Penalties for Testing at a Championship venue after the Track Close date and prior to the Track Open date specified herein will be:
 - i) Disqualification of the Licence Holder/s from the 2020 and 2021 Championships and a fine of \$3000.00

12 - Administrative Checking and Scrutineering

- a) Administrative checking and scrutineering will take place at the time and venue listed in the Supplementary Regulations.
- b) It is the responsibility of the Competitor to ensure that all information on the official entry list is correct. Any inaccuracies and discrepancies are required to be notified to the Chief Timekeeper no less than 60 minutes prior to the start of Practice for their respective Class at a Meeting
- c) Engine and chassis seals will be issued and it is the Competitor's responsibility to ensure they are correctly fitted prior to qualifying.
- d) 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.
- e) 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.

13 - 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 the Participant who entered the Driver in the Event to attend all Drivers' briefings.
- c) Drivers and if required by these Regulations the Participant of a Driver who fails to attend a briefing and sign the attendance sheet will be referred to the Stewards for possible disciplinary action.

14 - 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.

15 - Parc Fermé In and Out Grid Entry

- a) Entry to the In-grid and Out-grid will be restricted to a maximum of 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 Round.

16 - Chassis & Engine Equipment

- a) Chassis
 - i) Chassis must comply with either the current KA Technical Regulations or the current CIK-FIA International Karting Regulations.
- b) General Equipment
 - i) Competitors must present themselves and their equipment in a clean, well-maintained and professional manner at all times.
- c) Engine
 - i) Competitors are only permitted to use the following spark plugs for the duration of a Meeting:

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

- ii) Spark plugs must be OEM as supplied by the manufacturer and machining and/or removal of the washer is not permitted



17 - 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.

18 - Data Logging Equipment

- 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.

19 - 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 all official on track activities at each Meeting. Failure to do so will result in disqualification of the Driver from the next practice session. In the event of it being the final practice session the driver will start from the rear of the grid in Qualifying.
 - ii) Transponder fitting instructions are in accordance with the Rules for all Classes and Divisions.

20 - 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) It is an offence to have any fuel that could be used in a Kart other than KA permitted Fuel, at a Meeting save for fuel for a generator and the Competitors transport vehicle.
- c) The only oil that is permitted to be used at a Round is, XPS Full Synthetic Oil (Z297461). The entry fee includes one (1) litre of oil per Kart entered that will be distributed at the times listed for tyre scanning.
- d) Random fuel and lubricant testing may be conducted during a Round to ensure Competitors are using the controlled fuel and oil as specified.

21 - Tyres

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

22 - Tyre Pooling

- a) Tyre pooling may be used and will be advised in Supplementary Regulations for each Round.
- b) Pooled tyres may be impounded during a Round as directed by Officials.
- c) Failure to collect Tyres within the published time period may result in a penalty.

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

- a) It is compulsory for each Competitor to have a fully operational camera fitted to their Kart from the start of official on track activities at each Meeting. Failure to do so will result in a penalty in accordance with the Rules.
- b) A separate SD card must be used for each Series Class or Division contested at a Round.
- 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.

24 - Mechanical Breakdown Lane

- a) A Mechanical Breakdown Lane will be in operation at each Round unless stated otherwise in Supplementary Regulations.
- b) It is not permitted to use the Mechanical Breakdown Lane during qualifying



25 - Practice

- a) Practice may be scheduled at a Meeting.
- b) If scheduled, the number and duration of the practice sessions for each Class and Division will be listed in the Supplementary Regulations.

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) The grid order of Karts for the commencement of qualifying will be the order in which Competitors entered the Event as listed in CMS.

27 - Grid Procedure

- a) Procedure for Rounds 1, 2 and 3
 - 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) Procedure for Round 4
 - i) The results of the qualifying session based on a Driver's fastest time will determine the grid for each Heat Race on the first day of the meeting from fastest to slowest.
 - ii) The combined points accumulated by a Driver from Heat Race one (1) and Heat Race two (2) will determine the grid for the Final Race on the first Day of the Meeting. In the event of a tie on points, the lower grid position will be awarded to the Driver with the faster original qualifying time.
 - iii) The results of the qualifying session based on a Driver's second fastest time will determine the grid for each Heat Race (Heat Race three (3) and Heat Race four (4)) that will be conducted on the second day of the Meeting from fastest to slowest.
 - iv) The combined points accumulated by a Driver from Heat Race three (3) and Heat Race four (4) will determine the grid for the Final Race on the second Day of the Meeting. In the event of a tie on points, the lower grid position will be awarded to the Driver with the faster original qualifying time.

28 - Heat Races

- a) Round 1, 2 and 3
 - i) Each Class or Division will have three (3) Heat Races at a Meeting.
- b) Round 4
 - i) Each Class or Division will have two (2) Heat Races on each day of the Meeting
- 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.

29 - Point Score to Determine Grid

- a) The point score outlined in this regulation will only be used to determine the allocation of starting position points at a Meeting. This point score 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 Disqualified 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 - Pre-Final Race

- a) Each Class or Division will have one (1) Pre-Final Race at Rounds 1, 2 and 3.
- b) The duration of the Pre-Final race will be expressed as a number of laps which will be listed in the Supplementary Regulations.

