



2023 ROTAX NATIONAL CUP REGULATIONS

CLASSES & DIVISIONS:

MINI MAX
JUNIOR MAX
SENIOR MAX (Rotax Light)
DD2
DD2 MASTERS



Version 1 - Approved
6 July 2023

1 - Preamble and Jurisdiction

- a) The Australian Karting Association Ltd. trading as Karting Australia (“**KA**”) in conjunction with BRP-Rotax (“**Rotax**”) will organise the 2023 Rotax Max Challenge Australia incorporating a National Cup (the “**National Cup**”) and Qualifying Events (the “**Qualifying Events**”) for Drivers in: Mini Max, Junior Max, Senior Max, DD2 and DD2 - Masters.
- b) These Regulations are specific to the National Cup and Qualifying Events (the “**Regulations**”)
- c) Unless otherwise specified, the definitions in the National Competition Rules (the “**Rules**”) shall apply to these Regulations.
- d) KA may modify these Regulations, from time to time.
- e) These Regulations apply solely to the specified Classes and Divisions.
- f) The Rotax Max Challenge Australia is conducted to meet the following objectives:
 - i) To provide a high-level National Event for Rotax competitors in Australia.
 - ii) To provide an Event 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.

2 – Rotax National Cup and Qualifying Events

- a) The National Cup will be contested over one (1) Meeting.
- b) Qualifying Events will be conducted in three Australian States, in conjunction with other KA Sanctioned Events at suitable Circuits as determined by KA.
- c) Competing in a Qualifying Event is **not** a requirement to be eligible to compete in the National Cup.
- d) Competing in a Qualifying Event is a requirement to be eligible for a classification in the Rotax Max Challenge Australia and be considered for a position in Team Australia at the Rotax Max Challenge Grand Finals.
- e) The National Cup date and venue will be:
 - i) September 28-30 – Ipswich, QLD
- f) The Qualifying Events will be:
 - i) July 29/30 – Port Macquarie, NSW
 - ii) August 19/20 - Oakleigh, VIC (Mini Max, Junior Max, Senior Max, DD2, DD2 Masters)
 - iii) September 2/3 - Ipswich, QLD (Senior Max, DD2, DD2 Masters)
 - iv) September 9/10 - Warwick, QLD (Mini Max, Junior Max)
 - v) August 19/20 - Newcastle, NSW (Mini Max, Junior Max, Senior Max, DD2, DD2 Masters)
- g) KA reserves the right to incorporate additional, or vary the date, time and venue for any Events at their discretion.
- h) Entry to all Events will be open to authorised Drivers holding the appropriate International or National Licence.

3 - Organisation and Administration

- a) The Rotax Max Challenge Australia will be conducted under the provisions of the International Sporting Code of the FIA, the National Competition Rules, these 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 Event.
- 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 Regulations.
- c) All the concerned parties, Officials, promoters, Competitors, Participants and Drivers may only participate in the National Cup on the condition that they respect all texts and documents, which govern it.

4 - Commercial Exclusivity

- a) The right to associate the name of any company, sponsoring entity, organiser or brand with the Events for any or all Classes and Divisions is exclusively reserved for KA provided that such company, sponsoring entity, organiser or brand is not a karting competitor of BRP-Rotax.

5 - Competitor and Driver Eligibility

- a) To be eligible to Compete in an Event, 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, 2023.

6 - Fees

- a) Competitors must pay an entry fee for each Event. No portion of the Entry Fee will be refunded after the Close of Entries for the respective Event unless a Class is cancelled.

7 - Competition Numbers

- a) All Competition numbers in each Class or Division will be issued via the requests on the KOMP when a Competitor completes their entry.
 - i) If more than one Competitor nominates the same Competition number, KA will allocate the competition number to the Competitor who submitted their request first.

8 - Licences Required

- a) The Rotax Max Challenge Australia is restricted to Drivers holding the appropriate Licence for that Class or Division
- b) Eligible KA and Kartsport NZ Licences are:

CLASS / DIVISION	INTERNATIONAL LICENCE REQUIREMENT	KA LICENCE REQUIREMENT	KARTSPORT NZ LICENCE REQUIREMENT
Mini Max		KA Cadet 12 B or C grade	KartSport NZ Tier 1 and 2
Junior Max	International G	KA Junior A, B or C grade	KartSport NZ Tier 1
Senior Max	International E or F	KA Senior A or B grade	KartSport NZ Tier 1
DD2/DD2 Masters	International E or F	KA Senior A or B grade	KartSport NZ 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 admin@karting.net.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 an Event. The Participants Licence is available through KOMP.
- 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. The Mechanic and Pit Crew licence are available through KOMP.

9 - Entries and Minimum Entries

- a) Details of the entry method will be listed in the Supplementary Regulations.
- b) The entry fee payable to the Organiser will be listed in the Supplementary Regulations.
- c) If less than ten (10) 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 at the National Cup.
- d) 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.

10 – Host Circuits and Practice Restrictions

- a) Circuits that are hosting an Event will be open for practice as advised in the Supplementary Regulations.
- b) Unless otherwise specified in the Supplementary Regulations for a Meeting the Track will be closed to Karts after the last session on each day of the Event and will remain closed until opened for official on-track activity the following day.

11 - Administrative Checking and Scrutineering

- a) Administrative checking and scrutineering will take place at the time and location 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.

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 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.

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 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 available to be displayed at all times.

15 - Chassis & Engine Equipment

- a) Chassis
 - i) Chassis must comply with either the current KA Technical Regulations or the current 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.

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) KA 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 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.

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.
- 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) Random fuel and lubricant testing may be conducted during a Meeting 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 Patrizicorse or St George Kart Centre are permitted to be used as per the Rules.