31 - Final

- a) Each Class or Division will have one (1) Final Race at Rounds 1, 2 and 3.
- b) Each Class or Division will have one (1) Final Race on each day at Round 4.
- c) The duration of each Final Race will be expressed as a number of laps which will be listed in the Supplementary Regulations.

32 - Starts

- a) Each Race for all Classes and Divisions will be started using a Rolling Start in accordance with the Rules.

33 - 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 for the appropriate action and/or penalty.

34 - Round Results

- a) The placing's for each Round will be determined by the placing's obtained in the Final race.
- b) A Driver must be classified as a finisher in the Final race to be eligible for the Round awards.

35 - Series Points - Drivers

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

Pos.	HEAT RACE POINTS	FINAL FINISHING POSITION POINTS
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	617
15	425	574
16	393	536
17	363	503
18	335	475
19	309	451
20	285	431

- b) The final Series Points shall be determined by using the total points scored from all Rounds of the Series.
- c) Heat Race Points



- i) Heat Race Series Points are awarded at the conclusion of the Heat Races in each Class or Division based on the Driver's starting position in the Pre-final or Final, whichever is scheduled first.
- ii) For the avoidance of doubt, if a Driver does not start the Pre-final or Final race, Series points are still awarded based on the starting position the Driver has achieved.
- iii) At Round 4, Heat Race Series Points will be awarded on each day of the Meeting after the conclusion of the Heat Races.
- d) Final Finishing Position Points
 - i) Final Finishing Position Points shall only be awarded to Drivers classified as finishers in each final race.
 - ii) Non-finishers in the Final will not be awarded Series points.
 - iii) At Round 4, Final Finishing Position Points will be awarded on each day of the Meeting after the conclusion of each Final Race.
- 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.

36 - 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 second Final Race at Round 4 of the Series. If the tied Drivers fail to be classified in the Final Race at Round 4, then the result will be determined by the driver who achieved the highest result in the first Final at Round 4 and so on backwards through the Series finals until a result is determined.

37 - Round Trophy Presentation

- a) A 1000 Series Point penalty will be deducted from a Driver's overall Series points when a Driver who finishes 1st, 2nd or 3rd 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) In the interest of safety, Drivers on the Podium are expected to stay on the Podium steps while spraying the champagne.

38 - 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 4.
- b) The Rotax Max Australian Challenge Champion will be allocated the Number 1 for Rotax Pro Tour events in that Class or Division in 2021 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 conclusion of Round 4.

39 - Team Australia Selection and Rotax Max Challenge Grand Finals

- a) IKD has secured the following seats to form Team Australia at the 2020 Rotax Max Challenge Grand Finals
 - i) Micro Max TBA
 - ii) Mini Max TBA
 - iii) Junior Max TBA
 - iv) Rotax Light TBA
 - v) DD2 TBA
 - vi) DD2 Masters TBA
- b) Team Australia will be announced at the completion of the Round 4.



- c) The Team Australia selection committee will be comprised of Ian Black, Maddie Black, Karting Australia CEO or his delegated representative, Series Race Director.
- d) Team Australia will be announced even if the results in any class or division are still under protest or appeal. The outcome of any such protest or appeal or at a later date will have no influence whatsoever on the members of the Team that have been previously announced.
- e) The Drivers announced for Team Australia in accordance with Clause b) herein, will be final and no protest or appeal is available to any Competitor, Participant or Driver. If a driver does not take up their invitation to compete at the Rotax Max Challenge Grand Finals the selection committee, in their absolute discretion will extend an invitation to another Driver.
- f) The Team Australia selection criteria will include but not be limited to the following factors:
 - i) Series Results
 - ii) Attitude towards Competitors and Officials
 - iii) On-track or off-track incidents
 - iv) Judicial and Disciplinary Matters
- g) Officials, after consultation with IKD, may exclude a Driver from receiving an invitation to be a member of Team Australia as part of, or all of a penalty imposed against a Driver for a breach of the Rules. The imposition of such penalty is not subject to protest of appeal.

40 - 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 with a minimum capacity of 9.0kg kilograms in each Paddock space under the Team's control in accordance with the following requirements:

Allocated Space (not including transporter)	Minimum number of Fire Extinguishers Required
20 sq metres or less	1
20 to 160 sq metres	4
More than 160 sq metres	6

- ii) 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 Organising Club contact listed in the Supplementary Regulations for a Round prior to the close of entries for that Round of the Series;
 - ii) The layout of the Paddock Area will be the discretion of the Organising Club.
 - 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 Organising Club.
- d) Food Preparation
 - i) Food preparation and/or cooking and/or food distribution of any kind, other than for those persons directly associated with your team and pitted within the same designated area of the paddock is specifically prohibited within the confines of the Course (i.e. the entire facility) unless specifically permitted in writing by an authorised representative of the Host Club and/or Karting Australia. For the sake of absolute clarity, **this means that all food service activities MUST BE CONFINED to your own Pit area and be solely for your own team members – catering for other people at the event is not permitted.**



41 – Exhaust System – Junior Max, Rotax 125 and DD2

- a) The Exhaust Socket together with the gasket ring (Image 2 below) is the only Exhaust Socket permitted to be used in the Series. It must be used at all times that a Kart is on the Track. The Measurement of (C) displayed below must be a Minimum of 15.5 mm.



IMPORTANT NOTE

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

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