21 - Tyre Pooling

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

22 - 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 the National Cup. Failure to do so will result in a penalty in accordance with the Rules.
- b) A separate SD card must be used for each Class or Division contested.
- c) Prior to commencement of on track activity on each day of a Meeting, 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) A Mechanical Breakdown Lane will be in operation unless stated otherwise in Supplementary Regulations.
- b) It is not permitted to use the Mechanical Breakdown Lane during qualifying.

24 – QUALIFYING EVENT FORMAT

a) Meeting Format

- i. The Meeting Format for the Qualifying Events will be listed in the Supplementary Regulations for the Meeting.

25 – NATIONAL CUP MEETING FORMAT

a) Practice

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

b) Qualifying

- i. Each Class or Division will have one (1) qualifying session.
- ii. The duration of the Qualifying session will be listed in the Supplementary Regulations.
- iii. A Driver may only qualify one (1) Kart in each Class or Division.
- iv. The grid order of Karts for the commencement of qualifying will outlined in the Supplementary Regulations.

c) Grid Procedure

- 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) and Heat Race two (2) will determine the grid for the Heat Race three (3).
- iii. The combined points accumulated by a Driver from Heat Race one (1) and Heat Race two (2) and Heat Race three (3) will determine the grid for the Final.
- 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.

d) Starts

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

e) Heat Races

- i. Each Class or Division will have three (3) Heat Races.
- ii. The duration of each Heat Race will be expressed as a number of laps which will be listed in the Supplementary Regulations.

f) Point Score to Determine Grid

- i. 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 Race to the Rotax Max Challenge Cup points.
- ii. Points for each the heat race will be awarded as follows:
 - 1st place - 0 points,
 - 2nd place - 2 points,
 - 3rd place - 3 points and so on with one (1) point being added for each place.
- iii. Non-starters and non-finishers in a Heat Race will be awarded a finishing position based on the number of laps completed.
- iv. If a Driver fails to make the Start they will be classified in grid order behind the number of starters in the race.
- v. 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).

g) Final

- i. Each Class or Division will have one (1) Final Race.
- ii. The duration of each Final Race will be expressed as a number of laps which will be listed in the Supplementary Regulations.

h) Non-competition

- i. It is the spirit and intent of the competition that all Races should be contested to the fullest.
- ii. 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.

i) Final Placing's

- i. The placing's for the National Cup will be determined by the placing's obtained in the Final race.
- ii. A Driver must be classified as a finisher in the Final race to be eligible for the Meeting awards.
- iii. Trophies will be presented for 1st, 2nd and 3rd place getters in each Class at the completion of the Finals.

26 –Rotax Max Challenge Australia Points - Drivers

- a) Points shall be awarded to Drivers in each Class or Division at the Qualifying Events and National Cup as follows:

Pos.	QUALIFYING EVENT	NATIONAL CUP
1	100	1000
2	96	960
3	92	920
4	88	880
5	84	840
6	80	800
7	76	760
8	72	720
9	68	680
10	64	640
11	60	600
12	56	560
13	52	520
14	48	480
15	44	440
16	40	400
17	36	360
18	32	320
19	28	280
20	24	240
21-40	20	200

- b) A Driver's Classification in the final race at an Event will determine the allocated points in accordance with the above table.
- c) Non-starters or Disqualified Drivers in the Final race of an Event will be awarded zero (0) points. Non-finishers will be allocated points based on their classification in the results.
- d) The final Points shall be determined by using the total points scored from a Driver's Overall finishing position at a Qualifying Event and the National Cup.
- e) Should a Driver compete at more than one (1) Qualifying Event, the highest point scoring Event will count towards their Overall position.
- f) Points are allocated to individual Drivers and are not transferable between Drivers.

27 - Overall Results When a Tie Exists

- a) In the event of two (2) or more Drivers scoring equal points at the end of the National Cup in a Class or Division, the final order for that Class or Division will be determined by the Driver who achieves highest result in the Final Race at the National Cup.

28 - Rotax Max Challenge Australia Champion

- a) The Rotax Max Challenge Australia Champion (1st place getter in the point score) will be recognised and awarded at the conclusion of the National Cup.
- b) The Rotax Max Challenge Australia Champion will be allocated the Number 1 for Rotax events in that Class or Division until the 2024 National Cup and will receive a Red Champion's Plate.
- c) To be eligible for an overall Classification in the Rotax Max Challenge Australia, the Driver must have Competed in a minimum of one (1) Qualifying Event.

29 - Team Australia Selection and Rotax Max Challenge Grand Finals

- a) BRP-Rotax has offered the following seats to form Team Australia at the 2023 Rotax Max Challenge Grand Finals
- | | | | |
|-----------------|----------------|----------------|----------------|
| i) Mini Max | One (1) Driver | iv) DD2 | One (1) Driver |
| ii) Junior Max | One (1) Driver | v) DD2 Masters | One (1) Driver |
| iii) Senior Max | One (1) Driver | | |
- b) Team Australia will be announced within seven (7) days of the completion of the National Cup.

- c) To be eligible to be considered for a position in Team Australia, the Driver must have Competed in a minimum of one (1) Qualifying Event and the National Cup.
- d) The Team Australia selection committee will be comprised of a representative from BRP-Rotax and Karting Australia.
- e) 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.
- f) 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.
- g) The Team Australia selection criteria for each Driver will include, but not be limited to, the following factors:
 - i) Overall Point Score from the Rotax Max Challenge Australia
 - ii) Attitude towards other Competitors and Officials
 - iii) On-track or off-track incidents
 - iv) Judicial and Disciplinary Matters

30 - 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 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 contact listed in the Supplementary Regulations;
 - ii) The layout of the Paddock Area will be the discretion of KA.
 - 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 Paddock Manager.
- 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.**

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

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